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VOL 18 · No. 3 CHRISTMAS 1966

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THE COMMUNICATOR

The Magazine of the Communications Branch, Royal Navy
and the Royal Naval Amateur Radio Society

CHRISTMAS 1966

VOL. 18, No. 3

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PUBLISHED AT HMS "MERCURY"



**CAPTAIN C. B. H. WAKE-WALKER, ROYAL NAVY
DIRECTOR OF NAVAL SIGNALS**

- | | |
|-----------|---|
| 1944—1945 | Qualified in Signals. |
| 1945 | Staff of Signal School |
| 1945—1947 | SCO to D.17 and D.5, HMS <i>Onslow</i> and HMS <i>Solebay</i> . |
| 1947—1948 | SCO to C-in-C Nore and Staff of Signal School, Chatham. |
| 1948—1950 | SCO to SO New Zealand Squadron, HMNZS <i>Bellona</i> |
| 1950—1952 | Staff of Signal School. |
| 1952—1953 | SCO to FO2 Med. |
| 1953 | Promoted Commander. |
| 1953—1954 | FCO Mediterranean. |
| 1954—1955 | JSSC |
| 1955—1957 | CO HMS <i>Surprise</i> . |
| 1957—1959 | Directing Staff JSSC. |
| 1959—1961 | Commander, RNC Greenwich. |
| 1961 | Promoted Captain. |
| 1962—1964 | Naval Attache Paris. |
| 1964—1966 | Captain F.17, Dartmouth Training Squadron, HMS <i>Tenby</i> and HMS <i>Eastbourne</i> . |

EDITORIAL

The new management has now taken over and is delighted to have inherited such a smooth-running organisation. To Colin Sanders and his team goes all the credit for the considerable increase in circulation during their term of office. We wish them luck in their new appointments.

We continue to receive a steady supply of material for the magazine, for which we thank our many contributors. The majority of articles of necessity contain ships' news, but there is always room for suggestions and discussion and we hope to see plenty of these in the future.

C. W. WILLIAMS, LIEUTENANT

THE NAVAL HOME LOAN SCHEME

The Naval Home Loan Scheme, or more properly the "Advance of Pay Scheme for Long Service Leading Rates and Above" was announced by the Minister of Defence (Royal Navy) in the House of Commons on the 11th March, 1965. The following article tries to set out the rules for this scheme, which are contained in D.C.F. 1317/65, in a simple, easily understood form.

The scheme was introduced as an incentive for men to re-engage to complete time for pension and, in consequence, applies only to Leading Rates and above of twenty-five years of age or over, who re-engage or have re-engaged to complete time for pension.

Provision is made for eligible personnel to receive a lump sum of money to cover the deposit, legal expenses, surveyor's and land registration fees entailed in buying a house on which a Building Society or Local Authority is willing to advance about ninety per cent. of their valuation of the property.

Amount of the Advance of Pay. An interest free advance of pay to a maximum of the Terminal Grant payable to a Leading Hand at twenty-two years service, currently £657, can be made. The actual amount being calculated in one of two ways:

- 12% of the purchase price of the house, plus £100 to cover legal and other fees.
- A sum which is the difference between the purchase price and the amount of mortgage raised plus £100.

The alternative which produces the lesser sum being the one given.

To put these details into figures, if you find a house you like priced at £4,000 and a Building Society or Local Authority is willing to advance a 90% mortgage (£3,600), the amount of advance that you can be given is the difference between the mortgage price and the purchase price plus £100 — a sum of £500.

e.g. £4,000 — £3,600 = £400 + £100 = £500.

Similarly, taking the £4,000 house again. If the Building Society was willing to lend only £3,500 (87.5%) the advance of pay would be 12% of the purchase price plus £100, in this case £480 + 100, a sum of £580.

e.g. 12% of £4,000 = £480 + £100 = £580.

Experience in the Pay Office of HMS *Mercury* has shown that the latter form of payment is the one which is normally made.

In all cases, the payment of the advance of pay will be made direct to the solicitor handling the purchase, on the condition that it will be returned to the Supply Officer if the purchase is not completed.

Applications. When an eligible person finds a house he would like to buy, he should arrange a mortgage and obtain the services of a solicitor. Nothing should be finally signed until the advance of pay is approved. Having done this, he should complete an application form which can be obtained from the Ship's/Captain's Office. This application will be vetted and, provided all the requirements are met, the advance will be made.

In addition to providing details of the proposed purchase, the application form contains certain provisos and conditions for which the applicant signs acceptance when he hands in the application form. These conditions etc. are covered in subsequent paragraphs.

Repayment of Advance. On handing in your application for an advance of pay, you sign to the effect that you will repay the advance and understand that you will not be eligible for Discharge by Purchase until the advance is repaid.

Repayments depend on the amount of time left to serve. If you have ten or more years to do to complete time for pension, the following rules apply:

Repayment at 10% per annum over the last ten years of service. In figures this would mean that an advance of £580 would be repaid at £58 per year, extracted at approximately £2 4s. 8d. per fortnight. If the applicant has less than ten years to serve to complete time for pension, the repayment is as follows:

10% per annum for the remaining years of service, the balance being recovered from his terminal grant. Taking an advance of £580 by an applicant with seven years left to serve, the repayment would be approximately £2 4s. 8d. per fortnight for the seven years and the balance, £174, recovered from his terminal grant.

Arrangements can be made for repayment of the whole advance at any time, but any other deviations from the repayment schedules detailed above are forbidden.

Premium. In addition to the repayment of the advance, a premium of 12s. 6d. for every £100 borrowed will be made every year until the advance is repaid. The purpose of the premium is to permit waiver of the repayment under the circumstances discussed in the following paragraph. These payments are made three times a year and on a loan of

£580 would be £3 12s. 6d. per year in three payments of £1 4s. 2d.

Waiving of Repayment. If a rating who has been given an advance of payment fails to complete time for pension, he will be required to repay the balance of the advance in full except in the following circumstances:

- (a) In the case of death or invaliding, the recovery will be waived.
- (b) In an exceptional case, the recovery can be waived at the discretion of the Ministry of Defence.

Selling the House. If a rating sells the house for which an advance has been made he must inform his Commanding Officer immediately, and the balance of the advance must be repaid at once, whether or not the rating purchases another house. Failure to report the sale may lead to the rating being charged the commercial rate of interest for the whole period that the loan was made. At the moment the commercial rate is 7½%.

As soon as the advance is repaid, he becomes eligible for another advance providing that the new purchase is a direct consequence of being drafted to a different area from the one in which he was serving when he bought the first house.

Letting. If the house is let, the rating's Commanding Officer must be informed immediately. During the whole period of letting, he will be required to pay to the Ministry of Defence interest on the outstanding portion of the advance at current Building Society interest rates. This sum will be recovered in relatively small sums from the fortnightly pay. It is also worth noting that this interest paid is claimable against one's income tax.

Married Quarters. Provided that his place of duty is not within twenty miles of the house he is buying under this scheme, a rating will not lose his Married Quarters entitlement. He will not, however, be entitled to a married hiring.

Promotion to the SD List. All the provisions of the scheme will continue to apply to ratings who have received an advance, have started repayments, and are subsequently promoted to the SD list.

ACKNOWLEDGEMENTS

The Editor regrets that the following arrived too late for inclusion:—

"Communications with the Jet Set" by Lieut. Cdr. G. M. Timpson, RN, "South Wales Division RNR" by Lieut. D. P. Firstbrook, RNR, and HMS *Triumph*, by LRO Rutter.

HOW'S YOUR RECOGNITION?

(Answer on page 125)



NEWS FROM THE AMATEURS

Sub. Lt. (SD) (C) D. D. Davies, RN at present serving in the RN Communication Centre at Lascaris, has been awarded the European title and was placed fourth in the world in an International Amateur Radio Contest organized by the Certificate Hunters Club.

The contest, open to Amateur Radio Operators throughout the world, is held annually and entails contacting as many amateur radio stations in as many countries and on as many amateur radio bands as possible.

It was held this year from midnight on Friday 3rd June until 6 a.m. on Monday 6th June. During this time Sub. Lt. Davies contacted 348 stations in many countries including New Zealand, Northwest Canada, Japan and Guam. He had only five hours sleep during the contest and operated his station, call sign 9HIAD, single-handed. This success has put Malta firmly on the amateur radio map and drawn attention to the activities of the Royal Naval Amateur Radio Society.

SYRACUSE 1966

by Wren Rowan-Robinson and RO2(G) Year

"An MFV trip to Syracuse is being organised" stated a notice on the Comcen board. This was initiated a most eventful and enjoyable week-end, which began at 0430 one Friday morning. Our complement of seventeen, skippered by Sub Lieut. (SD) (C) D. Davies and including six Wrens led by PO Burrage, was safely aboard and we slipped out of Grand Harbour into the dawn of a glorious Mediterranean day. As we sat around consuming freshly cooked bacon and eggs and hot coffee we were all sure that this was what we had joined for.

After a smooth and uneventful crossing we berthed at Syracuse just after 1800 local time—much to the interest of the Sicilians, who had obviously not seen ladies assist at this operation under the White Ensign before. The Wrens then went off to their hotel, the Grande Bretagne, the male ratings being accommodated on board and everyone taking their meals together in the ship. That evening we ate a fine meal cooked by press-ganged chefs and after dancing to the coxswain's tape recorder, all turned in, eagerly looking forward to seeing the sights of Syracuse the next day.

Saturday morning saw the Wrens shopping for souvenirs whilst the men confined their activities to washing down decks, cooking lunch and either swimming or strolling through the town. Then after lunch the Sicilians were treated to the spectacle of a demonstration water polo match—"hims v. hers". In the early evening it started to rain. The natives scuttled indoors, water-front restaurants put up their shutters and it looked as though we were in for a miserable evening. However, we had overlooked the ingenuity of our "with it" Captain.

After sending the Wrens back to their hotel with orders not to return until supper time, he organised the clearance of the forward messdeck, bunting was hung, hurricane lamps lit and the room made generally festive. A whip round resulted in the purchase of soft drinks and local wine, and when the Wrens returned they were pleasantly surprised to discover that a party had been organised. The evening was run on camp fire lines—without the camp fire of course! Most people got on their feet and did their party pieces, the skipper's fine Welsh voice led sing-songs, and between times we danced to the tape recorder. The fact that there were continuous thunder storms outside didn't matter a bit and it seemed no time at all before the skipper called a halt and the Wrens were shepherded back to their hotel just before midnight.

The following morning the Wrens took a cultured look at the town, their first stop being the open-air church which has been built around a statue of the Virgin Mary which some seven years ago, it is said, wept for three days. The souvenir shops do a good trade in candles, some of them more than five feet long, which they sell to worshippers. Next on the

list were the local Greek ruins, which are in excellent order. A mosaic floor depicting a map of the world as the Greeks knew it, was of particular interest.

That afternoon everyone did their last minute shopping and those with time to spare had a look at the aquarium.

On Monday morning early, we set off back to Malta. As we cleared Sicily the sea became very unfriendly indeed and a veil is best drawn over the rest of the passage. Nevertheless we returned to our berth at St. Angelo feeling very refreshed after our delightful week-end. In fact one Wren was heard to remark: "I feel as if I've been away for weeks". Our thanks to everyone who made this trip possible and—please can we go again soon?

NEW LOOK FOR WRNS?

by "Washington"

DCHRN) 1164/66 announces the introduction of a new white tropical dress for WRNS Officers and Ratings, and states: "It is styled somewhat differently from existing tropical dress, in that it is coat style, with single-breasted collar and lapels".

Is this one of the new deflationary measures?

LETTER TO THE EDITOR

38 Fowlmere Road,
Gt. Barr,
Birmingham 22a
12th August, 1966

Dear Sir,

I was interested to read LRO McPheat's ideas on auto and semi-auto keying, and think that he is inviting trouble if he wants to have such keyers as general issue throughout the Service.

It is true that such devices can, if used correctly, produce reasonable morse, but this is only if the operator has the necessary sense of rhythm that is required to make good morse. It does not take much listening on any CW circuit to realise the number of operators who cannot send morse as well as when they passed out. If they cannot get the spacing right by hand then no manner of mechanical and electronic aids will sort it out.

No thank you! Let's have readable handrauclic morse before we start 'bugging' up the works with CW that sounds like FSK.

Yours faithfully,

(Sgd.) R. H. MILLMAN,
LRO, RNR

Editor's Note:

The International Marine Radio Company's Telegraph Key is currently being introduced into the Service. This is a fully enclosed key with only a "gap" control. Experience to date indicates that this will produce a higher standard of hand morse.

WREN'S PIN-UP



"El Cordobes"

WRNS

Advancement

At the end of October 1966, the Advancement Rosters stood as follows:

- L/Wren Radio Operator/Radio Operator (Morse) to Petty Officer Wren Radio Supervisor: 11
- Wren Radio Operator/Radio Operator (Morse) to Leading Wren: 110.

During the past four months the average waiting time on the roster from application to joining for course was five months for Leading Wren to Petty Officer Wren, and one year two months for Wren to Leading Wren.

Unfortunately the final Advancement course planned for this year, ADV 6/66, has had to be cancelled due to exercise commitments. The next course, ADV 1/67, will commence on the 9th January, 1967. Five more courses are planned for 1967.

Advancement Courses

The Advancement courses since the last edition have included the following: L/Wrens Francis, Southall, Frost and Ward, and Wrens Brookes, Gunn, Hutchinson, Sutton, Treywin, Whitelock,

Wood, Barron, Burtin, Craggs, Dunn, Eaton, Hayter, Moffat, Newton and Paynter.

Release/Marriage

WRO P. A. Atkinson and WRO Baker.

Engagements

- 3/O E. B. M. R. Tate to Lieut. Cdr. M. Fulford-Dobson, RN.
- WRO E. Castle to Corporal B. North.
- WRO E. Carter to Mr. J. Bushnell.

Marriage

WRO P. A. Atkinson to Signalman Morgan on the 12th November.

Routine Drafting

This information is contained in the main drafting section.

DUKE OF EDINBURGH'S AWARD



Wren Radio Operator J. P. C. Gamble of HMS *Heron* receiving the Gold Award of the Duke of Edinburgh Award Scheme for Girls from Captain G. C. Baldwin, DSC, Commanding Officer, at the Royal Naval Air Station, Yeovilton.

Wren Gamble's intensive preparation for this high award included, amongst other activities, free fighting, first aid, basketry, rifle shooting, archery and canoeing. She did valuable work at a Children's Home and also took a one-week course at Kelve Court, studying art, outdoor activities, country life and theatrical work. To complete her programme, Wren Gamble toured the Somerset Farm Institute, the Steart Natural Reserve, and the Cathedral and Bishop's Palace at Wells.

Wren Gamble has served in the WRNS for two-and-a-half years and was drafted to RNAS Yeovilton after Part 2 training at HMS *Mercury*. Her home is in Belfast.



CHIEF WREN SWITCHBOARD OPERATOR C. E. GILBERT

Very soon now, perhaps even before you read this, Communicators at Culdrose will bid farewell to one of our most senior WRNS Communicators.

To the regret of her many friends and colleagues among the WRNS officers and senior rates, Chief Wren Switchboard Operator C. E. Gilbert, who joined the Service on 27th December 1939 (for the duration of the War), and who spent part of the war years in the Middle East, is shortly to retire.

Promoted Petty Officer in 1944 and Chief Petty Officer in 1950, Miss Gilbert has been the "Chief" of her Branch for a considerable time and names like HMS *Asogal* and HMS *Nile*, recalling many nostalgic memories to the older generation, appear in her record of service, which also contains twenty-four Above Average assessments.

Countless switchboard operators, many of them trained by her, remember her with respect and affection. Although she could be firm with them, she was always fair and very kind-hearted.

After her many years of loyal service, Communicators who have known Chief Wren Gilbert wish her many happy years of peaceful retirement in her home in Cornwall.

POSE A QUESTION

by LRO(G) Barnard

May I through the medium of your magazine, ask a question which has been bothering me for years?

I have often wondered why the RN have not followed the radio amateurs' example and used Directionally Beamed aeriels in HM Ships. The amateurs have been using this type of aerial for years with varying success, so I am sure the 'Boflins' could develop an efficient aerial of this sort for the RN.

Many radio operators have had the frustrating experience of calling for hours on ship/shore, CCN etc., using a standard transmitter and its associated whip aerial, without establishing communication. This is largely due to the output of the transmitter being radiated in *all* directions by the aerial. Now I pose my question. Would it not be more efficient, and effective, if the whole output could be radiated in the required direction using the beamed aerial method? Additional advantages of the use of the beam aerial are that it reduces the chance of being D/F'd, because the signal is going in only one direction, and what is known in the amateur world as 'side effect' is cut out.

On one occasion in the Far East I was able to make a direct comparison between the results obtained by a ship/shore station using about 20 kw and omni-directional aeriels, with those obtained by me, some 200 yards away from it, using a 60 watt Collins TCS (which had been converted by my amateur friends to work into a directional aerial system). I was able to converse merrily with my friends in the UK for hours on end, whilst the ship/shore station was out of touch'. My offer of a 'patch' to the CRS was not very well received! This is an example of directionally beamed aeriels at their best, so why not have them recognised by those responsible for ship aerial design?

I believe that aeriels of the 3 element beamed type, used in conjunction with a gyro operated 'lock on' system, could be designed for HM Ships at a cost which would be very small compared with the vast sums spent on other defence projects, and that the result would be a great improvement in ship/shore communications.

I will not see this question answered in my time (I have only a few months to do), but would like to leave the Service in the belief that I have put forward an idea which, if feasible, might increase the efficiency of the Communications Branch. Perhaps someone has some comments on this?

Editor's Note: See 'Directional Beamed Aeriels' by ASWE for a full answer to this interesting question.

THE 1966 NATO NAVAL COMMUNICATION COMPETITION

by J.R.E.

In June of this year a team of four RN Communicators, LRO Grenney, RO1s Hinton and Littler and RO2 Potter, travelled to the Federal German Communication School at Flensburg in Northern Germany to take part in the annual NATO Naval Communication Competition.

The team had been selected after an eliminating competition held in *Mercury* at the end of May and had trained for two weeks prior to setting off. During this training period the team had shown just how much a man with a good basic skill and enthusiasm can improve his standard in a comparatively short time. Thus by the end of the fortnight all four had reached NATO Competition standard and three had surpassed the high standards set by their RN predecessors in 1965—who had carried off the NATO Challenge Cup.

Encouraged by this knowledge, yet aware that competitive standards rarely stand still, the team, accompanied by the Evaluation Group of CRS Snape and myself, set off for Germany with a certain degree of optimism.

The Competition was held along the well tried lines of previous years and comprised four practical tests conducted as follows:—

(a) Teletypewriter Transmission at 40 wpm minimum. Groups of five mixed characters followed by five letter groups transmitted for twenty minutes.

(b) Radiotelegraph Reception at 25 wpm minimum. Groups of five mixed characters copied on a typewriter or by hand as desired for twenty minutes. Operators could increase their own reception speed at their discretion up to a maximum of 34 wpm.

(c) Radiotelegraph Transmission at 20 wpm minimum. Groups of five mixed characters followed by five letter groups for twenty minutes. Transmissions were copied by the Evaluation Group and recorded on a Morse undulator.

(d) Flashing Light Reception at a fixed 12 wpm. Groups of five mixed characters received for ten minutes and recorded on a portable tape recorder.

Each contestant carried out his type of exercise five times, once each forenoon, with the total of his best three results counting. The marking for (a), (b) and (c) was based on a combination of speed and accuracy with additional marks awarded for style in (c), and (d) on accuracy only.

Our hosts had also arranged a rifle shooting competition and in this the RN team finished a very close second; one point (out of 300) behind the winning German team.

In the communication tests, however, we were less fortunate. Standards generally had gone up

since 1965—as they have done each year since the Competition first started. In the Teletypewriter our entrant, Hinton, operated at approximately 65 wpm to achieve a creditable third place and Grenney, who copied the Radiotelegraph Reception at the maximum permitted speed of 34 wpm, did well to finish fourth. Littler and Potter, who competed in the Flashing Light and Radiotelegraph Transmission respectively, were both placed sixth. Overall the RN team finished in fifth position; behind the Netherlands, Italy, Germany and Canada, and ahead of Norway, the United States, Belgium and France. Full credit to the team whose hard work did not quite achieve the hoped for results.

On the social side the week in Germany and the two-way passage in *M.V. Prinz Hamlet* were enjoyed by all. Our hosts did everything possible to make all teams most welcome and had arranged afternoon trips to Schleswig and Glücksburg Castle, a visit to a Flensburg rum factory and a reception in the City Hall. One of the stated aims of this Competition is to "build friendship between the individuals and their Services": this aim was certainly achieved.

In conclusion, and looking forward to the next competition, I would say to any man who is under the age of twenty-four, who is keen to represent the RN at his professional skill, and who expects to be in the UK or Home Waters in June 1967, that NOW is the time to start preparing yourself for this worthwhile competition. Volunteer as early as possible to have your name forwarded to *Mercury*. Although the venue for 1967 has still to be decided, it will probably be either Norway or Belgium. I can safely promise the team an interesting and entertaining visit.



TRAINING and ADVANCEMENT NOTES

by S/LT (SD) (C) G. A. Stratton

Sub Specialisation

As a lot of questions have been asked by ratings, this article is intended to give a brief outline of the system. On passing for RO2 a form S.1328 is forwarded to CND giving the ratings' preferences. CND will, if possible select the ratings' first choice but other factors have to be taken into account, the main factor being the numbers required in each sub department. After selection by CND the rating will be informed and his name placed on the waiting list for sub specialisation course. All courses are filled by CND and a draft order is issued for ratings as they are selected for courses. It is emphasised that selection for the courses is made by CND to fit in with the drafting commitments.

In the past the numbers of volunteers for each sub specialisation has been fairly consistent with the numbers required. However, difficulty is experienced in obtaining volunteers for the 'W' branch, because young ratings do not get sufficient 'W' experience in their first ships. This is unavoidable due to the limited number of ships with specialised 'W' equipment and ratings who do not get a chance to see EW in practice shy away from giving it even as a third choice for sub specialisation. From the advancement rosters it will be seen that the prospects for advancement in the 'W' sub specialisation are good and every effort must be made to give ratings in non EW fitted ships a good acquaint so that they are aware that there are good prospects and an interesting career for them in the 'W' sub specialisation.

To give ratings an indication of future requirements, the following approximate numbers are required to fill sub specialisation courses in 1967:

'G' Sub specialisation	266
'W' Sub specialisation	210
'T' Sub specialisation	100

Fleethoards

The following numbers are required to qualify in 1967, so get your requests in now:

For LRO(G)	178
For LRO(W)	57
For LRO(T)	65

The preparation courses for old structure ratings are continuing during 1967 but due to the decreasing number of ratings eligible, only one course per term will be held in HMS *Mercury*. All old structure ratings who still wish to take advantage of the preparation course should make every effort to take the course during 1967 as these courses will cease in the not too distant future.

NBCD Qualifications

The requirement for all ratings to qualify in NBCD before advancement to Leading or Petty Officer rate has been placed in abeyance but it is expected to be re-introduced in the near future. Every effort should therefore be made to obtain NBCD qualifications for men who are contemplating advancement.

DIRECTIONAL BEAMED AERIALS

by "A.S.W.E."

An answer to "Pose a Question"

The reasons why beam aerials are not used for ship communications are as follows:—

- (i) For tactical reasons ship/shore communications need to be omni-directional (only a limited number of aerial sites are available in a ship and these have to serve all circuits).
- (ii) It is preferable to use vertical polarisation of the radio signals from a ship at sea so that advantage may be taken of the low angle radiation characteristics that result. Most amateur beam aerials are horizontally polarised. A vertical beam aerial would be difficult to accommodate in a ship due to re-radiation from other vertical structures.
- (iii) It is essential to be able to change frequency at will to communicate over a variety of circuits and to make optimum use of the prevailing propagation conditions. Beam aerials are generally tuned to a particular frequency and have only a few per cent bandwidth (broad band beam aerials are possible but they are too large to accommodate in a ship and are non-rotating).

Whilst the above may not be considered completely to rule out the use of beam aerials on ships, the following disadvantages must be realised:

- (a) The size. A 20 metre (roughly 15 Mc/s) beam has elements 34 ft. long. This major dimension could be reduced by using a more complex aerial such as a cubical quod but for 20 metres a skeletal cube of 17 foot side is still required.
- (b) The difficulties of siting. The aerial would need to be fitted away from any obstruction. A study of the superstructure of any ship will soon show that all good sites are already used for radars, weapons, or other essential items.
- (c) Although remote alignment and "lock on" facility is possible, this additional complication with some form of rotating connection would be required for each communication circuit.
- (d) A beam aerial has a "cardiod" radiation pattern. It therefore does not give a large gain in the "forward" direction. Its main advantage is that it has a very deep null in the "backwards" direction. This can be aligned to cut out a major source of interference. Obviously if there is more than one major interfering signal or the interfering signal is in the required direction of propagation the discrimination against interference is lost.

CRASH DRAFT TO "MERCURY"

by LRO K. W. Almer

The train wasn't very crowded at Waterloo, so Bert and me found ourselves an empty compartment, in case we wanted to crash out on the journey, and settled in. It was early Sunday night, and we was just returning from a long weekend in Smoke. Quite enjoyable, but the funds had run out so we was on our way back.

Well, anyway, there we was nicely settled in our compartment, and all of a sudden there was this young OD sparker sitting in the opposite corner. I say "all of a sudden" 'cos neither Bert nor me saw him get on the train. I suppose we must have dozed off or something, but I opened my eyes and there he was, calmly writing in a book, in spite of the fact that the train was doing a fair rate of knots.

He saw me look at him and closed his book. Me and Bert was both in the rig, so I suppose that prompted him to speak.

"Hello," he said, which seemed as good an opening gambit as any.

I smiled to be sociable like, but not particularly wanting to engage in conversation, I closed my eyes again. Bert, however, opened his and said, "Whato, Oppo, where you off to?"

"Pompey," the youth replied. "You?"

"Back to Mercury," Bert told him.

"What's that?" he asked.



"Lend you 'd?—Sorry I'm short"

With that I opened my eyes again. I have met quite a few matelots who don't know what Mercury is, but they are all stokers or dab-toes and so forth. Never have I come across a sparker who didn't know what Mercury is. The surprise must have shown on my face.

"I haven't been in very long," he explained, without even blushing!

"You can say that again," I said. "Mercury's near Pete—"

My sentence ended abruptly as Bert's size ten Pussers shoe caught my ankle.

"You've never heard of Mercury?" Bert said. He paused for a while as if thinking, then said, "No, I don't suppose you would have. There ain't a lot of blokes know about it."

"Why is that then?" he asked curiously.

"Why?" Bert echoed. " 'Cos it's the most sought after draft in the Andrew, that's why!"

"Andrew?"

"Crikey, you are green, ain't you? Andrew—Navy—ah, scrub round it." Bert gave up trying to explain and carried on reflectively, "Yep, Mercury's a draft that only comes along once in a lifetime."

I sat quiet. I know Bert of old, and the curiosity on the OD's face was enough to tell me that Bert had deliberately got him going.

"What is so special about it, then?" asked the unsuspecting lad.

"Special? The trip in the rocket, that's what's so special."

The boy was agog.

"Rocket?" he said. Then after a moment, "Go on, you're having me on." Another pause, then, "Aren't you?"

"Now why should I be having you on?" Bert asked, all innocent like. "You asked me about Mercury and I'm telling you."

"But I wasn't talking about the planet—" the boy started.

"But that's where it is," Bert said with emphasis. The OD looked at me.

"Is he kidding?" he asked.

With an effort, I kept my face straight and said to Bert, "You shouldn't be telling him all this, you know."

"Why not?" Bert said, really enjoying himself. "All this security stuff. He's in the Navy, ain't he? Besides, he might get a draft there sometime and he'd want to know a bit about it, wouldn't he?"

He turned back to the now incredulous lad.

"It's marvellous up there," he said. "Get's a bit hot at times, but the view's terrific. Great big pools of boiling lava, and in the distance there's a range of red, burning hot mountains, and when you look up in the sky—" Bert gazed into the middle distance and his eyes went all dreamy—"when you look up in the sky, you can see Earth, all bluish like, and cloudy—" His voice tailed off and he sat in silence for a few moments, then, with what seemed an effort, he got a grip on himself. "Yep, we've been

up there for two years now, just had six months leave and now we're off back."

"But I always thought Mercury was too hot to live on," the OD said.

"No you got it all wrong," Bert explained. "There's a hot side and a cold side, and in the middle is what they call the temperate zone. That's where the base is."

"I didn't even know anybody had got to another planet," the lad mused, shaking his head.

"Course you didn't," Bert said, as if to console him. "That's one of the Navy's most closely guarded secrets."

"But what do we need a Naval Base on another planet for?" he asked.

"Oh, it ain't so much a Naval Base," Bert said. "It's more an experiment base, but they have to keep in touch with Earth somehow and Navy sparkers being the best in the world, every so often they draft some up there."

An answer for everything, Bert had, Beats me how he thought of them.

"Where is the rocket base you take off from? In England?"

"No, we have to fly out to Cape Kennedy in Yankee land, 'cos the Yanks are the only ones sending rockets up as yet."

All of a sudden the astounded look on the lad's face, and Bert's story were too much for me. I laughed.

"Ah, you spoiled it," Bert said, or words to that effect, and then joined me rolling helplessly on the seat. We held our aching sides, unable to control ourselves, until a cold voice brought us to our senses.

"Was that supposed to be some sort of a joke?"

We both looked at the OD. His face was like stone as he looked back at us and his eyes were a strange green which sent a shiver down my spine.

He turned and looked out of the window.

"Your stop, I think," he said.

Bert and me did a quick hop off the train at that, and stood and watched it disappear into the blue haze. Bert scratched his head.

"Funny bloke," he said.

"After the way you treated him," I said, "Can you wonder?"

"I didn't mean that," Bert said. "I meant his eyes."

The sun suddenly felt unbearably hot on the back of my neck, and I broke into a sweat.

"'Ot all of a sudden, innit?" Bert said.

Together we turned to face the sun.

In front of us was a large pool of boiling lava, and in the distance was a range of red, burning hot mountains. Our eyes travelled upwards to gaze on a globe hanging low in the sky, all bluish like, and cloudy—and looking very suspiciously like Earth.

VITEX TWO!



"These standard bays are alright but I wish I were a standard sized RO!"

RECOGNITION

Russian reconnaissance Bear aircraft escorted by a Sea Vixen from *Ark Royal* during Exercise "Straight Lace".

SUMMER CROSSWORD

Winner: F. D. Cawley, VRD (G2GM), 1 Afton Lodge, Freshwater, Isle of Wight.

Runners up: C/Wren Patrick, WRNR, HMS *Sussex*, Kingsway, Hove, Sussex, Lieut. D. C. Mitchell, RN, 3 Valency Close, Northwood, Middlesex.

Solution

Across: A Decimate, 5 Zealot, 9 Solitary, 10 Jerboa, 12 Groundsel, 13 Viola, 14 Able, 16 Patella, 19 Unaware, 21 Aids, 24 Ramus, 25 Ineffable, 27 Normal, 28 Cotillon, 29 Lading, 30 Petrosal.

Down: 1 Dosage, 2 Collop, 3 Martin, 4 Tirasse, 6 Enervated, 7 Loblolly, 8 Tearaway, 11 Clip, 15 Boatwain, 17 Quirinal, 18 Hammered, 20 Epic, 21 Anemone, 22 Obolus, 23 Fennel, 26 Friar.

ROYAL NAVY

Educational Certificate for PETTY OFFICER.

THIS IS TO CERTIFY THAT

JOHN A. DIAMOND,

Signalman,

O.S. 220071,

has passed the Educational Examination for the Rating of PETTY OFFICER:

comprising—

- (a) Writing an arbitrary passage in English in Dictation;
- (b) A sample paper on the last four rules in Arithmetic, simple and compound, vulgar and Decimal Fractions, Calculation of averages, and similar parts of Book 20.



ADVISER ON EDUCATION
Department of Naval Education

ADMIRALTY, S.W.

Date 1st September, 1929.

X. 646/28.

FORM 1 (REVISED) 28th OCTOBER 1928

JACK DIAMOND

by Captain C. B. H. Wake-Walker, RN

Jack Diamond is a signalman and still young at the age of eighty-three. When he was serving in HMS *Dreadnought* in her first commission in 1908 he was awarded a prize by the Flag Lieutenant for being the best signalman on board and the first to pass a written exam for Yeoman. At the same time he passed his education test for Petty Officer but he did not receive the certificate until 1929! Recently he sent me the following account of some of his experiences. His letter was written in a hand which puts my own efforts to shame. If we could all write as carefully as he does there would be many fewer mistakes.

"I well remember the old Channel Fleet with names like *Duncan* (my ship), *Cornwallis*, *Albermarle*, *Swiftsure* and *Triumph*, the merchant

cruiser *Dido*, together with *Juno*, *Caesar* and *Albion*.

"On the occasion of her joining, the *Albion* anchored in my Captain's cabin owing to an engine room mistake of Ahead and Astern. We had signals flying indicating ship's head, amount of cable out and requesting her to anchor two cables astern.

"The collision necessitated our being 'copper domed' and sent back to 'Pompey'. This enforced departure was the prelude to an epic in communications for on arrival at Portsmouth we found Marconi waiting to try out his wireless. A kite was rigged on Portsmouth Barracks parade ground and *Duncan* proceeded to the Isle of Wight. Lo and behold we received signals, rather faint but as the height of the kite was increased so the signal strength increased. Marconi was so pleased that all the staff (twenty-seven) received one golden sovereign each. Thus was born another form of long distance signalling to eclipse our 'Helio' and 'Searchlight'."

MR. W. P. NESS

This term has seen the departure from the Mercury scene of a face well known in RN communication circles for many years. After nearly 28 years' service in the Communications Branch of the Navy, and 21 years in a civilian capacity in HMS *Mercury*, Mr. W. P. Ness has finally left us to retire.

Mr. Ness joined the Signal Branch on the 1st May, 1918 and was present at the scuttling of the German High Seas Fleet at Scapa Flow in 1919. Through most of the 1920's he served in a variety of jobs from submarines to ships on the China station.

In 1931 he passed for Yeoman of Signals, but rosters being what they are, he was not rated until 1934. His service in the '30s was spent in ships on the Home and Mediterranean stations until 1937 when he was rated Chief Yeoman of Signals and drafted to an instructional post in the UK.

The early war years were spent in HMS *Calvo*, an AA cruiser, on the Home Station. Action was seen in many places including the Norwegian campaign when *Calvo* was badly damaged and Mr. Ness was Mentioned in Despatches.

October 1941 saw Mr. Ness as one of the first inhabitants of the new HMS *Mercury* where he lived under far more spartan conditions than those to which we are now accustomed.

After seeing action in the North African and Sicilian campaigns with HMS *Penelope* where he was again Mentioned in Despatches, he returned to the UK and was promoted Temporary Signal Bosun in 1943. During the latter part of the war he was in the Far East for the final Pacific campaigns. Retiring from the Navy in September 1945, Mr. Ness rejoined *Mercury* in a civilian capacity and for the next 21 years (all but three weeks) was employed in the Instructional Drawing Office.

All of us who have known him will want to wish Mr. Ness a long and happy retirement.

NEW SHIPS 1966



HMS Glamorgan sea trials before commissioning

HMS GLAMORGAN

by RO2(T) A. R. Junor and
RO2(T) P. Crispin

With a complement of almost fifty there is insufficient room here to name them all. The SCO is Lieut. Cdr. Banham while the Chiefs of Departments are CCY Watson, CRS Houghton and CRS(W) Blackwell.

A hectic time was had by all on moving in, but the strain was considerably eased by the local brown ale (Newcastle). After a very impressive commissioning ceremony at Vickers Armstrong Naval Yard on the 12th October (but not before one or two of the "sparkers" had contributed to the Newcastle night life in no small way), we sailed on Sunday, 14th October for acceptance trials off the Firth of Forth. The Captain accepted the ship at 2015 on that day.

On completion of further trials off the East and South coasts, we arrived at Portsmouth on the 24th October where we set about building football, rugby and water-polo teams. Early in December we are due to sail for an informal visit to Cardiff, County of Glamorgan.

We regret that this article is so brief, but at this early stage of the commission news is scarce. We hope to contribute a more varied article to the next edition.

Finally, we all send regards to fellow Communicators and love to Wrens in all our previous ships and establishments.

P.S.—A day or two after we had sailed, the following conversation was heard on the bridge:

"Officer of the Watch, Sir, the ship won't answer the helm."

"Why not?" came the reply.

"It's the wheel, Sir, it's come off in me hand!"

HMS HYDRA

by LRO(T) F. Schofield

After many delays we finally commissioned *Hydra* on May 4th, 1966 in Yarrow's Yard, Glasgow, where she and the two other Survey vessels of the same class, *Hecla* and *Hecate*, were built.

Inside and out *Hydra* is a very modern looking ship, with many refinements. The accommodation is top line, with cabins for the Chiefs and POs, and a recreational space for the Junior Rates separate from their sleeping billets.

Our communications staff consists of one RS, one LRO(G), three RO2(G)s, one JRO(U), two LRO(T)s and one RO2(T). A pretty big staff, but after Christmas it is being reduced and there will also be a change of Communications Officer since Lieut. Hornby is becoming a civilian. LRO(G) Upton is off to 'Aussie' early next year and LRO(T) Schofield has a draft in January (reliefs detailed).

After commissioning we toured Plymouth, Portsmouth and Chatham and then went on to Portland for a ten day work-up. In these ten days we managed to include Fleet Manoeuvres at our speedy thirteen knots, the sparkers tuned tested and operated most of their sets, and our most important achievement was to get the helicopter landing and take off procedures weighed off.

After Portland we left England for Icelandic waters, where we were to stay for three months, carrying out surveys south of Iceland. The routine was approximately two weeks at sea, followed by five days alongside in Reykjavik, the capital. Our first visit showed us a couple of things: that prices are sky high (think of English prices and multiply them by three); and that the Icelandic girls are quite something to see. The Americans, who have a large base at Keflavik, about thirty-five miles from Reykjavik, kindly gave the ship a standing invitation to use their club facilities, and we had many good runs as a result.

During our second visit we held a dance on the flight deck with a really switched on Icelandic beat group playing the very latest hits, and with more than enough girls to go round it was generally agreed that this was the most successful naval dance most of us had ever attended—thanks mainly to brilliant organisation by our Supply Officer.

At sea to keep the lads entertained and fit we have a very full weekly programme with films on three nights a week, and the usual indoor competitions. With a flight deck at our disposal we are able to branch out in the games field. Every evening after secure the Doctor holds "Docs Daily Dig Out", which is a strenuous work-out on various keep fit contraptions. The games, which are played very



HMS Hydra in Plymouth Sound

seriously with modified rules, include football, deck hockey and deck tennis. Each day a volunteer typist and an officer put out the daily newspaper *The Hydra Herald*. This covers world and ship news, jokes, and some very good cartoons. It is distributed at breakfast time and is very popular on board.

Since we have not yet embarked our own helicopter, our mail in the survey areas was confined to one air drop per trip from Ballykelly based Shackletons. We were very grateful for the newspapers and magazines received with the mail.

On the 31st August we arrived back in Chatham to give the ship's company some eagerly anticipated leave. After leave it was Copenhagen first stop, where we are at the moment. We have the Hydrographer of the Royal Navy, Rear Admiral G. S. Ritchie, *etc.*, embarked; also six scientists, whom we brought to Copenhagen for a hydrographic conference with fifteen other European nations.

With the Trivoli Gardens closed, we have found a run ashore in Copenhagen very expensive; however, our immediate programme includes a couple of visits to Grimsby whilst carrying out a survey in the North Sea area, after which we go into Chatham for our winter lie up period. The programme after our lie up is not definite, but the engine room tuned in their receivers and came up with Iceland—oh well...

That's about all for now from the 'Hydrants'. Happy Christmas!

THE RADAR MAN

If ever you saw upon the street
man who walked with dipole feet,
with a lagging trace of pips behind—
He was a radar man with a micromind.

His eyes gave out a neon gleam,
his nose lit up like a radar screen,
his ears worked like an electron gate,
and his heart pumped blood at a video rate.

With microseconds and microwaves and
microvolts he filled his days,
and as the years passed behind
his brain had shrunk to a micromind.

This man had obtained in passing years
an infinite impedance between his ears,
at last he succumbed to a heavy jolt
when he probed what he thought was a microvolt.

The Doc' looked up from his microscope
and said to the nurse "Behold this dope,
since of his brain not a trace I find,
he was a radar man with a micromind".

COMMISSIONING FORECAST

Note: The following details are forecasts only; changes may well take place at short notice. Details are given in the order, Ship, Type, Date if known, Commitment—(1) UK Base Port, (2) Place of commissioning, (a) Type of Service, (b) Previous type of service.

<i>Danae</i> ...	...	A/S Frigate. Trials crew 10th January. Commissions 24th May. (1)(2) Devonport. (a) PS (b) PS (Bldg).
<i>Tartar</i> ...	...	A/S Frigate. 12th January. Phased recommission. (1) Devonport (2) Portsmouth (a) GSC HOME/ME (b) Home/WI/HomeWI.
<i>Puma</i> ...	...	A/A Frigate. 12th January. Recommission (Phased). (1) (2) Devonport (a) GSC Home/FES/Home (b) Home/S Atlantic.
<i>Grenville</i>	...	A/S Frigate. 1st February. Trials crew at Portsmouth, to reserve on completion. (a)(b) PS.
<i>Intrepid</i>	...	Assault ship. 26th February. Commission. (1) Devonport (2) Clydebank. (a) HSS/FS (date of sailing) E of Seuz. (b) PS (Bldg).
<i>Lalexton</i>	...	CMS. 27th February. Recommission (Vice Miner III). (1) (2) Portsmouth. (a) (b) HSS.
<i>Caprice</i>	...	Destroyer. March. Recommission (Phased). (1) (2) Chatham. (a) GSC Home/Far East/Home. (b) GSC Home/Far East.
<i>Dido</i> ...	...	A/S Frigate. 2nd March. Recommission (Phased) (1) (2) Chatham. (a) GSC Home/Far East/Home. (b) GSC Home/Far East/Middle East/Home.
<i>Penelope</i>	...	A/S Frigate. 16th March. Commission. (1) (2) Devonport (a) HSS (b) PS.
<i>Defender</i>	...	Destroyer. 16th March. Recommission (phased). (1) (2) Chatham. (a) GSC Home/Far East/Home (b) GSC Home/Med.
<i>Keppel</i>	...	A/S Frigate. 17th March. Trials Crew. Commission FPS 12th May. (1) Rosyth (2) Gibraltar (a) (b) HSS.
<i>Juno</i> ...	...	A/S Frigate. 4th April. Commission. (1) Chatham. (2) Southampton (a) GSC Home/Far East. (b) PS (Bldg).
<i>Dundas</i>	...	A/S Frigate. April. LRP complement at Gibraltar (a) LFS (b) HSS.
<i>Dainty</i>	...	Destroyer. 13th April. Recommission (Phased). (1) (2) Portsmouth (a) GSC Home/Far East/Home. (b) GSC Home/Med/WI/Home/Med.
<i>Diana</i> ...	...	Destroyer. 13th April. Recommission (Phased). (1) (2) Devonport (a) GSC Home/Far East (b) PS.
<i>Rhyl</i> ...	...	A/S Frigate. Special refit at Rosyth (a) PS (b) GSC Home/Med/FE.

SEMAPHORE AND THE RAILWAYS

by RO2 A. W. Boucher

Contrary to popular belief, mechanical semaphore signalling is not quite dead. The railways of this and most other countries still use a form of it, although coloured light signals are gradually superseding them as the railways are modernised.

The railways adopted an idea similar to that of the Royal Navy, who had been using mechanical semaphore over fair distances with some success, after trying various other methods, such as flags and coloured discs, etc.

An interesting feature of certain early types of cross-bar signals were the holes in their lateral arms which reduced wind resistance. An example of one of these can be found in the Great Western museum at Swindon.

The semaphore signal as it would be recognised today came into general use about 1870, when most of the railway companies adopted the lattice post with a signal arm pivoted at the top and painted in such conspicuous colours as red and white, or yellow and black.

At first each signal was operated from its base but as this meant that a person had to be stationed by it all the time trains were running, this was inconvenient. In consequence, signal boxes or "lever frames" were built on sections of lines and at junctions where all the signals and points could be operated from a control point by means of levers, pulleys, wires and counter-weights. In many cases this basic system is still used, albeit with certain modifications. Large scale examples of this type of arrangement can be found between Woking and Basingstoke on the Southern Region's four track main-line section.

Most semaphore signals—it might well be safe to say all—are showing the danger position when horizontal, but the "all clear" signal varies from region to region. The "Lower quadrant", 45 degrees below the horizontal, was used by the G.W.R., while most other companies used the "Upper quadrant".

Different coloured signals give different indications. The first signal encountered when approaching a junction or station is a yellow fishtail semaphore with a black stripe on the arm. This is known as a "distant", and the driver can pass this whatever the position of the arm because it is only a warning of what the next signal is showing. If it is at an angle, then the next signal ahead shows "all clear" too. But if the "distant" arm remains horizontal, then the following semaphore may show "danger" and the driver will proceed slowly until the "home" signal is sighted.

The "home" signal is painted red with a white vertical stripe just off centre. The "home" must be obeyed, for if it is at "danger" it indicates that there is another train or an obstruction in the section immediately ahead. This is why trains seem to stop



The two different positions of a 'lower quadrant' - 'home starter'. This indicates to the driver that he has the 'all clear' and proceed when ready. The through line however is blocked and no train must pass the horizontal semaphore.

in the middle of nowhere and passengers can be seen to gaze about for some non-existent platform. If they were to get up and look out of the window (with caution!), they would see the cause of the delay towering above them. As it is all in the interests of safety, one should be patient.

All this means that the signalmen have a most responsible job, and it is largely to their credit that the railways have an amazingly good safety record. So as you speed towards your destination, remember that every mile of track is controlled, and that you are in one of the safest places in the world. Thanks largely to semaphore, a system for which the Navy no longer seem able to find a use.

TAPIST'S LAMENT

(with apologies to Wink Martindale and his
"Deck of Cards")

by "D" Watch, Gibraltar Concen

During the present fleet board campaign an RO was caught playing with a Yo Yo whilst on watch. The RS of the watch said, "Sailor put away the Yo Yo." And when the watch was over the RO was taken before the Officer in Charge.

The OIC asked, "Pots, why have you brought this man before me?" "For playing with a Yo Yo on watch, Sir," said the RS.

The RO was asked, "What have you to say for yourself, son?" "Much, Sir," he said.

"I hope so," replied the OIC, "for if not I shall punish you more than any man was ever punished."

The RO began:—

"You see, Sir—on the first stroke of my Yo Yo, I am reminded that I type one line feed between each line of a tape relay message.

"The third stroke reminds me that there are three spaces following the VV and preceding the transmission identification.

"The fourth stroke reminds me that I must finish taping each message with a standard format. Four N's being part of that format.

"The fifth stroke reminds me that there must be five spaces between the transmission identification and the security warning prosign.

"The sixth stroke reminds me that I may not put more than six routing indicators on one routing line, but that I may have twice this many in one transmission.

"The seventh stroke reminds me that there are seven figures in a Julian Date Time Group, and that I am required to use seven and eight line routing.

"The eighth stroke reminds me of the eight line feeds which must precede the four N's and are also part of the ending format.

"The ninth stroke reminds me of number 9's the punishment I am liable to get if I am negligent in my work and disregard the rules in ACP 127.

"The tenth stroke reminds me that I am only allowed ten lines in my first page of text, provided that the total number of lines will exceed twelve.

"The eleventh stroke reminds me of 'S 11' which is the Bible of my work.

"The twelfth stroke reminds me of the 12 letter shifts which must follow the 4 N's that terminate my transmission.

"There are twenty inches of string to my Yo Yo which reminds me that I must have twenty lines of text in the second and subsequent pages of my message.

"The colour of my Yo Yo is red, and this brings back to me the rules regarding the security warning prosign HH and the Op Sig ZNY, all classified messages should come to me on Red or Pink paper.

"The string is coloured white, unclassified messages should come to me on white paper and bear the prosign UU and the Op Sig ZNR.

"My Yo Yo bounces back to me like a channel check when my circuit is ZBZ 5.

"So you see, Sir, my Yo Yo helps me to meditate on the importance of my work, and could be the passport to the next fleet board."

GOING THE ROUNDS IN "MERCURY"

Dreadnought Block was brought into use on 12th September, 1966. It houses the New Entry, "O", "T", and "M" Sections, together with a new laboratory where Communications and E.W. Theory are demonstrated and practical experiments carried out.

The Training Administration Assistant and Classroom Allocation Office are also in the Block, and last but not least is the WRNS Training Officer.

The fine new classrooms on the second and third floors are a far cry from the days of the Nissen huts. A number of these classrooms are connected to the Centralised Morse Trainer which is controlled from the Tape Factory in Eagle Block.

The largest section of the new building is the Integrated Communication Wing, which contains the mock-up of an ICS Leander Class Frigate and four other classrooms of ICS components. Underneath the ICS wing is the instructional cinema.

CHIEFS' CHATTER

The Annual Reunion was held on 1st October and attended by over one hundred ex- and serving members. This occasion as in previous years proved to be highly successful.

The next mess function is the Christmas Ball, scheduled to be held on Saturday, 10th December.

NATO, RCI and TCI Courses are in full swing, swelling the number of victualled members to forty.

CCY A. F. Markins relieved CRS G. Laws as President of the Mess at the end of September, CRS G. Laws signing on for an NCS engagement.



... "In order to spoil the enemy's transmissions, we have to use a jammer ..."

To our Advertisers

Our thanks and best wishes for
Christmas and Good Fortune in 1967

P.O.'S PATTERN

I cannot recall if the change-over of mess presidents was mentioned in the last edition, but RS Hartin has now taken over the chair from CY Kingsley, who has departed for a quiet life in the Borstal service. We wish him luck in his new career.

This term's social life started with a bang. A barbecue was held on the broadwalk, followed by dancing and drinking in the Mess. We organised our own bar and made a substantial profit, but this could have been higher had more members attended. Thanks to the organisers, CY Patterson and RS Yeo, and our "Dry Barmen" (!) CY Waterman and RS Farley, we had a very enjoyable evening. CY Patterson would like it to be known that cabin one, CPOs' Block was not built around him and the word "sea" is understood.

The Christmas Dance is on Tuesday, 13th December, and all are welcome, but please bear in mind a "tinkle" to El Sid so that he can arrange the "nine o'clockers" and promulgate the transport programme.

Now to sport. We regret to inform our readers that we lost the cricket cup by four runs in the final against Howe Division. We are, however, determined to win the Winter Sports Cup.

Hockey has started well. We have played and won two matches, scoring twelve goals and conceding one. For those who are interested, the CPOs and POs run a weekend hockey fixture list against civilian clubs, both home and away. If you wish to participate, contact RS Robson (CAO). We endeavour to make it a family outing, and for those wives not interested in watching, there is shopping in Winchester, Southampton, Chichester, etc., while their

husbands have their shins knocked about. Also wives take note, hubby will have given you his wallet for safe custody!

Football is not going so well and players are urgently required. If you are of a reasonable standard and are coming in to *Mercury* for the odd refresher and feel like a good hour and half run around, get in touch with RS Taylor.

We have already replaced one trophy in the cupboard, the Rugby Seven-a-Side Knockout Cup. Congratulations to the team. One of the star players is at present dieting in Haslar and we wish him a speedy reduction, trusting we recognise him upon return.

Finally, we take this opportunity to wish all our compatriots both at sea or retired a Merry Christmas and best wishes for the New Year.

SIGNAL SCHOOL MESS MATTER

by LRO (T) G. R. Artingstoll

After a successful end of term Summer Dance and Summer leave, the school has now settled down to the Autumn term of instruction and social events. HMS *Merewy* was well represented at Navy Days held in Portsmouth 27-29 August. The Officer in charge, Lieut. Cdr. D. W. Fryer, was assisted by Sub Lieut. (SD) (C) J. Hudson, with thirty-two ratings and four Wrens.

The annual charity cricket match, Lord's Taverners v. Broadhalfpenny Brigands was played on the Bat and Ball ground on the 4th September. Many famous show business personalities were present, including David Frost and Judith Chalmers. LMA Sharpe was in charge of the scoreboard and P.O. Bothwell, our present 'buffer', supervised the erection of marquees and car park facilities.



... "Now the enemy, finding her transmissions jammed by our jammer, employ their own jammer to jam our jammer . . ."



... "the solution, of course, in this case is merely to aim the enemy's jammer with another jammer thereby preventing the enemy jamming our jammer with her jammer. Any questions? . . ."

Visitors this term have included Captain Heard, RN, the Naval Director on the board of NAAFI accompanied by CRS R.C. Maskell, the Portsmouth Command NAAFI lower deck representative, and Headmasters and Careers Advisory Officers from Ipswich, Sunderland and Rotherham.

On the sporting side of *Mercury*, our Inter-Squadron cross country took place on the 6th October, with Anson Division the winners. Ldg. CK (O) Taff Hughes was the first home, followed by JRO Champion for second place. At rugby, HMS *Mercury* beat HMS *Excellent* 18-11. At hockey, competing for the Navy Cup, HMS *Dolphin* beat *Mercury* 4-2.

Recent weddings have been LRO (W) J. Wood, RO 2 (W) A. J. Hodge, and RO 1 (T) R. Manning.

Our outside social invitations have been numerous this term. Dance invitations have come from the Wrens at Burghfield, WRAC College Corporals Club at Camberley, Junior ranks WRAC Guildford, and recently to the Solent Division RNR Trafalgar Night Ball at the Guildhall, Southampton.

In September we had a visit from East Meon's New Inn dart team, which was arranged by LRO (W) A. L. Brent, final score 7-5 to *Mercury*.

Our end of course runs are popular. CY 'Q' 2 class had a memorable evening at the Maypole, Botley and RS (W) 'Q' 2 class went further to Southampton. All completed a good joining routine at the Juniper Berry and The Horse and Groom.

In the planning stage at present is a Children's Christmas Party for Wednesday, 14th December, and End of Term Dance for the 15th December.

THE MERCURY CLUB

by LRO(T) C. Hills

Life in the *Mercury* Club goes on with the Club running fairly smoothly. CCY Archer has now vacated the Chairmanship and shortly leaves for civvy street and New Zealand. We all wish him Good Luck and Bon Voyage. The new Chairman is CPO (CA) Dixon who we hope will carry on with the good work. LRO (W) Slim Brent has left us for HMS *Royal Arthur* at Corsham much to the relief of many O.D.'s and we welcome to the Committee, LRO's Wayne, Downey and Colin Moses, not forgetting our two old stanchions LRO's Harry Harris and Vince Eager.

Recent additions to the amenities of the Club have been two fruit machines (or one armed bandits—whichever you prefer), which are proving very popular.

Our weekly Thursday dances remain very popular, so if you are in the Portsmouth area drop in and see us all. Until then we wish all our COMMUNICATOR readers a Merry Christmas and a Happy New Year.

HOWE DIVISION

by NE3



The Summer Term ended in a blaze of glory for the Division when we added the knockout cricket trophy and the league cricket trophy to the athletic trophy already held.

The final of the knockout competition was a tense and exciting game with the Division just beating the Chief and PO's for the trophy they had held for three years. Well done all concerned.

Unfortunately, we are not experiencing the same success in the winter sports of soccer, hockey and rugby although we have not been disgraced in any games so far.

The usual comings and goings have continued with U7, U8, OA3 and OA4 leaving us for the Fleet, while OA17, OA18, OA19, OA22, and U22 have taken their place.

Some of those leaving had the good fortune to serve in the comcens at Fort Southwick and Northwood during exercise "Fallex". A worthwhile opportunity of seeing how the receiving end works before going to sea to exercise their new found skills. Others have had the opportunity of visiting their old schools which has usually meant a pleasant time on home ground for them.

JRO Procter (U7) was selected to take part in a cruise aboard the sail training schooner *Sir Winston Churchill*, while a large number of other sailing enthusiasts have been able to gain experience in *Meon Maid*.

Expeds, horse riding, winter indoor and outdoor sports and the constant battle with morse, comproc and tacproc at present fill our minds, but the end of term, leave, Christmas and another year will all soon follow each other in quick succession. For all of these we wish all members and ex-members of the Division health and happiness.

MERCURY WRNS

Advancements

- L/Wren R. Glendinning to PO Wren.
Wren V. Mitchell to L/Wren.

Releases

- PO Wrens B. M. Swinn and B. J. Taylor.

Marriages

L/Wren J. E. Downes-Martin to RO1 Swann on 17th September, 1966.

Wren J. E. A. Baker to Pilot Officer Croft, RAF on 15th October, 1966.

Engagements

- Wren Utterton to AB B. Ward.

Sports

At the time of going to print there are no outstanding achievements to report as the winter sports have yet to reach their climax. The Wrens, however, are taking part in the inter-unit competitions in hockey, badminton, squash, netball and shooting and by the time the next edition goes to print we hope we will be able to report that we have done well in each of these.

THE MOUNTBATTEN TROPHY



The trophy, purchased with subscriptions from Hawker Siddeley, Marconi, Racal Electronics, Standard Telephone, Elliot Automation, Muirhead, and Plessey, will be awarded annually to the Reserve District which, in the opinion of the Admiral Commanding Reserves, has made the most progress over the year. The first time a District wins the trophy, they will be presented with a signed photograph of Admiral of the Fleet, Earl Mountbatten of Burma, as a permanent memento of their achievement.

This silver trophy takes the form of the Globe, mounted on a column encircled by the naval crown and surmounted by a figure of Mercury. The work was undertaken by Boodle and Dunthorne, the Liverpool silversmiths who, incidentally, are responsible for producing the Grand National Trophies. The cost of the rather intricate engraving was met by fifteen Wireless Districts and the trophy, which stands eighteen inches high, is valued at over £250.

In May this year, the trophy was won by Number 4 Wireless District from HMS *Eaglet*, Liverpool. The photograph shows Lord Mountbatten, attired in pyjamas and burberry, making the presentation at Knowsley Hall. Earl Mountbatten was taken ill the evening before the ceremony and in order not to disappoint the 70 officers and men of Number 4 Wireless District, the doctor allowed him to leave his sick bed for a few minutes to make the presentation.

FORTHCOMING COURSES AT HMS "MERCURY"

Course	Commence	Complete
JRO/RO3 Refresher	2nd January	6th January
RO2 Exam	9th January	10th January
Fleet Board (G) (T) (W)	10th January	10th January
FBPC (G) (T) (W)	16th January	10th February
JRO/RO3 Refresher	16th January	20th January
RO2 Exam	23rd January	24th February
JRO/RO3 Refresher	20th February	24th February
RO2 Exam	27th February	28th February
JRO/RO3 Refresher	6th March	10th March
RO2 Exam	13th March	14th March
Fleetboard (G) (W) (T)	14th March	14th March
JRO/RO3 Refresher	20th March	24th March
RO2 Exam	28th March	29th March
JRO/RO3 Refresher	3rd April	7th April
RO2 Exam	10th April	11th April

Readers are reminded that for a variety of reasons some of the courses shown above may be cancelled or others added and dates may well change. The forecast is correct at the time of going to press.—EDITOR.

TROGLODYTES TALKING

by Grand Trog

Whoever heard of writing to our magazine in the middle of an exercise. Alas, it has had to be because the Editor having received our last effort too late must be appeased and receive this in time.

Exercises in the "Fallex" series are never funny, but perhaps this year our visitors from *Mercury*, *Albion*, *Agincourt* and *Grafton* were all hand picked. They have, along with our semi-permanent friends from the HQR mixed into one big happy team and as a result the exercise from our point of view, although tedious, has not been without its lighter moments. The civilian lady who typed "The situation is obscene because of communication difficulties" will not be named in this article. The signal certainly caused some comment in the operations room.

We do not have many visitors to our brightly lit, all mod. con. cave and think this is more likely to be the result of not knowing where we are, rather than because we are all using the wrong brand of toilet soap. Fort Southwick is listed in the Dockyard telephone exchange and a call to extension 330 can very quickly fix a visit and directions easy enough for a child to follow will be given.

It would be unfitting not to mention two of the many who have come to help us out over the exercises, and we think that their example is one that every young Communicator might follow. CRS Lewington completed his naval career with a twelve-hour night watch, and CCY Archer has but three weeks after the completion of the exercise to put his feet up in *Mercury*. Their cheerfulness and helpfulness under the circumstances gives them great credit. Thanks, Chiefs, and may many people in England buy houses from "Lofty" and may "Tubby" never slip on his Mobil Special in New Zealand. You will be long remembered in this Comcen.

The comings and goings are far too many to enumerate and therefore I will mention but two. Thank you, Third Officer Lawson, for always being so cheerful. We are sure that whenever the Wrens use their rest room they will think kindly of you. We are equally certain that neither you nor RO2(T) Doughty will ever forget that naval history was made when you signed his request to discontinue shaving. The Comcen is now bristling with beards in many stages of growth but none of the others managed to achieve such fame. May Singapore welcome you kindly.

Our other noted absentee next term will be CRS Hamlet. Many ex-Troglodytes will remember your helpfulness and skill at adjusting a watchbill to meet their needs. The Comcen reg. will not seem the same, but the air will no doubt be a little clearer although the Mess's tobacco profits will show a sharp decline; good luck when you move along the road to ASWE.

The HQR on training nights will not be quite the same without Messrs. Collar, White and Loftin. Mr. Collar was a Royal Marine bandsman, Mr. White a torpedoman, and Mr. Loftin is believed to



have served both the RN and RM but unfortunately your contributor has not the information to hand and the deadline must be met. Happy days, old warriors, we shall miss your salty tales and we hope that your many years of service will best be remembered for those you spent in communications.

It might be fitting here to say, come along you ex-Communicators and join the HQR. There are plenty of social activities besides performing a useful service, and your wife/husband can join with you.

Reserved for special mention is "our Bert", Lieut. Garton. He should appear under notable departures but we felt he merited a special space. Ex-'Sparks', many moons ago a Warrant Telegraphist, Commissioned Communications Officer and finally Special Duties List Lieutenant. We feel that he is not completely lost to us, however, because many of our spares will be coming from the firm for which he is working. May you have many years to enjoy your foaming pint, Bert.

Finally may we give you our motto: "Our Troglodytes are the Bestesses".

THE SD OFFICERS' SCHOOL

by SD(C) Candidate, RAN

"I wonder where old 'so and so' is and what he's doing?" We have all asked this at some time and unless the answers are immediately available the subject is dropped and forgotten. I am a Petty Officer and being an SD Officer Candidate, have vanished from the face of the "communications earth". I hope to reappear after some nine months having achieved officer rank. Few people know where I shall spend this time and even fewer, what I shall be doing.

The Special Duties Officers' School was formed in 1963 and is sited within the boundaries of Fraser Gunnery Range, but woe betide anyone who concludes that we are in any way associated with that fine establishment or with its august alma mater. We form a unique little unit of our own and, although not yet issued with a call sign or a routing indicator, anything is possible in the future.

At present, Seamen (including Communicators), Aviation and Ordnance Engineer SD candidates pass through the School but the welcome mat is continually at the door and we hope other Branches will swell our ranks and benefit from the excellent conversion courses designed to equip the SD Officer for the future. To date eight courses totalling one hundred and seventy Officers have been promoted from the School and of the six courses in which the Branch was represented, Communications Candidates passed out top of five. The latest 'star' was Acting Sub. Lieut. P. Withers, who deserves congratulations on his fine results.

Now a little about the Course. During the first term we cover a wide range of subjects including debates, discussions, lectures, films, maths., mechanics, first aid, sword drill and journal writing. We also give lectures on a variety of topics, make numerous outside visits, attend our own mess dinners and other social functions. The second term is mainly spent in Seamanship Training and in learning the art of Navigation. The successful candidate is then promoted Acting Sub Lieut. and after a series of short acquaint courses, is off to sea for six months' sea training.

Like any other establishment we abound with personalities, and the many friends of Mr. J. Shotton (CCY) will be pleased to hear that since undergoing a week's survival training his rotund figure has been somewhat reduced but his jovial personality is as hearty as ever. Mr. P. Dodsworth is also a CCY; his Yorkshire accent continues to ring through our hallowed hall and Mr. 'Rob' Wilton (RS) has been Course 2A's mainstay on the soccer field as well as in other sporting activities which include the School long jump record.

News of Australians does not appear often in the COMMUNICATOR but as the magazine is well read 'down under' and there are four RAN communications rates currently at the School, I am really happy to mention them. Firstly, congratulations to Mr. K. Swain (RS) on reaching the final of the RN Lawn Tennis Association Doubles Championships at Wimbledon, thereby earning a place in the Navy team for the Inter-Services Championships and gaining his Navy Colours. Mr. A. Wyatt (CCY) continues to put his well known sporting prowess to good use and has already broken the School shot putt and 100 yards records. I would also like to welcome Mr. F. Sykes (CRS) and Mr. B. Gabb (CRS) to the Mother Country and inform their many friends in Australia that they are settling down to the serious business of becoming officers.



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SHIP-SHORE NEWS



H.M. the Queen Mother chats with ROI Hallam

HMS ARK ROYAL

by RO2 Williams

The majority of the fifth commission communicators of the 'Ark' are now scattered far and wide within the limits of Home Port Service, and our ship and home for the last 27 months begins her controversial refit.

June saw our arrival back in the U.K., the last pound of flesh being extracted West of Suez in the form of duty as flagship for exercise "Straightlace" (NATO) and "Link West" (Joint). We nonchalantly ploughed through these, and FOAC finally signalled that the performance by the Ark's communicators was impressive.

Visitors to the ship at sea have been a regular feature of our home leg. First a bevy of Peers and M.P.'s (both Labour and Tory), followed by the Mayor of Leeds and some of his Corporation, who for four days brought a rich breath of north country humour into the ship. With the RNR's came Commander (C) Jones, RNR who kept us going with his dry wit and Shakesperian Sonnets.

The event which royally rounded off the commission, was a visit from Her Majesty the Queen Mother, which was a great success despite the shadowing presence of a Russian tug, MB52, who responded to our signals in Russian, and kept well clear of our rockets and bombs. Part of the tug's crew was female, which brought the goofers out in force with eyes like chapel hat pegs.

Finally we have had a full and interesting commission, being a major pawn in national matters like the Defence Review, Confrontation, Beira patrol etc. We are proud of the fact that despite outmoded equipment, lack of air conditioning, and defects, we have always met our operational programme and have been a shining light (helped by a few fires) East and West of Suez. In short, we learnt to take the rough with the very rough!

Impertinence

Ark Royal to Lynx (On completion of "Link West"): SVC. Well done. Good Luck.

Lynx to Ark Royal. Thanks. Hope you can hold down HNR without us.

HMS BARBAIN

by LRO (G) A. G. Howard

"What's that?" You may well ask. No, it isn't the *Barrisa's* sister ship, as I was once asked. *Barbain* is one of the two Far East Fleet Boom Defence Vessels based at Loyang, Singapore. Along with her sister ship the *Barfoil* she does a variety of jobs from Diving Tender to Marine Salvage.

On joining the *Barbain* from the Fleet Pool in February this year I thought Draftie had got mixed up somewhere along the line and was sending me to a Mixed Manned Ship instead of a "Barboat", as the only people I could see on the upper deck were a mixture of Chinese, Malays, Indians (not red ones) and Pakistanis. I was just off to stores to draw my prayer mat when I was politely informed that I was in the right place, that I didn't need a prayer mat, and not to be alarmed as the ship was crewed by Asians except for the Captain (Lieut. Cdr. Hunt), the 1st Lieut. (Lieut. Panton), CERA Polly and myself. Whoopee, I thought to myself, not much sea time here. But as you will see in the forthcoming paragraphs, my idle thought was mere wishful thinking.

An hour later we sailed to free the m.v. *Sagaba* from the Sisters Anti Infiltration Net; she had somehow managed to go straight through it. On arrival work commenced and the following morning she was towed away whilst we carried on repairing the net. This done, we returned to Loyang for five days before going out to lay a wreck buoy over the *White Mountain* which had sunk after being in collision with the *Funabashi*.

Our next job took us to Pulau Tioman for an exercise with the Royal Marines for three days and on return to Singapore we were informed that the m.v. *Loradore* was aground on a reef near Sihanoukville, Cambodia. Thirty-six hours later we were loaded with salvage gear and off at full speed (7½ knots) to assist the RFA *Agile* in salvage operations. Dollar signs appeared in many eyes and much speculation went on amongst the crew. Five days out from Singapore we received a signal from *Agile* stating that the *Loradore* was off the reef and was now at anchor off Sihanoukville. The next day we were alongside *Loradore* pumping out, patching up and generally making her seaworthy. On completion of repairs we sailed for Singapore.

The latter end of March found us in Malacca where we renewed the Central Electricity Board moorings and I made claim to sending the first sighting report from a Barboat in a long, long time



In April we worked in Singapore Harbour raising the Singapore Harbour Board's tug, *Skilful* from the bottom, which a few days earlier had been in collision with a Japanese vessel. This was an interesting operation during which I managed to get through two reels of film.

By mid-May a foul buzz had materialized and we were off to the Island of Gan some 2,500 miles away to renew the RFA *Wave Victor's* mooring. En route we stopped at Penang for fuel and water. Thence to rendezvous with the tug RFA *Cyclone* who, owing to our limited range of 1,200 miles, would tow us to Gan. Five days out we hit rough weather which eventually caused the tow to part and we were on our own for about twelve hours. The next morning with the tow connected up once again, we were on our way. The roughers seemed to have the effect of a sleeping pill on the crew and many were not seen for days. Some exhausted migrant birds thought they were on to a good thing when they landed on deck for a rest, only to find their way into the crew's galley and in due course come out again as curried duck, as the chef didn't know their true identity! At last we reached Gan and no time was lost in getting started on the job. Some thirteen days later the work was completed and we had a day alongside storing and making up a sail from the fore'sle awning. Our RAF friends at Gan thought this quite hilarious, but the sail did help and at one stage we were making 10.5 knots. Can we claim to be the first Barboat to make this speed under Sail and Steam? But alas all good things must come to an end, the wind dropped and we were all back to our steady old plod. Eight days out from Gan we made history by being the first Barboat to RAS from an oiler, namely the RFA *Pearleaf* who very kindly complimented us on our station keeping (we have no rev. counter) and informed us that we had done as well as her last customer (the Royal Yacht). We eventually arrived back in Singapore on the 26th June for a month in dock and a well earned rest (except for sparks, who incidentally is attached to both Barboats, and had to go to sea on the *Barfoil*).

In August we were off again for an exercise with the Royal Marines at Pulau Tioman. September took us to Brunei and Labuan. Mid-October will take us to Song Song, near Penang, to renew the RAAF Bombing Range.

In between the foregoing jobs we have been in and out of the Dockyard lifting and laying moorings, to and from "China Rock", where we work on the RAF Bombing Range, and so it goes on. So as our counterparts at Home and in the Med. can see, we do earn our bread and butter, perhaps more so than they do. Since January we have steamed (and sailed) some 9,635.2 miles, which to you big ship ratings may not seem a lot, but believe you me it is for a Barboat, and considering that a good 65% of our time is spent away from base, it's not what you'd call an ideal RA draft.

HMS BLACKWOOD

by CY Dance



'Midday Manoeuvre'

This will be the last article from the boat bearing 'Captain Fish', this title lapses shortly due to the present credit squeeze.

With a 'Subsmash', two 'Planeguards' and various other odd things, one can see that life in the 'Fish' squadron has variety. After spending a few months in the squadron it is apparent that communications as we know them are strictly 'for the birds' (a 'with it' saying I'm told!). One begins to hear cries of 'Link Call' or 'Look at Olsen's'. Olsen's is a super little book containing everything from how to mend a herring net to artificial resuscitation—plus communications of course.

As well as working, we do have some very good visits, London being one of them. It was the first time a squadron as such had visited London for many moons so we had the B.B.C. Television teams onboard for the trip up the Thames. As we passed Greenwich College one of the staff, who shall remain nameless, decided to pinch all the glory by bending on the 'Jack' as we piped the College—I am now paying for one telescope which missed its target and went overboard!

Our Staff consists of RO's Long, Macreavy, Wilson, Gilbert and R. S. Lewis in the 'G' set, and RO's Cameron, Gleadow and myself in the 'T' set, all under the successful management of Sub Lieut. Holland. If anyone has an LRO(T) for sale we will gladly purchase same. Finally, we wish all Communicators 'Slainte Mhathe' from the 'Driftwooders'.

HMS BOSSINGTON

by RO1(T) M. A. Richardson

To those who have not followed the travels of *Bossington*, we left Portland in February and were scheduled to arrive in Gibraltar five days later. We ran into Force Ten and Force Twelve gales and were "forced" to shelter first in Brest and then in El Ferrol, Spain.

We finally arrived in Singapore on the 12th April, and became the third Minehunter on the FES. Apart from patrols—of which we did our fair share—we are now engaged in mine hunting or bottom surveys.

We have recently returned from a mine hunting exercise in which we recovered six dummy ground mines, in three of which sea snakes were lurking and the First Lieutenant was lucky to survive being bitten by one.

In addition to the sort of job normally associated with mine hunters, *Bossington* was also engaged in an exercise off Bangkok, during which she was called upon to carry out various screen manoeuvres (Rums, Cokes, etc.)—the highlight of these being the occasion when the end of a Coke found three ships flying the same station number.

HMS BULWARK

by Pronto Minor

After a silence of close on two years we have decided to splurge into print—if for no other reason than to prove we can write. Long since we have worked the desolation of Devonport out of our system though even now our champion Pompey commuters of that period are seen to get somewhat excited at about noon on Friday. Joining at the beginning of a refit, the younger of our Communicators began, as month followed month, to wonder when all the good recruiting stuff was going to begin. Even a trickle of water at the bottom of the dry dock caused excitement.

A good sense of humour being an essential part of a Communicator's make-up, I think I can say the shake up and work down period was a great success. The Chief Yeoman found many devotees among the 'unsexed' who discovered that a large part of a bunting's life consisted of sunning himself on the flag deck, grimly holding in place flag Kilo with one hand while swilling a bottle of 'coke' with the other. "Hoisting the shapes" was another popular activity, the boister winning his trick if by letting them go suddenly he could clobber his chum holding the tack. This, however, fell out of favour when it was realised that too much success meant going into two watches. Down below, those not engaged in



JONES THE SIGNAL?

All Communicators serving with HMS "Bulwark"

	RO1(G)	RO2(G)		
	A. S. Jones	Hughes-Jones		
Marine	CRS H.L.	RO1(G)	CY Jones	Cpl. W.
(42 Commands)	M. F. Jones	Jones	K. J. Jones (COMAF)	Jones
				(42 Commands)

peeling spuds and scrubbing the 'loo were initiated into the mysteries of Ship-NAS and SSB, Ship/Shore and RATT. Chief sparker the Hrd declared solemnly that they were all no good, never would be any good and were only fit for keel-hauling but a surprising number now glory in being '2' and no longer '3', so no doubt "I was ever thus". In any case, keel-hauling is very messy.

High summer saw us creeping up Scottish lochs engaged in exercise "Dry Fly" when all past experience plus some time at the Signal Training Wing at Eastney was put to the test. Our helicopter control teams consisting of a mixed bag of Royal Marine signallers and RN sparkers, complete with their ace SSB portable GR 345 and army type sets, rushed ashore to cover themselves in glory and gnat bites and to learn how the other half lived. LRO Tassell has become so adept at loading his Land Rover and greasing its underside that it is doubtful whether the branch can retain him.

Gibraltar, The Canal, Aden (and even little known Perim!), Gan, and thence Singapore for fifteen months east of Suez—and to be met by CRS Jones, Chief sparker the Hrd, on arrival. It is understood on good authority that this semi-pier head jump was awaited with bated breath in *Mercury* and that the Chaplain had not had such a congregation for years—not to mention collection. That a Te Deum was chanted by all those who escaped, in the Chief's bar afterwards, is probably apocryphal.

Another twenty-four hours from the time of writing will see us debouched into an utter galaxy of exercises off the East Australian coast, "Royal Flush", "Barrawinga" and "Sword Hill". As they all go on together but are run by a variety of different Services with different ideas (about communications at least). It should be somewhat hilarious. However, with the thought of fourteen days in Brisbane at the end of it all we are prepared to suffer anything; well, almost!

HMS CAPRICE

by Anon

First contribution from *Caprice*. Our last contribution from HMS *Blackpool* arrived too late for publication, so we decided to get in really early with this for the Christmas number.

The commission is now fast drawing to a close, some will even have left by the time this goes to press. CND's long arm will undoubtedly have sent "invitations" to a select few to recommission some time in March next year.

On arrival in the UK from the Far East in February we had to turn over our own ship *Blackpool* to the New Zealanders, and transfer ourselves to the *Caprice*. We hope that the Kiwis are as happy with *Blackpool* as we were. We lost our "leader"—Lieut.-Cdr. Fryer—at the same time, and so quietly did he leave that most of us were unaware that he had actually gone. We trust he has pleasant memories of us and *Blackpool*; we certainly enjoyed his humour, interest and perhaps most of all his tolerance of us. His relief, Sub Lieut. Snow, has taken over the reins and we hope he is satisfied with us.

By December we should have seen the first two reliefs on board at Mombasa, and the departure of the CRS and LRO(G), neither of whom are getting "bronzie for leave", but staying below to visit the fridge flat to get used to the UK winter. This is an old ship, but still quite capable of holding her own with the latest ships, with the added advantage of hard lyers.

Another departure was that of our Captain—Captain D. D. Knight who is an ex-Communicator undoubtedly remembered by old 'Mercurites' when he was First Lieutenant there. We wish him luck wherever he goes next.

We sign off wishing all Communicators, particularly our reliefs, a very Happy Christmas and all they wish for the New Year.



A Merry Xmas to everyone, especially our reliefs

CHATHAM COMCEN

by LRO Franklin

If you have to visit the North Sea from the Channel, the passage is usually via the Dover Straits. Just around the corner from the Straits is the River Medway, a grubby river which owes most of

its fame to Chatham Dockyard (you know, the people who built *Victory*). Hidden in the dockyard is a Comcen from which a coastal common net is operated twenty-four hours a day. Unfortunately, none but a few old friends know of our existence so, whilst we hear you ships calling Portsmouth and Portland like mad, all too few call Chatham.

On the W/T side we have one CRS, one LRO and three RO's, all experienced watchkeepers, and three WRNS who keep a sharp ear out on any voice circuit you may call on instead. The MSO and TPs are manned by civilians (sorry Bunts) who with their usual efficiency will send your traffic on to its destination speedily.

We are not kept idle here, but we could certainly handle more traffic than we do now, so how about calling us instead of MTN all the time—it will save queuing up and we are here to take the load off your key.

HMS DEVONSHIRE

by Anon



CRS Sawyer and Finnish Senior Rate exchange mementos

We have not been idle during the past few months, and our activities have included Navy Days at Plymouth and an exciting trip around the Baltic, flying the Flag of Admiral Sir John Frewen, C-in-C Home Fleet. Probably the highlight was the visit to Leningrad, where we were afforded a warm and friendly welcome by the Russians. It is not often that an HM Ship visits the Soviet Union, and *Devonshire* is the most modern NATO warship ever to enter Russian waters.

Visits were made by many of the ship's company to museums and palaces, whilst the football team, including ROs Wilkinson, Ibbotson and Overton, held the Russian naval team to a 1-1 draw. Although there were no restrictions on leave ashore, Leningrad

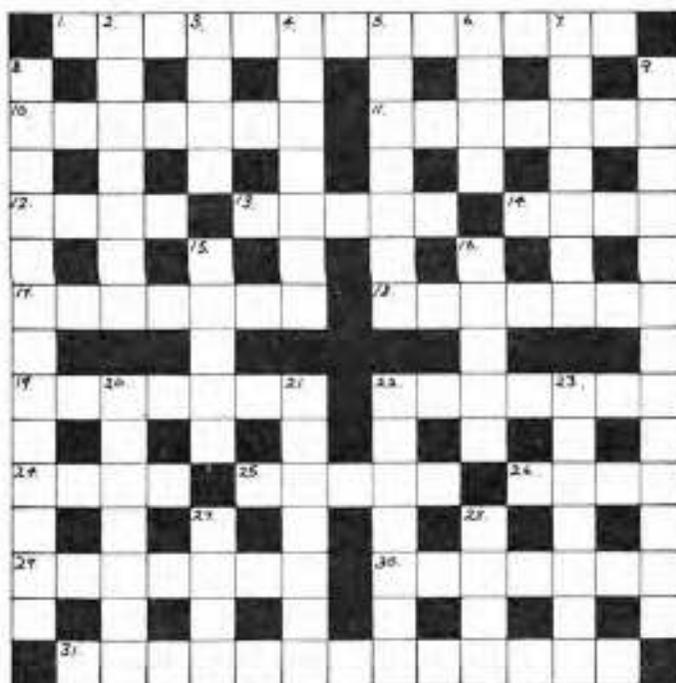
NEW BASES IN AUSTRALIA?



by courtesy of Rank Film Distributors

Rosemary Frankland and Sue Burgess

CHRISTMAS CROSSWORD



By ANN JEWEL

All entries should be addressed to the Editor to arrive no later than 1st February. A prize of ONE GUINEA will be given for the first correct solution found.

CLUES

Across:—

1. Undisturbed by a terrible bump. (13)
10. So in her confusion she went near the beach. (7)
11. Mother has some information, thank you, about the colour. (7)
12. Conceal the leader? Hide him among the trees. (4)
13. The cent in the chair is a coin. (5)
14. I call no learner unprofessional. (4)
17. The editor is backing the fish for shelter. (3-4)
18. Try this for speed! (3, 4)
19. Romberg's prince. (7)
22. Lack of excitement can cause this. (7)
24. No priest would expel Proust. (4)
25. Most I am able to obtain have openings. (5)
26. "Ah, take the Cash in hand and waive the —; Oh, the brave Music of a distant Drum!" (Edward Fitzgerald) (4)
29. Arise from the man-eater, confused without the rand. (7)
30. A venomous snake is an antidote to blood-poisoning. (7)
31. A banner is the queen's sign for a number of ways of making uniform. (13)

Down:—

2. The confused carrion aims to think wrongly. (7)
3. A wood of bone? (4)
4. 17 fish in the cart for flattery. (7)
5. Climb a right mound. (7)
6. The botanical garden may reveal this plant. (4)
7. I came in late, with not an exercise book for example? (7)
8. Is noise dull, I'd say, freed from false impressions. (13)
9. A smart champion is equally disposed towards all colours (13)
15. "Decrepit —! 'base ignoble wretch! I am descended of a gentler blood;" (1st part Henry VI). (5)
16. The wasp I revived seemed to sprout in the middle. (5)
20. A sailor gets muddled up with a saint in a new-fangled way. (7)
21. Set back watery fluids as a token. (7)
22. Frolic with the troop around, like a freebooter. (7)
23. This medical student sees 500 kings. (7)
27. Thank the Navy for this stretch of water. (4)
28. "We have had pastime here and pleasant game. A — of Russians left us but of late." (Love's Labour's Lost). (4)

is not a great "rabbit" run, and the few worthwhile souvenirs were far from cheap.

Helsinki was our next port—a fine modern city, though again prices were high. A few brave souls tried a Sauna bath, surprisingly with no ill effects.

The Polish naval base of Gdynia was next—not the most exciting of places, but we were all impressed with the friendly welcome and the efficiency of the Polish ships.

So now we are back in Pompey starting a six-month refit. All of the old commission have left, their new whereabouts can be found elsewhere in this magazine. Forty-five new Communicators, headed by CRS "Teddy" Parten, are now busy trying to understand the mysteries of a DLG and how to operate DTN; by the time we next get to sea, they should know their way around the ship as well as the quickest route to the Rising Sun or dockyard heads! Wish I was lucky enough to be native!

HMS EAGLE

Now that the first commission since her five year refit is drawing to a close, and the original communications staff are sitting patiently awaiting their reliefs, it may be worthwhile looking back over the 30 months commission.

Commissioned in May, 1964, the *Eagle* spent the first few months undergoing sea trials before sailing for the Far East in December. Christmas found us enjoying the warmer climate of Mombasa, and in the early months of 1965 we visited Singapore and Hong Kong.

March saw us taking part in Exercise 'Fotex 65' which was followed by a 'shop-window' Exercise—'Showpiece'. In the latter exercise, *Eagle* led a column of four carriers under the direction of FOAC—a sight not often seen these days.

We returned to Plymouth in May '65 for leave and defect repairs and sailed again for the Far East in the August. On the way, the exercises scheduled for the Malta area were cut short in order that we could stand-by off Aden where trouble was brewing. When this had died down, we headed for Singapore and an SMP. This too was shorter than expected because we were suddenly called to the east coast of Africa to operate the oil blockade off Beira.

The *Ark* relieved us for a short spell in order that the ship could get another maintenance period in Singapore before returning to patrols off Beira. As it turned out, a carrier was not required any longer on patrol, the frigates taking the full weight, so we were able to take a trip up to Hong Kong.

While we were in Hong Kong, heavy rainfall caused flooding and subsidence ashore, and we were able to lend a helping hand with our helicopters to survey the scene of devastation.

After another period in Singapore and a short stay in Mombasa, we headed for home, leave, and eventual drafts.

Our comments on the commission? All we can say is that the ship is a good one as far as com-

munications go, the accommodation is the very best that can be found on carriers, and the social life of a big ship gives plenty of opportunities to pass away those off-watch periods. If you are down to join *Eagle* you are one of the lucky ones.

Lastly we would like to wish all Communicators the compliments of the season, especially those about to embark on the biggest and the best—the 'Big E'.



HMS EURYALUS

People call us lots of things, but if you want to pronounce it properly say "You Rile Us". And if you can spell it too, so much the better. Many can't; how about this from Posty's mailbag: Eurilius, Urius, Yurylaus . . .

We have started our second commission with a refit in Guz, and we've been living in Drake and watching those little brown men tear the ship to pieces. Our large team have been painting and chipping (ask JRO "Paint" Potts), and getting to know the inside of the STC (ask JRO "EEEEEEEE" Taylor). We also provide the mail-man, the key-man, and the messenger, all of whom do a useful job for the community. Some of us have got spliced recently—ask LRO(W) Bunney and RO2(W) Wilgeroth—and we hope it's a "long splice". There are more to come.

RA time is running out for the natives. In January, as all of you barrack stanchions huddle over your smoky stoves in *Mercury*, or swelter in tropical climes, spare a thought for us as we lurch out of Portland harbour at O-crack-sparrow-whatnot into the teeth of a hooligan and the icy comments of the work-up staff. After that we've got some interesting visits to foreign parts during '67—but we'll tell you about that in the next edition, otherwise it will all be changed.

As we go to print we are about to have our Commissioning Ceremony, and our chummy regiment, the Lancashire Fusiliers, are coming down to join us. And if you want to know why the connection, you have to go back to Gallipoli, when the

fourth *Euryalos* put them ashore under murderous fire and they won six VC's before breakfast.

If you have a long-lost oppo, scan along the next few lines. He may be one of us. SCO is Lieutenant Layman, Department elders: CRS West, CCY Wyllie, RS(W) Hodgson. And here come the lads:

'T'	'G'	'W'
LRO Stanbury	LRO Barlow	LRO Coombs
LRO Bagg	LRO Lynton	LRO Northey
RO2 Bradley	RO1 Stuart	LRO Bunney
RO2 Saunders	RO2 Ryan	RO2 Rose
RO2 Freeman	RO2 French	RO2 Pegg
	RO2 Wilson	RO2 Wilgeroth

And the 'U's: Sturgeon, Hamnett, Pierre, Peters, Foote, Barsh, Dale, MacFarlane, Moffat, Potts, Wade and Taylor.

HMS FEARLESS

by Lieut. Cdr. J. P. G. Bryans, RN

HMS *Fearless* has now been in commission for nearly a year. We are the largest ship built for the Royal Navy since the War and carry one of the largest communications complements afloat to-day. It will therefore be of interest to all Communicators to hear something in detail of a class of ship in which they stand a fair chance of serving in the not too distant future.

Fearless is the most versatile ship yet designed in Britain for amphibious operations. She is fitted out as a Naval Assault Group/Brigade Headquarters ship and is provided with an Assault Operations Room from which naval, military and RAF personnel, working in close co-operation, can mount an amphibious operation.

The ship is designed to carry the heavy equipment required by a Brigade Group. This ranges from tanks, beach equipment, lorries and guns to ammunition, mogas, water and victuals. However, she is also capable of landing the assault troops of an infantry battalion or a Royal Marine Commando and their vehicles, both by landing craft and helicopter.

Four large landing craft, LCM 9's, are carried in and launched from the ship's dock. This is very similar to a conventional floating dock; tanks in the ship being flooded to allow the dock to fill thus floating the craft. Four smaller landing craft, LCVP's, are carried at davits for landing personnel and smaller vehicle loads. Sea conditions obviously have an important effect on the operation of the dock, but in general it can be said that conditions on the beach make a landing impracticable before the dock becomes unusable.

The flightdeck can be used by day or night and is capable of handling a flight of four assault helicopters as well as the unit light aircraft working with the embarked forces. The helicopters are not carried onboard permanently but are embarked for a particular operation. They may come from the RAF, a Fleet Air Arm unit or a Commando Ship, which emphasises the very real need for joint training and operating procedures.



The main armament goes ashore

The ship herself, in spite of her rather top-heavy appearance, is extremely stable and comfortable even in wind strengths up to Force Ten. She has a standard displacement of 10,000 tons, a length of 500 feet and a beam of 80 feet. Though as large as a cruiser, she is less than half the size of a Commando Ship.

Four Seacat guided weapon systems are fitted, together with two 40 mm bofors.

The main machinery consists of steam turbines in two self-contained units, each driving one shaft, giving a cruising speed of 20 knots over long distances.

The ship's company of 42 officers and 540 ratings, Royal Marines, and soldiers all have accommodation up to modern standards. They include the Royal Marine crews for the landing craft and Beach Unit, Royal Engineers for the Beach Unit, Royal Corps of Signals as part of the communications complement, and certain other Army specialist personnel. An embarked force of 380 men can be carried in the same conditions as the ship's company, and up to 650 troops can be borne in more austere conditions for a short period.

In recent trials HMS *Fearless* has proved her ability to land a squadron of tanks, a Brigade Headquarters and the assault troops of a battalion and its vehicles; and to transport the Royal Engineers with a high proportion of the equipment and pipeline required for them to build an airstrip. It is in fact difficult to think of a military load that we

cannot cope with. We are a "Naval Pickfords" with a very comprehensive command and control organisation built in.

What does all this mean to the Communicator? At any one time during an assault, the ship will be manning anything up to twenty-five different radio circuits. These stretch forward to command the units ashore, around the ship for control of escorts, landing craft and helicopters and rearwards to the area commander for command and administrative traffic. A communicator must be well versed in single service and joint procedures; his knowledge of routing, both Naval and other Service must be impeccable; he must be fully aware of the capabilities and problems associated with ICS and its terminal equipments; his vocabulary must include such abbreviations as Iks and tps, bns and acc if he wants to understand what the Army is talking about; he must be prepared for a fifteen-month unaccompanied commission mainly East of Suez. Whether he be (T) (G) or (U) he can look forward to a challenging and exacting job in a modern ship which has shewn herself to be a most flexible and successful addition to the Fleet.

HMS FIFE

by CRS Alderson

We have now been in commission for 6 months and, for 4 months (up until the *Glamorgan* commissioned) we were the Navy's newest warship. We are however, still the most up-to-date warship in the Royal Navy with our complexity of Electronic Equipment. The *Glamorgan* of course has not yet tasted the delights of ADA.

This, the third article from *Fife*, will unfortunately fall short in its efforts to be informative, entertaining and/or humorous, simply because we have been passing through a lengthy period of testing and tuning, which has necessitated our being tied to Fountain Lake Jetty, where the only outward signs of any activity occurs at 1615 with the familiar cry of the R.A. bird singing "Tickusoff—Tickusoff—Tickusoff!"



We spread our sea wings however for almost three whole weeks whilst carrying out various Sea Acceptance Trials in continuation of Harbour Acceptance Trials. Also a most successful families day at sea on the 16th September was enjoyed by all concerned. The visitors had the good fortune of passing very close to the *Queen Mary* and the *United States*.

Our three weeks sea period only took us into the Channel and Portland practice areas—not very far to venture one might think, but our next sea period will see us travelling further afield to the Azores and Madeira.

Unusual news is International News so it would seem! Some months ago the national press published the facts about the precedent that *Fife* had set, in carrying female computer programme experts on board. The Finnish tanker *Juorno* made by light "PRB QUH" (Have you any women onboard?)—to which we replied "None for You!"

The ships sporting activities continue apace. The main theme at present is the Duchess of Fife trophy (an ornamental rose bowl) for which messes and departments compete. Unfortunately the organisers do not have sensible competitions such as teletyping, morse transmitting and MKX's but make us compete in peculiar activities such as boat-pulling, deck hockey and cross country running!

HMS GANGES

Ganges never changes, but there is something new happening every day. The boys get worse and worse and yet they are as good as, in many ways better than, their predecessors. And our lads in the signal school are best of all. This term they have helped win the regatta, the silver piping competition, look like winning the boxing trophy and gave a more than robust account of themselves in the Field Gun competition. In addition, if one looks at the Duke of Edinburgh silver medal 'Honours' Board, of the 23 names inscribed thereon, 13 are JRO's and that is no small feat when everyone acknowledges how intense is the JRO's course.

But despite all these "bounding outward" type activities, it is the Signal School which is the main-spring of these notes. And we are proud to announce the acquisition of the first teaching machine in *Ganges*. This is the "Touch Typing Tutor", the same as the one in *Mercury*, which, it is claimed, will teach a pupil to touch type at about 10 w.p.m. and 95% accuracy in two hours. We will not be in a position to prove or disprove this claim for a while yet, but two of our lads, picked entirely at random, never having used a typewriter before, were doing 7 w.p.m. with 95% accuracy after one hour. There is a lot of work yet to be done with this excellent machine and we will need another nine at least to take a class through, but our preliminary results are very encouraging.

The Signal School staff are currently investigating aptitude tests, having sought for them in such far away places as the RAF at Scampton and the RCN in Halifax, Nova Scotia. Early days yet, but it is progress in the right direction.

Despite the basic subjects taught here, Morse to 15 w.p.m., typing to 30 w.p.m., and a little procedure and organisation, the staff are continually looking for ways of keeping the boys interest alive. We have carried out weekly 'Witex's' with the RN(W)R at Ipswich very satisfactorily and with the occasional visiting warship (HMS *Russell* is owed a vote of thanks for her co-operation particularly). Eventually it is hoped to acquire some equipment from HMS *Mercury*—a RATT bay, 619 etc.—so that the boys can see, and perhaps use, a real live wireless set.

For those of you who are with these things, we have at last managed to break the 6-weekly cycle. Mustn't say too much about that in case our Training Commander reads this article. Suffice it to say that we have now achieved the very desirable state of having the boys in the signal school for at least an hour every day.

On 31st October, Lieut. A. E. Briggs arrived to take over from Lieut. Cdr. Thompson. Congratulations to our late ASCO on his promotion and also to Lieut. Mawson on his. The latter was Officer of the Watch on the day he was promoted and, as luck would have it, awaiting the arrival of an Admiral when the news came through. Just to show how

efficient these Communicators are, he had a relief organised and was 'Off watch' in between the 'Alert' and the 'Carry On'.

Good luck to you all from the future Communicators of *Ganges*, and a very merry Christmas wherever you are. And, if you happen to be off the East Coast look into Harwich so that we can see what a W/T office looks like.

GIBRALTAR COMCEN

by CRS M. J. Matthews

Once again we come to the end of the year and winter is here with its long evenings and rainy days. However, unlike our U.K. counterparts, we can at least remember the days spent on the beaches of Portugal, Spain, Morocco or Gibraltar getting a healthy suntan.

Ship visits come more often than ever before, and recently we had 90 per cent. of our Aircraft Carrier Group alongside within a week of each other. We have also acted as hosts to the assault ship *Fearless*, during which visit time was taken off to see how JSP2 really worked. All who saw her went away much impressed by this new type of vessel.

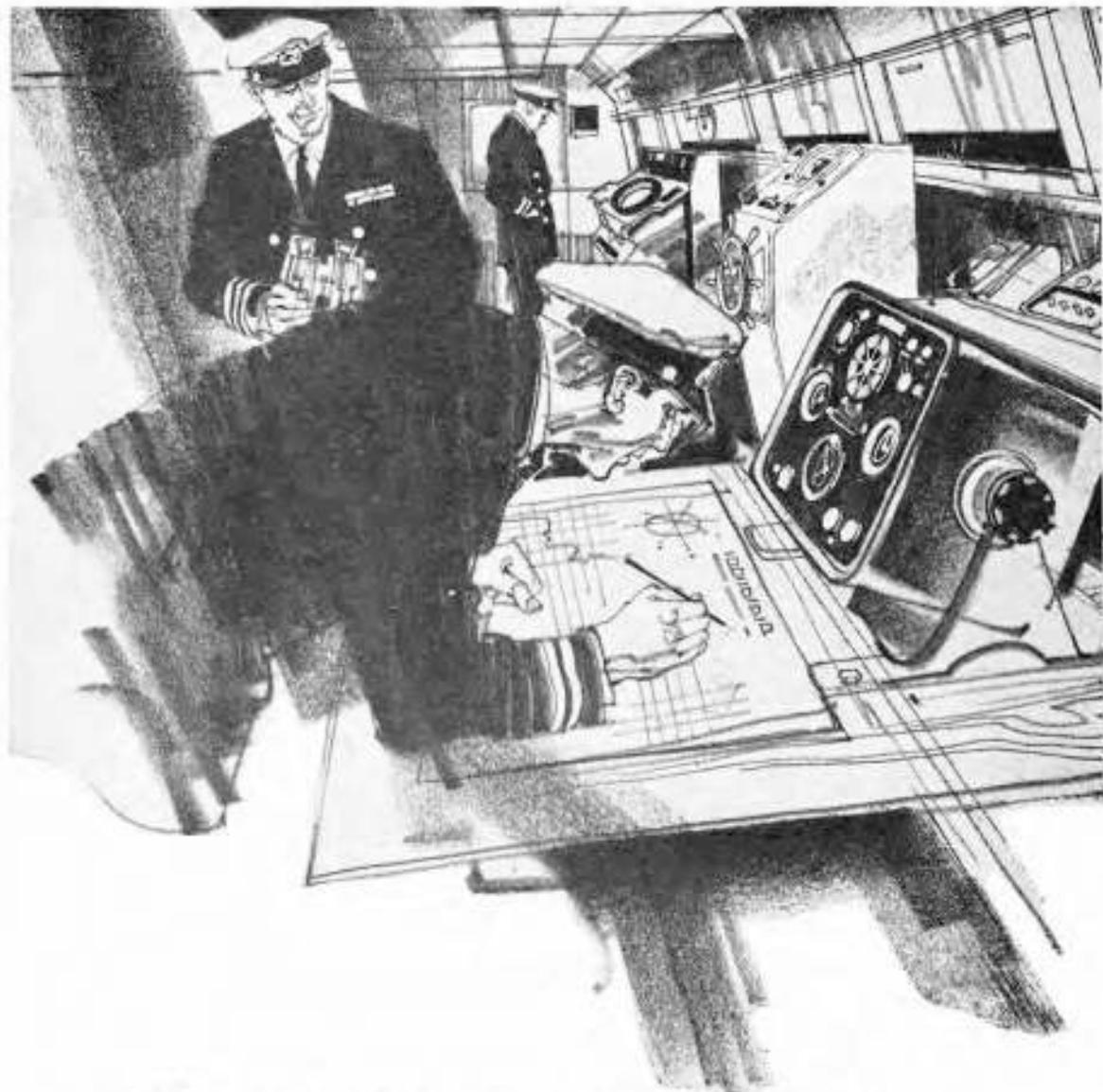
During August we had the pleasure of seeing the minesweepers of the U.K. R.N.R. units, under the watchful eye of the Admiral Commanding Reserves, Rear Admiral Carew Hunt, who was

“Have another bite”

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flying his flag in *Agiawurt*. They were down here for "Rockhaul 4" and carried out sea training off the Rock and paid visits to Casablanca and Lisbon. For part of the time they were accompanied by four minesweepers from Malta.

Our local H.Q.R. unit were able to act as hosts for social functions, and in return they spent a day at sea in one of the minesweepers.

A.C.R. visited the Comcen and M.H.Q. during one of the training evenings, and later visited the new HMS *Calpa* barracks, where he congratulated the members on their smart turn-out and enthusiasm.

In the recent Fleet Board and Provisional examination, the third of the current series, we added three names to the advancement rosters for both RS and CY.

Swimming has been the most popular sport through the summer months. In the inter-departmental championships we won the waterpolo and in the inter-Service event the Wrens carried the day for the Navy, breaking 5 Nuffield Pool records in the process. PO Wren Perley was the outstanding swimmer beating the 50 yards freestyle record by 3.2 seconds. Football has now replaced swimming and we are well represented in the *Rookie* outstations team.

Since 1953 (we think) the OIC, CRS and CCY have shared Gibraltar lottery ticket number 13649 and previous owners will be pleased to hear that it has 'come up' at last with a £30 win!

Our Officer-in-Charge, Lieut. (SD) (C) D. A. Wilson leaves us shortly and most of us will remember him in his role as skipper of the MFV on several visits to Tangier with Comcen crews. We wish him all the best in his next appointment and welcome his relief Lieut. (SD) (C) K. Schofield. From sunny Gibraltar to windswept Leydene—the seasons greetings.

HMS GURKHA

by LRO(G) D. R. Jenkins

The *Gurkha* is at present in Rosyth Dockyard in drydock and the lads are revelling in runs ashore to Dunfermline and the occasional social evening at the Forth Club.

The communications equipment has been removed (three cheers) and so it's goodbye to the old 603, 86M etc. We are being converted to Conist/ICS mixed (oh!) but I'm sure that nobody, including the dockyard maffies, know what is happening or what goes where. The bridge and flag deck echo from the pleasant refrains of the "Chipping Hammer March" and the discontented drips of ODS.

In February we are due for our work-up at Portland and then the Persian Gulf next May. Anyone on a "BNA" draft who wishes to exchange for fantastic runs in Rosyth, Portland and Bahrain contact . . . When you hear our war cry of "AYO GURKHALI" you will know we've arrived. Incidentally Ayo Gurkhali means UP THE GURKHA'S!!

Our staff consists of: Lieut. P. McLaren, RS P. Hampton, LRO(G) D. R. Jenkins, RO2(G) W. F. Hughes, RO2(G) J. Sawyer, CY T. Windsor, LRO(T) M. Jordan, RO1(T) W. Alexander, RO2(T) W. Stockton, RO2(T) D. Nash, RO(Ls) Kilbane, Sharp, Moultrie, Long, Irwin, Booth, Warner, Wright, Andrews.

HMS HAMPSHIRE

by RO1 (T) Dexter

41,000 miles and one Chief Yeoman since the last article from *Hampshire* in the THE COMMUNICATOR, so it is about time we wrote again. Our Portland workup followed the normal pattern with at least one major communications failure. This involved the Bridge neglecting to inform the Signal Deck that "pre-wetting" was imminent. One nameless RO1(T) was understandably upset when despite being mummified in all manner of protective clothing he happened to be standing astride a deck nozzle at blast off!

Having endured Portland, CCY Slaughter left us for civvy street, and we understand that the adver-

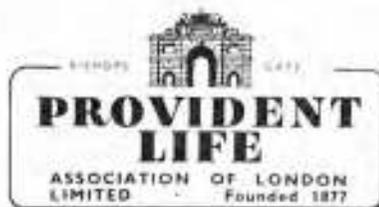




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tisement in THE COMMUNICATOR from GCHQ successfully lured him down to Cheltenham. His relief, CCY Saunders lost no time in giving the V/S department a work up of his own. Unfortunately his instruction on the niceties of V/S lookout did not include RO2(G) King who arrived on the bridge one morning, pointed to *Eagle* 3 miles away in perfect visibility and asked "Whats that sub out there?" Our dash out to the Far East at 24 knots included but four hours in Gib, five hours in Malta, the same in Aden and a few RAS's. Also an unscheduled *Hampshire* special—basking in the sun in the Med for eighteen hours after a total power failure! However we still made it in eighteen days from Pompey, caught our breath and then off to SEATO exercise 'Sea Imp' Visits to Manila, Bang Saeng (Bangkok), Hong Kong, Port Swettenham and Penang were followed by a relaxing period in Singapore. Apart from advancement and sub specialisation courses at Kranji, several of the department were introduced to Minesweeping communications for a couple of weeks in CMS. The hard work at sea was more than compensated for by eight days alongside in Bangkok, RO's Whelan, Price and Dexter at least now know that Bangkok is not just for photography—the night life is fabulous. Despite the definite attractions of station leave at Frasers Hill, the stay at 'Singers' became too much of a good thing when technical problems kept us there and enabled Kent to keep our date in Tokyo. However the score is being evened for we are just about to return the compliment and visit Melbourne on their behalf during Cup week. We also showed them how to play football and shoot down PTA's!

We finally managed to tear ourselves away from the wall in the dockyard basin and went through our inspection just after missile firings in the Subic area. A strong communications contingent assisted King Neptune "Crossing the Line", CRS (G) Eddie Hayward making a particularly merciless barber. We have at last found a task the shredding machines are capable of performing efficiently—producing paper wigs from TP rolls! LRO(W) Pugh was suitably punished for the criminal offence of scrubbing out the Mess with the Rum fanny.

At the time of writing we are engaged in Exercise "Swordhilt" off Australia, which is proving interesting. The EW section almost managed to convince the rest of us that they had detected a submarine until we found it was doing 200 knots! The (G)'s have taken over one of the ship's motor cutters and had the satisfaction of being sent to look for one of the seamen's boats when they went the wrong way at Subic.

A rash of advancement fever has struck, and no less than five LRO's have applied for Provisionals at Christmas in Singapore, not to mention a crop of RO3's and 2's and sub specs. By the time we arrive back in UK perhaps everyone will be Chiefs—even the fresh RO2(W) who is joining as replacement for RS(W) Bray.



HMS HERMES

by CRS W. E. Bailey

From a prolonged stay in Devonport dockyard where she underwent a refit and conversion programme, *Hermes* is now almost part of the Fleet. The qualification "almost" is included because there are still one or two trials to complete before we are fully worked up. A few of the senior rates, however, would say that their "trials" have only just begun due to the large proportion of (U) ratings borne. It appears that no sooner are ratings trained up to be of use to the department than they are drafted to be replaced by a new batch of young blood. This, I suppose, is one of the penalties of being in a large ship.

There have, of course, been the expected teething troubles with ICS and other equipment, but with one or two exceptions these have sorted themselves out. Initially, *Hermes* had quite a number of HF transmitter problems and the system initials were promptly redefined as "I cannot send". However, results now being achieved are satisfactory. It does not seem so long ago that ICS was spoken of in hushed and respectful tones, but so many ships now have it that it is becoming almost "old hat" and the mysterious veneer that surrounded it is, like the writer's hair, fast receding. For instance the use of single side band is now an everyday occurrence and one wonders how on earth we used to manage without it.

This is also true of the amount of equipment fitted in a modern carrier compared with that fitted a few years ago. Although the number and types of communication equipment exceeds that of yesterday, it still seems that there is not enough to go round. It all gets regular usage and to be using everything at once is by no means rare, though there are often still one or two disappointed customers who cannot be given exactly what they want. This results in an even greater reliance being placed upon radio communications today than ever before. We all realize too that compared with a few years

ago, the volume of signal traffic is on the upgrade. The sometimes frightening thing is that no matter how sophisticated or efficient our equipment becomes, we still only just about keep pace with the volume of traffic presented to it, and rarely get a "close up" breathing space. The human element too, on ships at any rate, is still very much in evidence and the whole structure of efficient communications continues to rely on each man knowing his job and giving of his best. When one man does not pull his weight, or if his knowledge is sub-standard, the effect is even more work for his associates. In this age of progress towards automation an "all about" Communicator is still worth his weight in gold.

In *Hermes* we have found that the greatest aid to clearing signal traffic yet introduced has been the VITEX II organisation. Except when the ship has been in bad communication areas, this method of traffic clearance has been a boon. Our congratulations to whoever thought of it, especially the method in current use—so simple yet so effective. Our only point of criticism is the absence of a 4 mes component of the occupancy broadcast.

Hermes has had the usual run of working up programmes that all Communicators know about, interspaced with the usual runs ashore in interesting places. Our visit to Hamburg particularly, proved most successful and our German hosts extended great hospitality. It is even rumoured that one of our senior rates went RA for four days but of the truth or otherwise of this, the writer is not prepared to make a statement (he would rather plead the fourth amendment).

When we eventually settle down to a firm staff, i.e. when Draftie has finished sabotaging us, and our trials periods are over, it looks as though we shall have a reasonably successful commission. A conservative statement perhaps, but one which it is hoped may be altered to a more glowing one at a later stage.

We have featured recently in the national press as being a subject of interest to the Russian observation



fleet. There is no truth however in the rumour that the British Embassy in Moscow has received an offer of 100 roubles for us! (Actually it was 110). P.S. Has any one got a Royal Enfield motor-cycle primary chain they no longer need? Our shredder has gone bust again! This modern world.

KRANJI WIRELESS

With the Morse room section of the CRR at last complete, we are now able to use the whole space, and the much needed re-decoration is a great improvement. We have had so many visitors recently that we are getting worried about take-over bids. Although recent events out here have resulted in an easing of the rush, we are now preparing for the annual Christmas and New Year spasm. We await it with interest, as we want to see how the "better boxes" deal with it.

This is a good place to remind our readers that a major element of Kranji's complement is made up of Electrical Branch ratings—watchkeeping on Systems and Fixed Service Receivers, maintaining equipment and aerials. They have had an even more difficult time during this "conversion", needless to say. It is bad enough to maintain equipment in a room where re-building is in progress but worse to be chucked out of your living block while white ant damage is made good!

The STC is more or less in full swing again, after literally closing its doors while re-wiring took place. Now, complete with strip lighting, we can almost compete with the neighbouring Kampongs! With re-wiring still under way, and half the School out of action, we took on two outsize Fleet Board Courses who, in spite of the uncongenial surroundings, managed to produce a good percentage of passes. RO3's, of course, continue to stream through our hands, while the reduction of the size of the Roster for RS (and success of the ad. in the last edition) has boosted the numbers taking Provisional Examinations. The current Sub-Specialisation Course is on the other hand rather small—due to the absence of the Fleet on a "tour" of the Western Pacific. Approval—and money—for the extension to the STC are now assured. Soon a miniature Dreadnought block will take shape, and will add to our facilities. The arrival in Singapore of WRNS Communicators—forecast "any minute now"—will give us yet another series of advancement courses and we are, in any case, pushing on more Sub-Specs.

The STC is always ready to aid potential Killieks who are not eligible for Fleet Board Prep. courses and to this end, the staff is preparing a number of "self-study" aids which will be made available to ratings who wish to attend at the STC during their harbour time (we regret that these aids cannot be lent outside the STC).

The "Homes and Gardens" section of the Establishment continues to blossom (!). The swimming pool now has a mini-pool for the younger set,

Known locally as "Govindan's Goldfinger's Folly" after the capable foreman of works, it is a miniature replica of the real thing; quite the smoothest pool in the area. By careful use of generous grants from the Far East Fleet Canteen Amenities Fund and NAAFI, the Kranji Klub has been extended by a roofed structure with tiled floor, and this will be complete when a folding glass door is fitted. This gives the Club an extra 1500 square feet—much needed by dancers sitting out. The provision of much-needed changing rooms for ladies and for RA's and sports teams is almost complete, and the old parade ground, very neatly re-surfaced, is now a basket-cum-foot-cum-volley ball court and deck hockey deck.

Our very enthusiastic Theatre Group are working hard converting the cinema into a proper theatre. By dint of begging, entreating and cajoling, they have found materials; all sorts of hidden talent—stage-designers, joiners, electricians, painters—the kind usually in short supply, has appeared and the Group grows at each meeting. This is possibly the most encouraging thing that has happened here for some time. What is more, people from outside Kranji are becoming more interested.

Pride of XO's heart, next to the golf course, is the nursery which has now been enlarged by taking in some ground near "Rose Cottage". Dahlias and gladioli are now attracting attention. A certain player (no, not Gary) is disappointed that the golf course is not used as much as he'd wish. It is now quite a useful course where it is rather easier to find your ball than of yore—it was rather frustrating to go right down the middle and still lose playing-time in finding it.



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The Wives Guild is a flourishing concern, with a membership of thirty plus. Mondays are Guild days when the ladies go afield (awful lot of brewery runs).

In sport we have had ups and downs. The softball team, working hard, are laying a "diamond" in the lower aerial field. How many tipper loads of sawdust and rubble they have humped we'll never know! It was a bit hard on the team to be asked to play USS *Oklahoma City*—who thought Kranji was the RN! We won't reveal the score! Kranji has had reps. in Navy rugby, cricket, soccer and athletics. A six-a-side football tourney has been the best event to date. It ran right through one day, and families turned out in support. A very good lunch was available, and a mid-day break saw bars and the pool well used. Thirteen teams entered, including two from Suara, the first game started at 1015 and the last ended at about 1730. An exciting semi-final between senior-rates and Asian 'A' was a real top-notch—going into extra time with the score at one corner each. They were *all* running in treacle by then! The final, Fleet Pool v. Asians, resulted in the latter taking the cup—a well deserved win by a team which showed remarkable talent for a well-mixed bunch: two labourers, one driver, one mess-boy, one cook and a dhokey-man! Next event—Kranji Pentathlon!

There seem to be more goings than comings these days. For this reason, no personalities. All of us here offer the Compliments of the Season to every-one and good luck in 1967.

HMS LONDONDERRY

by LRO's Jarnell and Murphy

Our article for the last edition left us en route for the Far East to complete the last leg of our commission. On the way we were diverted for the Beira Patrol, but as this included five days in Mombasa, no one was unduly worried.

By the time the patrol was completed, the confrontation in Malaysia had ended so there was less urgency for the ship to get to Singapore. In consequence we spent a short time in Diego Suarez, Malagasy—a home of the Foreign Legion—before proceeding to Singapore.

We eventually arrived in Singapore on 9th September and went straight into an Assisted Maintenance Period. This time was put to good use by the communications department by sending a number of the staff to the STC Kranji for various courses and examinations. The result of this policy were the following passes: LRO Jarnell for RS (Provisional), RO2(W) Green for LRO(W), and RO's J Davies and Coe for RO2(U). In addition, RO's 2 (U) Kane and Bullmore are currently qualifying for the (G) Subspecialisation. Our thanks to the Kranji instructional staff.

After our 'breather' in Singapore, we eventually sailed on September 24th for two weeks exercises in the local areas. To look forward to before we leave the Far East are visits to Hong Kong and Bangkok.

There have been no changes in staff since our last article, but by February, RS Watson and CY Sharman will have relieved RS Rietzler and CY Kemp and the reliefs for RO's (G) Smart and Seville will be here. In addition, RO2(T) Harris will be leaving the Service shortly (Sob Sob!) and his relief will be on board by the time this is printed.

This will be the last article from the present commission as the ship is due for a much needed modernisation during her extended refit in the Spring. We hope that the first commission after the refit keeps the good name of *Londonderry* (HMS) going.

LONDONDERRY COMCEN

This has been a hive of activity over the past few months, with many ships coming and going. Our overseas visitors came from Germany, Canada, the Netherlands and France. Some of the Frenchmen went home minus the red pompoms on their hats, as a few Wrens took a liking to them.

The most sporty of our visitors were the Canadians, who took on the Wrens at hockey, ice hockey and the men at football. Both games were a lot of fun and honour was satisfied with a win for us in the football and a win for Canada in the hockey.

We hope they all enjoyed their visits and it seems very quiet here now that life is back to "normal".

HMS MAIDSTONE

by 'Shiner'

The most newsworthy occurrence since our last article is that we have been to sea again! This time it was for FOSM's sea inspection which, we think, went off quite well.

Our next seaward excursion is to Liverpool in November. Everyone, except some RA's, are eagerly looking forward to this visit to the 'Land of the Beatles'.

There have been a few changes in the department since we last wrote. We have exchanged Lieut. Cdr. Kay, RCN for Lieut. Dykes, RCN and CCY Christopher has relieved CCY Sayers. LRO(W) Farmer, a resident for nearly three years, has at last been drafted and RS Cosslett leaves us shortly for warmer climes and faster promotion in the service of Government Communications (Out of the frying pan . . .).

Regarding the new shore comcen, there is a buzz going the rounds that it will be in operation early in the new year. We think a more realistic estimate would be the middle of 1967. So far the staff required to man the Comcen have not been detailed but a submariner CRS, and a general service CRS and RS are busily organising the whole set up.

The department is well represented in the ship's sporting activities. CCY Wright and RS Cosslett

play hockey; RO2 Shepherd, rugby; and CRS Baker, golf.

As the weather is starting to get a little on the brass monkeyish side, our thoughts start to turn towards the festive season and we take this opportunity to wish those Communicators who might have been expecting a Christmas card from us, a merry Christmas, riotous New Year and happy communicating.

MALTA COMCEN

The Summer is almost over and already we've started getting Autumn showers. Between now and Christmas we have two major exercises to cope with—"Medfaces" and "Fallex".

Lieut.-Cdr. Gormely left us two months ago and soon retires after some 34 years' service. To him and to Mrs. Gormely we wish God speed and happy moorings. The new Officer-in-Charge is Lieut.-Cdr. Coggeshall.

The title of Distribution Control Officer has now lapsed after many years and Sub Lieut. Davies, the last holder of this title, is now known as the Administration and Training Officer. This new title embraces the job of First Lieut., Practical Training, Sports, etc.

Improvements in the Comcen are being made all the time with the final object of going as near as we can to tape relay. Under reconstruction at the moment is the fixed service room where a complete modernisation of bays is under way.

Life during the past months has been pleasant indeed. The benches have claimed a lot of our time but we have not been idle in other fields.

With the opening of the new ten pin bowling alley at Gzira a Comcen Ten pin League was formed. Two competitions have so far been completed, each running for about seven weeks. Despite the fact that Mr. and Mrs. Officer-in-Charge won booby prizes in the second competition the officers and their wives were not bottom of the league table. Wives and Wrens play a prominent part in all games. It is hoped to extend the scope of our league by inviting Communicators from the other Services to enter teams in future.

The soccer players are training hard and are hoping to repeat their performance of last season in winning the St. Angelo inter-part cup.

The swimmers have taken part in several competitions and have always managed to be in the top half of the results table.

Two weekend MFV trips were run in September to Syracuse in Sicily. Despite bad weather on the return journey of the second trip everyone enjoyed themselves. During one of the trips our skipper, Sub Lieut. Davies held contact on LCN out to 80 miles with a 622 in its conventional state—so that settles that argument. It is hoped to run more exped type MFV trips next year, perhaps of longer duration than just a weekend.

The panto this year looks like being "A sort of Cinderella" so look out *Mercury*, it's possible you

might get a ZDK next year—unless someone sends our ATO to sea for his next job.

In the athletics field we did quite well in the St. Angelo sports. LRO Stewart, a hammer thrower of repute, has taken part in naval representative meetings.

Any ships which might pass through in the future are cordially invited to meet us on the sports field. We play at anything from Barbecues to Ten pin and will be delighted to accommodate you (we might even get our challenge in first).

All things considered, Malta is not a bad spot. Something is going on all the time. Care to join us? Welcome aboard. Life is good.

HMS MANXMAN

by LRO White

During confrontation, many ships of the Far East Fleet have been given the title of 'Grey Ghost', but there is only one *Queen Mary* of the Royal Navy! Do not take this too literally though, as we endured the confrontation with everyone else. Now, at long last, we are reverting from an outside 'gunboat' to our proper role in the Far East, a Minesweeper Support Ship.

Before we leave the matter of 'Ghost Ships', it must be remembered that *Manxman* was the originator of the title 25 years ago when she sailed from Devonport disguised as a French light cruiser. The crew were dressed up to look the part, and she sailed up the Spanish coast under the French ensign. At dusk, when she was opposite the Gulf of Genoa, she hoisted the White Ensign and cut across to Leghorn where she laid a minefield. Four hours later she was sighted again as a French cruiser 150 miles from the minefield. Recently, *Manxman* carried out a similar feat during exercise "Millsail" off the Philippines. The Italians always referred to the *Manxman* as 'The Ghost Ship' and even detailed the Captain of a destroyer to catch her. He saw neither hide nor hair of her until, 23 years later, as an Admiral in an Italian Cruiser, he was berthed close to us in Hong Kong. So you see the *Manxman* is the only ship in service today really entitled to be called the 'Grey Ghost'.

Now, as a Support Ship again, we welcome back Captain IF and his staff and reluctantly say 'A0 revoir' to Commander Temple.

Having had a 40% change in complement, the staff now consists of CRS Cory, RS Bird, LRO Littlefield, RO1's Tyler and Nickerson, and RO2's Steanson, and Mathews and Amey on the W/T side and CCY Chambers, LRO's Ring and Rice, RO1's Mills and Burns and RO2 Mitchell on the Tactical side. The RO3's and Juniors are led by "Oscar Delta One" Craft, his confederates being Kerr, Sowden, Collins, Parkinson, Cookson and Carter.

We say farewell to Sub.-Lieut. (SD) (C) Binns, CRS Bate, LRO White, RO2's Macpherson, Purnell, Jones, and Fields.

To all ex-*Manxman* readers I would like to pass on the word that their efforts during the confrontation

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were not in vain. COMFEF cleared lower deck of all the IF and paid tribute to us all for the major part we played.

MAURITIUS WIRELESS

by Ex. Yottie

Since our last article appeared something like 750,000 signals have passed through the station. Unfortunately, a few are 'attenuated' (so to speak) along the way but we are justly proud of the fact that our error rate is as low as .005 per cent. Although we have the 'machine' (STRAD), a lot still depends on the human element, and a fair amount on the Tare Supervisor. What is the recipe for a good Tare Sup? Faith, Hope and Charity—and perhaps the greatest of these is Hope. Should you ever visit the island, you must come and see the Tare Supervisors. On watch we are conspicuous by our movements which are endless. Off watch you can see us in our cages, which are really very comfortable. But please do not feed us—unless with pages of ACP 127!

Mauritius Wireless could almost be termed a Joint Comcen. We have three RAF out-stations, Aden, Bahrain, and Majunga. The first mentioned was recently handed over by the RN, and the last is a CW circuit with a detachment in Madagascar. The Royal Irish Fusiliers are at Matsapa in Swaziland and are full Tare working—doing very well at it too.

Eight Home Fleet Pool junior ratings left us in May after a two month visit spent backing up our hard pressed staff at the commencement of the Beira patrols. To our further assistance came Chief Wren RS Beryl Ellis and nine Wren ratings. They have settled in very well and are not at all daunted by being outnumbered on watch by seven to one. For information, it looks like becoming a permanent billet for Wrens.

We welcome Lieut. (SD) (C) Jupp who has taken over the throne in the Communications Office from Lieut. Cobb and we congratulate Lieut. Atkinson on his second stripe at the last promotions.

RS 'Pat' Keane has recently won his buttons, and RS Melia has had all his teeth removed!

To friends past we send our greetings, and to those detailed draft, welcome to our sunny shores.

HMS MURRAY

by LRO R. Watmore

Oh! to be in Singapore now that winter draws nigh. Day running from Portland in Force Eight or Nine gales does *not* appear on the recruiting posters (not a drip, an observation). The ship finished a six-week SMP in September, and since then has visited Guernsey (much better *out* of season) and Rotterdam. We also took part in 'Silent Rain' with the French, Dutch and Germans, finding it rather difficult at times to fit all the required circuits into our radio outfit. Still, we managed, though one felt rather like a juggler, staring at a 692 and wondering which white lie to tell the Ops Room officer.

The *Murray* has a very young communications staff comprising CY Bryden (not so young), RS Killoran, LRO Watmore, RO2(G)'s Ferguson and Hibbin, RO2(T)'s Anthony and Banks, Us RO2 Davies, RO3 Court and last, a bright lad even if he does believe in the Wee People, JRO McCormick. In the mess only Pete Banks and I draw and as he leaves the Andrew shortly, I'm going to feel very conspicuous.

Our future programme is still rather in the clouds, but a trip up the Clyde in October is definite, some day running from Portland and then Portsmouth for Christmas. After Christmas a couple of trips up the coast are forecast but it will be mainly Portland claiming our attention.

PORTLAND

by Sub. Lieut. (SD)(C) P. Stenbridge

I think most Communicators have a fair idea of where Portland is and what goes on there but for those who have not been to Portland before, or have not been here for a number of years, things have changed; although the basic ideas are still much the same as they were when the Portland Work-up concept was introduced in 1958.

What is expected of the present day Communicator during Work-up? The same as it has always been: to give the Command an efficient service. In other words, circuits on, tested, retoted and manned by the user in ample time whether the user be a Communicator or not.

To help, advise, cajole, worry and generally get in the way of the ship's communicators we have the SCO (also the Flag Lieutenant) Lieut. Cdr. P. Boyes-Stone and two assistants, one ashore and one afloat, plus a Chief of the three sub departments as sea-riders. Ashore, to look after the Navcomex side of life we have two RS(G) and an LRO(T). For the ship-shore-ship circuits, which can become overloaded very quickly with WPP traffic, there is an LRO(G) plus two. After 1800 they can be maintaining a watch on Portland Exercise Net, Submarine Safety, Portsmouth CCN, HIC and Tug Net; and when things get really warmed up, a Broadcast as well. To route, distribute and generally keep the traffic flowing through the MSO, which is responsible for FOST, ships in the area, *Oprey* and AUWE there are two civilian watchkeepers, an LRO(T) and one RO plus a civilian messenger. At East Wear Signal Station we have two stalwart ex-CY's.

A large number of Communicators come to Portland a little overawed by the idea of what is expected of them. As already stated, we expect them to provide an efficient service to the Command. How is this achieved? Our answer is—

1. Think ahead.
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thing, but are willing to find out the answer if it is not known. This is the basis of what Portland is for; to put ships on the right lines, working as a team, ready to take their place in the Fleet.

HMS SALISBURY

by RO2 A. E. Nueman

Without wishing to upset the "shore-sides" sailors with a lot of talk about the sea, you will be glad to know that *Salisbury* is now sea going again. If you are calling at 'Guzz', do not be surprised to see a Cathedral class ship marked F.32 ripping in and out—mostly out of course!

Very shortly the staff is due for a number of changes as CND is not very keen on ships having 2 badge RO's (U). We are hoping that the pattern set by *Fife* will be continued and that the fair sex in the form of WRO's will be drafted as reliefs.

At the time of going to press, the staff consists of the SCO, Lt. Cdr. Corrigan, with CRS Dilloway, CY Scrivens, and RS Akers leading the following: (G) LRO Calvert, RO2 Brown, A. J., RO2 Grieg, (T) LRO Webb, RO1 Field, O., RO1 Barrett, (W) LRO Dawson, LRO Durrans, RO2 Smith, J., (U) RO2 Jenkins, J., RO2 Faircloth, RO3 Morgan, RO3 Banks, RO3 Palmer, RO2 McMinn, RO2 Hindley.

HMS TAMAR

by CRS(W) Strangeway and CY Barnett

Hong Kong Wireless Station

Firstly a few (W) impressions of the (G) world. As my predecessor said, "It's a funny old draft," and after dealing with everything from controlling gun salutes to toting a Lanchester during civil disturbances I'm inclined to agree with him—there has even been some normal communication work as well. It was with a certain amount of trepidation that I arrived on the station trying desperately hard to hide my ignorance of such things as AT and all that routing involves, BIDS and among many other imponderables, the important problem of the (G) mentality. After all, here was I, an (S)(W) since 1949, from which time the Communication Branch has become almost unrecognisable, filling one of the more attractive (G) billets and with the possibility of my trying to "teach Granny to suck eggs". In the early stages I insisted on the English language while discreetly listening to their office chatter, conducted in that peculiar language they have. Now I can ZOV, QSP and CCN with the best of them.

With nine months of the commission so quickly gone I am pleased to say that with very few exceptions I have been well received (he's here so we'd better make sure that he learns to do things our way) as have I think most (W)'s here. We now have two LRO(W)'s and two RO(W)'s and after the expected initial problems, they have settled down to

be useful members of our small community. All a (W) needs is to be either thick-skinned or six feet tall because it is only the small ones who bear the brunt of the messdeck jokes, and with either of these attributes he will find the (G)'s are just like normal people, nothing like the same amount of sea-time, but otherwise quite normal. In fact there have been no integration problems with the important exception of training and advancement—a problem which is appreciated and solutions to which are being sought.

In many respects this is still a basic station, CCN, Ship/Shore and that type of thing and also it is still uni-Service. Early in the new year we expect to see the start of Joint Service working which, once it begins, will be done in easy stages. Nevertheless, we are not antique, the watchkeepers work in attractive surroundings and though we are not overstaffed we have the potential to do more—our FX service has an excellent availability rating so give us a call at any time, particularly if you are prepared to use RATT Ship/Shore—this facility is mounted on an old tea trolley and we are trying to hire the local NAAFI girl to run it.

With an end to the Indonesian confrontation we have had rather a hectic few months with more and bigger fleet visits. These have gone remarkably well despite the fact that they practically double our normal traffic levels. Various Government Defence Ministers have paid us visits when great efforts were made to convince them of our indispensability, particularly during their lunch time visits to the CPO's and PO's mess. We are at present in the throes of our bi-annual departmental inspections, culminating in COMFEP's Divisions and Inspection. Then comes Christmas when we are providing an additional Ship/Shore commitment (8 Me/s) and half the commission has gone.

Soon we say farewell to Geoff Bray and Joe Walker, Roy Ginns stays to puff round the rugby field and the office and Ralph Brown to draw his tot and envy the Singapore end with their WRNS.

MSO

Hello from Hong Kong MSO. The first thing to say is that all the old faces known to visitors to Hong Kong will have disappeared by February, when the Base Communications Officer is relieved and a new staff headed by Lt. Cdr. Dobson, CCY Pilkington and CRS Strangeway will struggle along to uphold the high standard set by our predecessors.

The set up of the Central Receiving Room for RO(G)'s and MSO for RO(T)'s seems to have been overlooked though by Draftie, who thinks (W)'s can CRR it, and (G)'s run a good MSO. Our three (T)'s being mostly overworked. Four LEP rates still hold up their end V/S wise.

On the brighter side we have sailed through the FCO's—Commander Lloyd—inspection in all departments have recently been visited by DNS (Desig) Captain Wake-Walker and the FCA Lt. Cdr. Lees who also seemed very content and pleased with the department, the next big heave will be the

2nd November when COMEEF will do his inspection. Enough said about that, we hope a good report will be forthcoming in the next edition.

Our peace and tranquility was interrupted briefly in late September by a visit of no less than 18 ships of the line and though we had one extra RO in each watch provided by the small ships we found ourselves never QRU in the 2 week period.

Currently we have *Manxman* (Captain IF) and 10 CMS's in harbour, but they are causing no more than small ripples in our pool.

As Communicators we have now got quite a name as sportsmen with no less than nine in the rugger 15 (who incidentally beat Hong Kong Club Select 21-8) and at least two in every other team. The next task is Communicators v. the rest on the day of our inspection by COMEEF.

RA's wise the struggle for accommodation has been lessened by six extra hirings, and now with a waiting list of only 3 months you can arrive, and be in quarters more or less in one step without too much upheaval. Recent departures include CY's Pete Harrison and Fred Winter, relieved by Jim Hildreth and Brian Ringrose respectively, we wish the formers all the best for the future, who knows, they may be back soon.

Our temperature is now dropping below 70 and we are digging out blue suits and looking longingly at them, replacing rate badges, and some of us adding a GC badge to join the 3 up brigade.

To those with an eye on the future drafts, there is no doubt about it, this is the place to be, even with four telephones four Teleprinters one intercom and an old fashioned flanda to keep you "company" during the all-nights-on.

We understand that CRS Harry Vincent Spall and CCY John (Chow) Baflery have joined forces once again, in HMS *Aurora*. Good luck Harry and John, God help *Aurora*!

And finally, from us all, a Merry Christmas, and may 1967 bring you a Draft chit to the Pearl of the Orient.

HMS VICTORIOUS

by Sub. Lieut. (SD)(C) P. E. Worthington

Victorious, or "Vicei" as she is fondly known, was commissioned as long ago as November 1965. Forgive me for going back so far, but as no previous contribution has been made since we commissioned it seemed only right that we should start at the beginning.

The division was led with much enthusiasm by Lieut. Cdr. Bruce-Gardyne, ably assisted by Lieut. Cdr. (SD)(C) Riggs, CRS Excell and CCY Wright, and a fairly swinging team was slowly formed. We even had a (W) element in those far off days, led by RS Emery.

With our first two work-up periods going perfectly to plan, everything seemed settled. Then came the blow, LROTC's Sharrman and Parkinson were rated

CY and promptly drafted. Our five juniors borne additional for training had quickly settled into the routine, but before they could find which part of the ship went "whichaway" they were snatched from us. Just to make things worse, our SCO was taken sick and removed to Haslar. His place was taken temporarily by Lieut. Cdr. Penny who stayed with us until Aden. Then he too left us to dash back to UK to relieve Lieut. Cdr. Gallagher, who in turn joined us at Singapore. The Tactical department was hardest hit by all these changes and had to be completely reorganised.

We sailed from Portsmouth on our target day of July 8th, and our first adventure came shortly after a successful circuit of the Gibraltar D. G. Range. Flying the flag of FOAC we joined units of the US Sixth Fleet, which included the carriers USS *Saratoga* and *Independence*. This exercise was quite intensive for us, as it immediately followed our third work-up and constituted our ORI.

After successfully winning the battle, a four-day visit to Malta was much appreciated. Whilst off Aden, our next port, we had the distinction of flying the flag of the Unified Commander, CINCOM. We claim to be the first ship to fly the flag of an officer holding this appointment and may be the first to fly such a flag anywhere. If we are not, we shall soon know about it! Gan and Penang followed Aden and an intensive flying programme was carried out in each area. Whilst in the Penang area an extremely successful communications exercise was carried out with elements of the RM Commandos.

The SMP at Singapore provided the Division with time to relax and see the sights. The lucky few spent six days at Fraser's Hill, some took advantage of the jungle and canoe expeditions, and others went to Kranji for RO2 course and examination. We had a lot of assistance from both RNCC and Kranji, which was very much appreciated by all on board.

Flying the flag of FO2PEF we sailed from Singapore for the Philippines practice area via the East coast of Malaya. Intensive exercises were carried out with other RN units and with carriers of the US Navy and whilst in this area a fleeting visit was paid to Subic Bay and the city of Olongapo. We took advantage of the US Navy's hospitality and visited the Communications Station at San Miguel and looked starry-eyed at the equipment they had at their disposal. They had a back-up for every circuit and it appeared that every ship in the Pacific had a fixed service with them!

On to Hong Kong and the glamour and the night life. For some this was a time to renew old friendships; for others, a chance to see what all the fuss had been about. Leaving Hong Kong, we again spent some time in the Philippine practice area with HM Ships *Hampshire*, *Kent*, *Lauder*, *Arctus* and *Cleopatra*; HM Submarines *Anchorite* and *Amphion*; and RFA's *Tidespring*, *Tidepool*, *Resurgent* and *Fort Duquesne*. Quite a handy task force in this day and age!

There has not been much time for sporting activities but our SCO is a keen cricketer and already leads the ship's XI, whilst RO2(G) Markham is a member of the ship's long distance running team and recently took part in the Hong Kong Peak road race. Both "Vicci's 'A' and 'B' teams broke the existing record held by the *Ath Royal*. Circuit training takes place every evening at sea, and RO2(G) Holloben and others have been seen amongst the budding Atlases from time to time.

If you do see "Vicci", don't be fright, we are just normal communicators like you, so come aboard and meet us.

HMS ZEST

By WIGGY

After leaving Portland with flying colours, and a drop of leave all round, we left UK for the sunnier climes in the West Indies on the 10th October, arriving on station at Bermuda some 10 days later. The initial reaction on meeting the sun was mass worshipping by the staff which petered out as backs started to peel.

At the time of writing we are just about to start our first Bahamas Patrol with a run to Barbados for the Independence Celebrations to look forward to in November.

The sporting activities of the staff are more confined to the drinking houses ashore after nearly a years practice in 'Union Strasse', but we have a couple of athletic types, RO2(T) 'Jock' Dingwall has represented the ship and Plymouth Command in football, and RO3 Liston has done his best to wreck the ships rugby team.

We were sorry to lose RS Colmer who departs to swell the RA's ranks in *Mercury*, he was relieved by RS Croft (late of *Relentless*), who assures us he can fix us all up with grippoes. Also LRO(G) Appleton who was last seen staggering towards Burnham W/T,

HMS ZULU

by "Dick" and "Dusty"

As ACP 100 winged its way across the W/T office, and the shredding machine leapt from its shackles to clobber the CCN operator, I thought to myself as I made my way to the forward heads, "Roll on my nine!" This was on the last day of our work-up when the weather went mad by simultaneously raining, snowing, and blowing (Force Nine), and three rousing choruses of "For those in peril on the sea" were heard coming from the Comms mess.

We sailed for the Persian Gulf on May 31st. That was over five months ago and we still haven't arrived.

One day out of Gib, we broke down and whilst the engineers were investigating the snags, a Russian submarine surfaced for a photographic sortie. (We are still waiting for tickets for the premiere.)

On our way East our programme underwent a drastic change in that we were detailed for the

Beira patrol, enforcing the oil embargo in the Mozambique Channel. At the time of writing this article, we are consing up to completing one hundred days of patrol, with the promise of more to follow. No one really minds the change in programme though, as both the climate and the runs ashore (Mombasa and Seychelles to date) by far surpass those of the dreaded Gulf.

We have just spent four death-defying days in the Seychelles, and the bridge cabin flat was so full with defaulters, that "Skippers" had to be split into two parts. All fields of crime were represented, from the loss of ID card to breaking and entering, but I dare say that the majority of our offenders will be free to enjoy three weeks assisted maintenance in Mombasa, which includes our second period of five days station leave since being out here, Nairobi bound on a passers warrant!

Our foreign service has been very uneventful. Time passes soaking up the rays of the sun on the foecle, sometimes to the musical accompaniment of the ship's pop group, the infamous EX-Raves! Additionally, fishing and correspondence courses. (The killicks (G) and (T) have vowed to get maths 'O' Level or flake out in the attempt!)

Our sporting fame is just average; with a few of the usual ships rep's. The mess soccer team always digs out with shared honours. One item of particular note was our LRO(G)'s fifty-six runs for the ship's cricket team playing against *Natal* in Gib., which isn't bad in five overs.

One of the more amusing highlights of the commission which we feel well worth mentioning occurred earlier in the year, when a certain Welsh hunting, who shall remain nameless, was called upon to man the seaboat extra fast. On setting up his portable he commenced to call up his junior hand who was in the second seaboat.

The patter went something like this:-
Seaboat 1 de seaboat 2 Over
de seaboat 1 L/C Over
de seaboat 2 INT position Over
de seaboat 1 Off port beam Over
de seaboat 2 That's funny, so am I Over

Both operators then looked around, and seaboat 2's eyes showed great amazement when they came to rest on his junior hand sitting not three yards away in the stern of his own boat. This was laughed off, and put down to battle fatigue.

The future? Well, it seems it wouldn't do for a Tribal to be out here and not see the lights of Bahrain whilst on the station, so this is scheduled for Christmas. Then it's all down-hill until March when we arrive home, eventually paying off in July, when we hope to be catching up some of those "cushy" numbers ashore. So all you barrack stanchions, keep our seats warm, and get your tropical kit up to scratch, your day will come. At Whitehall W/T be prepared to receive the greatest crossword crackers in the Fleet, in the form of our RS and CY.

Merry Christmas to you all . . .

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COMMUNICATION GAZETTE APPOINTMENTS

EDITOR'S NOTE: Although every endeavour is made to ensure that the information in this section is correct, we ask readers not to treat it as authoritative in the strict sense.

Name	Rank	Whence	Whither
ALLUCK, J. K. ...	Lieutenant (SD) (C)	President	Mercury
ALLEN, D. C. ...	Lieut.-Commander	Mercury	Maidstone
BOWER, G. A. ...	Commander	Delight i/c	CINC AFNORTH
BEASLEY, D. ...	Sub-Lieut. (SD) (C)	Lewiston, 1st Lt.	Raleigh
BENNET, H. S. ...	Commander	Language Study	N.A. Panama and Bogota
BINNS, N. J. ...	Sub-Lieut. (SD) (C)	Manxman	Mercury for Course
BRIGGS, A. E. P. ...	Lieutenant (SD) (C)	Whitehall W/T	Ganges
BROOKS, A. H. ...	Act. Lieut. (SD) (C)	Mercury	BJSTT Ghana
BRUCE-GARDYNE, K. P. ...	Lieut.-Commander	Mercury	Intrepid
BUNTING, R. H. W. ...	Lieutenant (SD) (C)	FOST	Arethusa
BYWATER, J. ...	Sub-Lieut. (SD) (C)	Defender	Mercury for Course
CARTER, C. D. ...	Lieutenant (SD) (C)	COMNAVBOR	Mercury
COOPER, D. S. ...	Sub-Lieut. (SD) (C)	Breton	Mercury for Course
CRADDOCK, J. A. ...	Sub-Lieut. (SD) (C)	Diana	Mercury for Course
CROZIER, T. F. R. ...	Lieut.-Commander	Invermoriston I/C	RNC Greenwich
DAVIS, R. K. ...	Sub-Lieut. (SD) (C)	Bronington	Mercury for Course
DE MERINDOL, P. W. ...	Lieut.-Commander	Mercury	Striker
DREYER, J. C. ...	Lieut.-Commander	Diên	Mercury
DURNFORD, R. ...	Commander	CINCFE	CINC AFMED
ELLIS, M. G. M. W. ...	Lieut.-Commander	President	Mercury II
FELLER, R. R. ...	Sub-Lieut. (SD) (C)	Barrosa	Whitehall W/T
FRANKLIN, R. D. ...	Commander	Tartar I/C	FCO to COMFEE
GALLAGHER, J. B. ...	Lieut.-Commander	Mercury II	Victorious
GAWLEY, J. M. ...	Sub-Lieut. (SD) (C)	Mercury	Bulwark
MISS S. P. GIBSON ...	3rd Officer	Mercury	CINC Plymouth
GOODWIN, G. B. ...	Lieutenant (SD) (C)	Mercury	Whitehall W/T
HAGGAR, N. W. ...	Lieutenant (SD) (C)	Eagle	Loan Service FGN
HALIS, R. E. ...	Sub-Lieut. (SD) (C)	Wakeful	Mercury for Course
HOOPER, G. E. J. ...	Sub-Lieut. (SD) (C)	Falmouth	Mercury for Course
HUDSON, J. T. ...	Sub-Lieut. (SD) (C)	Chichester	Mercury
JAY, K. H. ...	Lieut.-Commander	Ark Royal	President
KEATE, H. R. ...	Commander	Mercury as Executive Officer	NA Paris
MISS M. E. LAWSON ...	3rd Officer	CINC Portsmouth	Staff of COMFEE
LORD, J. T. ...	Lieut.-Commander	Mercury II	Hardy I/C
MACKILLIGAN, W. H. ...	Commander	Mercury II	Mercury as Executive Officer
MORGAN, R. C. ...	Captain	RNC Greenwich	COMNAVBOR
MUNRO, P. O. D. ...	Sub-Lieut. (SD) (C)	Kirkliston	Mercury for Course
NIPPIERD, W. ...	Lieut.-Commander	CINC HF	Mercury II
NICOL, J. M. ...	Sub-Lieut. (SD) (C)	Zest	Mercury for Course
ORCHARD, L. W. ...	Lieutenant (SD) (C)	Arethusa	RNC Greenwich
O'RIORDAN, A. C. ...	Commander	RNTC Woolwich	RNR Liaison, Southampton
PENNY, J. ...	Lieut.-Commander	Mercury	Mercury II
MISS E. M. PLEHRAM ...	2nd Officer	President	Forth Division, RNR
REDMOND, W. D. ...	Lieutenant	Eagle	Mauritius
RIVETT-CARNAC, M. J. ...	Commander	Saker	Dainty I/C
RUMBLE, J. B. ...	Commander	Torquay I/C	CINC EASTLANT
SALWEY, B. D. ...	Lieut.-Commander	Army Staff Course	SNONI as SCO

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DRAFTING

Only names that have been included in articles from ships and establishments and not printed elsewhere in the magazine are shown here. Reading the SHIPSHORE NEWS will give you the whereabouts of many of your friends. Please forward any drafts you wish shown in our next edition with your article for the Easter edition, 1967. Individuals may write directly to the Editor if they wish. Although every endeavour is made to ensure that the information in this section is correct, we ask readers not to treat it as authoritative in the strict sense.

Name	Rate	Whence	Whither
ADAMS	RS(W)	Euryalus	Victory
ADAMS	RS	Ganges	Release
ALLEN, J.	RO2(T)	Maidstone	Reclaim
ALLISON	JRO	Mercury	Devonshire
ANDERSON	RO2(T)	Euryalus	CINC Portsmouth
ARCHER	CCY	Mercury	Pension
ASKEW	LRO(G)	Euryalus	Forest Moor
BADHAM	LRO(W)	Sea Eagle	Nasid
BACKHOUSE, K.	CY	Pitcaivie	Release
BAGG, B. C.	LRO(T)	N. Queensferry	Euryalus
BAKER	RO2(T)	Devonshire	Cochrane
BALL	LRO(G)	Euryalus	Burnham W/T
BARDEN	LRO(T)	Devonshire	Victory
BARLOW	LRO(G)	President	Euryalus
BARNARD, G.	LRO(G)	Sea Eagle	Release
BARRATT	CRS	Ganges	Juno
BARSCHE, M.	RO3	Lynn	Euryalus
BARRY	RO2(W)	Euryalus	Whitchall W/T
BASTIN	LRO(T)	Ark Royal	Ark Royal (LRP)
BAVINGTON, E.	CRS	Devonshire	Mercury
BLAIR	CY	Ark Royal	Drake
BLAVERS, S. J.	RO1(G)	Cochrane	Carysfort
BENNETT	RO2	Euryalus	Mercury
BERT	RO2	Devonshire	Mercury
BIRD	RO2(T)	President	Devonshire
BIRSE	LRO(G)	Dolphin	Devonshire
BLACKWELL	CRS	Mercury	Glanorgan
BLAIRSON, G. A. R.	L/WRO(M)	Sea Eagle	Terror
BOSTOCK, P. E.	RO3	Mercury	Carysfort
BRADLEY, J. L.	RO2(T)	Mercury	Euryalus
BRADLEY	RS	Ark Royal	Drake
BROADBENT	LRO(T)	Mercury	Devonshire
BROWN	LRO(W)	Devonshire	President
BUCKINGHAM	JRO	Ark Royal	Albion
BURNBY, D. G.	LRO(W)	Mercury	Euryalus
BURKE	RO2	Devonshire	Euryalus
BURY	RO2(T)	Striker	Ganges
BURTONSHAW	LRO(T)	Sheba	Pellew
BURMAN	RO2(W)	President	Devonshire
CARR	RO2	Devonshire	Mercury
CARSON	RS	Mercury	Carysfort
CHAPPELL	RO3	Mercury	Devonshire
CHARLES	CCY	Ganges	Afrikander
CHEESEMAN	LRO(T)	Victory	Devonshire
CHESHIRE	RO2	Devonshire	Mercury
CLARKE	RO2(G)	Devonshire	President
CLEMENT	RO2(T)	Devonshire	Cochrane
CLEMPSON	RO2(W)	Devonshire	President
COLBOURNE	RS(W)	Devonshire	Mercury
CONSTABLE	RO3	Mercury	Devonshire
COOMES, K.	LRO(W)	MHQ Pitcaivie	Euryalus
CONSTANTINE	CCY	Mercury	Pension
COOMES	CRS	Ark Royal	Fort Southwick
COOPER	CCY	FOZHE	Mercury
CORNWELL	CY	Mercury	Carysfort
COUSHAN	CCY	Mercury	Galatea
COVENAY	RO2(W)	Euryalus	Whitchall W/T
COWIE	RS	Ark Royal	Mercury
CRANE	LRO(G)	Ark Royal	Burnham W/T
CROUCH	CCY	Devonshire	Dolphin
CUTTS	RO2	Devonshire	Mercury
DALE, M.	RO3	Mercury	Euryalus
DAVERS	RO2	Euryalus	Mercury
DE BRANCO	RO3	Mercury	Devonshire
DEANE	LRO(G)	Pellew	Osprey
DE JONGH, A. C.	RO1	Eagle	Carysfort
DICKENSON	RO2(W)	Mercury	Devonshire
DICKSON	RO2(G)	Euryalus	Pitcaivie
DILLWAY	CRS	Salthury	Mercury
DOAN	CY	Devonshire	Mercury
DUBRANE	LRO(W)	Salthury	Mercury
EATON	RO1(T)	Euryalus	CND
EGAN	A.CY	Euryalus	FOST
ELLS	CCY	Victorious	Mercury
ELMS	LRO	Mercury	Ganges
EMMONS	RO3	Mercury	Devonshire
EVERAY	LRO(G)	Euryalus	Northwood
EYLES	LRO(G)	Mercury	Devonshire
FEE	JRO	Mercury	Devonshire
FLEMING	RO2(T)	Cochrane	Devonshire
FLYNN	CY	Ganges	RN(W)/R. Liverpool
FOOTE	CRS	Mercury	Ganges

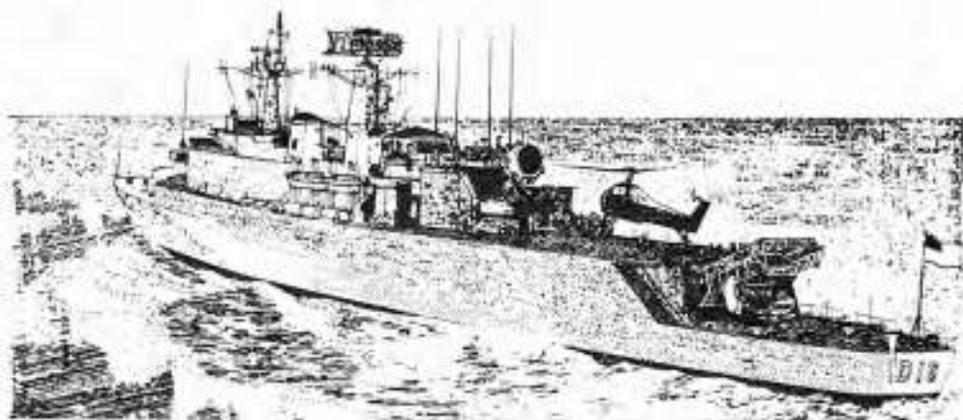
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FOOTE, D. E.	RO3	Mercury	Euryalus
FORD	RO2(W)	Devonshire	Mercury
FREEMAN, D. W.	RO2(T)	Mercury	Euryalus
FRENCH, L. M.	RO2	Mercury	Euryalus
GEER	RO2(W)	Mercury	Devonshire
GILHAM	R. MECH	Cambrian	Mercury
GODDARD	RO2(T)	Pellex	Whitehall W/T
GORWILL	RO3	Pellex	Mercury
GRANVILLE	RS	Ark Royal	Mercury
GUZENSIC	RO2(W)	President	Devonshire
GWILLIAM	LRO	Ganges	Release
HALL	RS	Devonshire	Drake
HANNETT, J. D.	RO3	STC Kranj	Euryalus
HARGREAVES	RO1(T)	Devonshire	Warrior
HARTOG	RO2	Mercury	Devonshire
HARVEY	CY	Ark Royal	Drake
HASSEL	RO3	Agincourt	Devonshire
HEAL	JRO	Ark Royal	Daring
HENDERSON	JRO	Mercury	Devonshire
HUSTICE, R.	RO2(G)	Bromington	Forest Moor
HIGGINS	RS(W)	President	Devonshire
HINDLEY	RO2(U)	Salisbury	Mercury
HINKEY	LRO(W)	Euryalus	Mercury
HOBLEY	LRO(W)	President	Devonshire
HOPKINS	RO2(G)	Euryalus	FOST
HODGSON, B.	RS(W)	Mercury	Euryalus
HUGHES, D. R.	RS	Mercury	Devonshire
HURST, M.	RO2(T)	Mercury	Caryfort
HUSSEY	LRO(W)	Euryalus	Mercury
IBROTHORN	RO2(G)	Devonshire	President
IRVINE	MAA	President	Mercury
IZZARD	C.C.Y.	Mercury	Devonshire
JACKSON	RO3	Devonshire	Mercury
JACOBS	MAA	Mercury	Mull of Kintyre
JAMES	LRO(G)	Euryalus	Dolphin
JENKINS	RO2	Devonshire	Mercury
JONES	RO1	Euryalus	Hermes
JOSEY	RO2(G)	Mercury	Devonshire
KAVANAGH	LRO(T)	Mercury	Release
KETLEY	RO2(G)	Ark Royal	Whitehall W/T
KINROSS, R. A.	RO2(G)	Mount Wine	Caryfort
KILBURN, G. D.	WRO(M)	Sea Eagle	Fort Soudwick
KNIBB	RO2	Devonshire	Mercury
KNIGHT	C.C.Y.	BJSTT Ghana	Mercury
LEAHY	RO2(G)	Mercury	Devonshire
LEWINGTON	CRS	Mercury	Pension
LIPTON	JRO	Mercury	Devonshire
LOVE	RO2(T)	Devonshire	Cochran
LUKE, A. J.	LRO(W)	Sea Eagle	Glamorgan
LUPTON	LRO(G)	Ark Royal	Burnham W/T
LYNCH	RO2(T)	Gosport	Pellex
LYNTON, S. E.	LRO(G)	Burnham W/T	Euryalus
MACFARLANE, J.	RO3	STC Kranj	Euryalus
MAC QUIRE	CRS	Aibion	Mercury
MARKS	RO2(G)	Euryalus	FOST
MARTIN, N.	LRO(G)	Aibion	Pitzevic
MARTIN	LRO(T)	Euryalus	CINC, Portsmouth
MATHER, C. J.	RO2(G)	—	Caryfort
MAY, B. R.	RO1(T)	BRNC Dartmouth	Caryfort
MCBARNETT, P. J.	WRO(M)	Sea Eagle	Mauritius
MCCLEAN	RO2(W)	Mercury	Devonshire
MCCOY	RS(W)	Ark Royal	Mercury
MCKEEVER	LRO(W)	Devonshire	Drake
MCKENZIE	RO2(U)	Ark Royal	Mercury
MCKENITT, T. T.	RO1(W)	Sea Eagle	Galatea
MCNINN	RO2(U)	Salisbury	Mercury
MELIA	LRO(G)	Mercury	Devonshire
MILLS	RO2(G)	Eastbourne	STC Plymouth
MOFFAT, B.	RO3	Mercury	Euryalus
MONTGOMERY	RO3	Mercury	Devonshire
MORNINGTON-WEST	CPO(ME)	Mercury	Ganges
MORRIS	LRO(W)	Forest Moor	Devonshire
MORTIMER	CRS(W)	Mercury	Devonshire
MULHOLLAND, M. J.	RO3	Eagle	Caryfort
NASH	RO2	Devonshire	Mercury
NEALE	JRO	Devonshire	Undaunted
NORTHEY, G. E.	LRO(W)	Drake	Euryalus
NOTLEY	LRO(T)	Devonshire	Victory
NUGENT, G. M.	LRO(W)	Sea Eagle	Mercury
OAKES	RO3	Mercury	Devonshire
O'HALLORAN	LRO(W)	Devonshire	Mercury
O'NEIL, G. A.	JRO	Mercury	Caryfort
OVERTON	RO2(G)	Devonshire	President
PARKER	RO1(W)	Euryalus	Mercury
PARKETT	CRS	Mercury	Devonshire
PATTERSON, F.	LRO(W)	Sea Eagle	Aurora
PAYNE	RO2(G)	Devonshire	Mercury
PEAT	RO1(W)	Euryalus	Whitehall W/T
PEGO, R.	RO2(W)	Mercury	Euryalus
PETERS, G. W.	RO3	STC Kranj	Euryalus
PHILLIPS	LRO(G)	Devonshire	Victory

Name	Rate	Whence	Whither
PIERRE, L.	JRO	Mercury	Euryalus
PLANTON	RO2(G)	Devonshire	President
PINGELL	LRO(W)	Devonshire	Mercury
PODD	RO2	FD2HF	Ganges
PURTS, R.	JRO	Eskimo	Euryalus
RAPLEY, C. J.	RS	Sea Eagle	Eagle
RAYNER	RS	Ark Royal	Mercury
REID, J.	RO2(T)	Reclaim	President
RICKARD	RO2	Devonshire	Mercury
RILEY	RO2(G)	Warrior	Devonshire
ROGERS	RO2	Devonshire	Mercury
ROSE	RO2	Euryalus	Mercury
ROSE, A. H.	RO2(W)	Mercury	Euryalus
ROLLS	RO2(T)	Euryalus	Pitcairie
RUSSELL	RS	Whitehall W/T	Ganges
RYAN, B.	RO2(G)	Mercury	Euryalus
RYLANCY, S.	WRO(M)	Sea Eagle	Release
RYLE	JRO	Devonshire	Albion
SANDERS	JRO	Ark Royal	Eagle
SAUNDERS, P. J.	RO2(T)	Mercury	Euryalus
SAWYER	CRS(W)	Devonshire	Ganges
SCOTT	JRO	Ark Royal	Eagle
SHANKS	RO2(W)	Mercury	Devonshire
SHARP	RO2	Devonshire	Mercury
SHAW	RO2(T)	President	Devonshire
SHIELDS	JRO	Mercury	Devonshire
SHIRLEY	RO2(W)	Sea Eagle	Mercury
SIMPSON, A. R.	RO2(G)	Devonshire	President
SIMPSON	LRO(G)	Malla Cotton	Pellew
SIMPSON	RO1(G)	Euryalus	Whitehall W/T
SINGLETON	RO2(T)	President	Devonshire
SKED	LRO(T)	Euryalus	Whitehall W/T
SNEDDEN	RO2(G)	Kranli	Bromington
SMITH, A. E.	RO2(T)	Brawdy	Caryfort
SMITH, R. M.	JRO	Mercury	Devonshire
SMYTH	RO2	Devonshire	Ursa
SPENCE	LRO(T)	Brawdy	Euryalus
STANBURY, J. C.	JRO	Ark Royal	Eagle
STANTON	RS	Aibion	Ganges
STRANSON	CRS	ST. Angelo	Mercury
STRAY, G.	RO2(G)	Devonshire	Mercury
STREETER	RO1(G)	Pitcairie	Euryalus
STUART, C.	RO3	STC Kranli	Euryalus
STURGEON, N.	RS	Ark Royal	Release
SUMNER	RO2(U)	Mercury	Caryfort
SUTHERLAND, A. H.	JRO	STC Kranli	Euryalus
TAYLOR, W. S.	RO2(T)	Devonshire	Victory
TAYLOR	LRO(T)	Victory	Devonshire
THOMPSON	JRO	Ark Royal	Eagle
THORNE	RO2(W)	Sea Eagle	Agincourt
TIMMONS, J. P.	RO2(T)	Warrior	Devonshire
TOLLEY	RO2(G)	Euryalus	Post
TORRENS	RO2(G)	Devonshire	President
TOWELL	JRO	Mercury	Euryalus
WADDE, D.	LRO(T)	Aibion	Ganges
WAKEFIELD	RO2(W)	Sea Eagle	Terror
WALKER, R.	LRO(G)	Devonshire	Mercury
WALTON	LRO(T)	Sea Eagle	Caote Clyde
WARRIN, W. M.	JRO	Mercury	Devonshire
WELLS	RO2	Devonshire	Mercury
WEAVER	RO2	Devonshire	Mercury
WEST	RO2(W)	Euryalus	Mercury
WESTCOTT	CRS	Jufair	Mercury
WHARTON	RO2(W)	Mercury	Euryalus
WILGERTH, J.	RO1(T)	Sea Eagle	Eagle
WILKINSON, B. F.	RO2(T)	Devonshire	Cochrane
WILKINSON	RO3	Berwick	Pellew
WILLIAMS	RO2(T)	Bellerophon	Devonshire
WILLIAMS	RO2	Mercury	Euryalus
WILSON, M.	LRO(T)	Pellew	Release
WENTLE	RS	Cochrane	Ganges
WITCHER, D.	RO2	Devonshire	Mercury
WOODWARD	RO2(G)	Osprey	Devonshire
WORKMAN	RO2(W)	Euryalus	Sea Eagle
WORRAL	CCY	Claverhouse	Euryalus
WYLLIE, R. G.	LRO(G)	Devonshire	Mercury
YOUNG	CY	Ganges	Hermes

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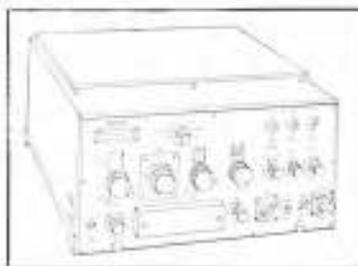




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