

# THE COMMUNICATOR



VOL 21 - No 2 **SUMMER 1972**

# DAUFMAN

TAILORS AND OUTFITTERS TO THE  
ROYAL NAVY FOR OVER 50 YEARS

## H.M.S. "MERCURY" SHOP

(Manager: Mr. A. C. Waterman)

---

*Naval Allotment and other Credit facilities available*

---

Head Office:

**20 QUEEN ST., PORTSMOUTH**

Telephone: PORTSMOUTH 22830

---

Members of the Interport Naval Traders Association

---

## CONSULT



## FOR YOUR NEXT REMOVAL

**Experienced Staff · Modern Vehicles · Satisfaction Guaranteed**

AMPLE WAREHOUSING ACCOMMODATION AVAILABLE IN:  
**PORTSMOUTH - SOUTHSEA - FAREHAM**  
**LONDON - CHATHAM - PLYMOUTH - SOUTHAMPTON**  
**RYDE (ISLE OF WIGHT)**

Registered Office :— 13 CLARENDON ROAD, SOUTHSEA Portsmouth 21515/6

# COMMUNICATIONS AS A CIVILIAN

## WALBROOK TELECOMMUNICATIONS, LONDON

1. Offer to Service Operators, male and female, a four-week course to ease resettlement problems.

There is no charge whatsoever for this course.

The four weeks are spent as follows:

Week One      Comprehensive grounding in Commercial Telex organisation and procedure by way of lectures plus practical training on a variety of machines.

Week Two      Visits to Commercial Communications Installations. Plus further practical training as required to increase speed, accuracy and tape reading ability.

Week Three    Opportunities to operate 'Live' with a variety of firms alongside their own operators.

Week Four    Interviews arranged with commercial organisations for positions in their communications departments.

2. WALBROOK TELECOMMUNICATIONS recruit staff for:  
Airlines, Shipping Companies, Oil Companies, Importers, Exporters, Stockbrokers, Merchant Banks and many other companies.
3. Every assistance possible will be given for placement in suitable employment on termination of Service engagement to personnel seeking employment in the London area.
4. Ideally the course should terminate immediately prior to discharge as good jobs are snapped up and employers are reluctant to wait several weeks for an operator, no matter how good.
5. For further information please contact:

Mr. J. E. JORDAN, M.I.S.M.,  
WALBROOK TELECOMMUNICATIONS,  
1 LONG ACRE  
LONDON, WC2 01-240 3116





Admiral of the Fleet Earl Mountbatten and Mr Wilkins, presenting the Crest of HMS Kelly to JRO Bradsman with RO3 Hounslow, RO3 Pomeroy and RO3 Grocott looking on. (See article on page 71.)

# THE COMMUNICATOR

PUBLISHED AT HMS 'MERCURY'

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

SUMMER 1972

VOL 21, No 2

## CONTENTS

	page		page
EDITORIAL	51	THE HIDDEN CITY ...	63
LETTERS TO THE EDITOR ...	52	BOOK REVIEW ...	64
PAY TO BANKS ...	52	ODE TO ERUPTION ...	64
POINTS ASSESSMENT ON S264C	54	WINE MAKING II ...	65
PROVISIONAL EXAMINATION	54	DOG TALK II ...	65
LIGHTEN OUR DARKNESS	55	COMMISSIONING FORECAST ...	68
FADE ...	55	THE TARE AWAY SIGNAL DRAMA ...	68
PERSONALITY PIECE	56	GOING THE ROUNDS IN MERCURY ...	71
TCIs 1972 ...	58	TURNING THE TABLES ...	75
RN COMMUNICATION CHIEFS' ASSOCIATION	58	FLEET SECTION ...	77
ALL GAS AND NO GAITERS	59	COMMUNICATION GAZETTE ...	97
THE LONG WAY HOME ...	60	DRAFTING ...	98
SUMMER CROSSWORD ...	63		

<i>Editor:</i>	Lieutenant-Commander J. H. ELLIS
<i>Assistant Editor:</i>	Lieutenant-Commander A. BANHAM
<i>Treasurer:</i>	Sub-Lieutenant A. E. KNIGHT
<i>Sales Director:</i>	Lieutenant M. MURPHY
<i>Secretary:</i>	LRO(W) D J. CRAFT
<i>Business, Production &amp; Advertisement Manager:</i>	MR EDGAR SERCOMBE, 44, Abbots Ride, Farnham, Surrey

## EDITORIAL

### New Fleet Section and Four-Year Plan

The editorial staff has decided to make a change in the format of the Ship-Shore Section and to introduce a new method of buying copies of the magazine.

#### Ship-Shore Section

This section has always been rather 'bitty', mainly because there has been a lack of direction and co-operation in producing it. In this issue you will find a new section — the Fleet Section — which will be edited by the assistant editor (currently Lieut-Cdr Banham of X Section). It is hoped that the Fleet Section will gradually take shape and prove a useful part of the magazine.

#### Buying copies of The Communicator

One of the problems in dealing with the magazine has always been that of selling copies. Three times a year a staff of three have to organise, distribute and account for an average of 2,500 copies. The hardest task is collecting and sorting out the cash and associated order forms. In order to try and reduce the work involved, and having in mind the very successful Banker's Order scheme

which has operated for many years, we have launched a 'Four-Year Plan' for buying THE COMMUNICATOR. The plan allows for anyone to pay for four years' editions (12 copies) in advance at a reduced price (*ie*, a saving of 16p over the period), and also free them from any price increases which might arise during the period. The plan also helps your magazine because all the money collected initially under this plan will be invested to advantage. As always the success of your magazine rests with the reader and contributor and we ask them to help themselves by completing the 'Four-Year Plan' form which is reproduced, together with the conditions of sale, on inside of back cover.

\* \* \* \*

#### Farewell To An Old Friend

Many Communicators will remember CRS Peter Hau from the old Hong Kong W/T. Peter went outside early this year and is sadly missed. His unfailing sense of humour and hard work made many a CRS's life easier.





The photograph shows some of the staff of the RN Commcen Hong Kong presenting Peter with a silver salver, suitably engraved, before he left after 27 years service.

Those present were: RS Taylor, REA Wesson, RS Earl, LRO Athey, RMECH Halford, RS Rudd, Coomber, FCRS Caless, CRS Peter Hau and RS Maclachlan.

## DIARIES, MEMO PADS, BRIEF BOARDS

(By The Sales Director)

As an additional service it has been decided to provide through *THE COMMUNICATOR*, at very reasonable prices, the items listed on page 53. These will all have the Mercury crest printed on the cover and refills can be obtained through the magazine. All items are of good quality and have been specially selected to try and meet the various needs of the Communicator.

In order to insure against disappointment it is recommended that orders are forwarded to the Sales Director (*THE COMMUNICATOR* Magazine, HMS *Mercury*) by November 15, or earlier as these goods will be sold on a first come first served basis.

## LETTERS TO THE EDITOR

Dear Sir,

May I through the good offices of *THE COMMUNICATOR* ask any former members of the Telegraphist (F) or (Air) branches to contact me. I am endeavouring to put forward a list of names for membership of the Telegraphist Air Gunners Association.

I feel sure there must be a lot like myself with old photographs, many names but no addresses who would be interested in meeting up again. I can be contacted at the address below or at home, 58 Broomfield Drive, Mile Oak, Portslade, Sussex (Tel. Brighton 575552).

Yours faithfully,

MIKE PERRY, CRS

Careers Office, Royal Navy and Royal Marines, 34 Queen's Road, Brighton, Sussex

Dear Sir,

Henley-on-Thames CTS was officially opened May 4, 1972 as a Royal Naval Reserve Communication Training Centre to replace other centres recently closed down.

We have taken over the old Territorial Army Drill Hall situated only a few yards from the Thames on one side and the town centre on the other.

We are quite unique among Inland Training Centres in that it is a large building entirely administered by the RNR but with part of it in use by the Army Cadet Force and Air Training Corps for instructional purposes. There is a built-in rifle range and RN permanent Staff Instructor is in residence.

Our numbers are small at the moment but increasing, and we would ask any RN or WRNS communication ratings, senior or junior, who are leaving the Service now or in the future, or who have already left and who live in places such as Oxford, Abingdon, Newbury, Basingstoke, Farnham, Slough, Windsor, Reading, etc, and points between who would like to carry on in the Service in a part-time capacity, to contact us at the RNR Centre, Friday Street, Henley-on-Thames, Oxon, telephone 2186. We think you would like it here and we would like to have you.

Sincerely,

J. W. E. KELSON, CRS

Royal Naval Reserve  
Communication Training Centre

Dear Sir,

Why should it be that our Radio Supervisor is known as RS(G) or the Chief as CRS(G) and lately the Fleet Chief as F/CRS(G) or FCRS? A recent DCI(RN) T358 referred to the Yeoman as CY(T), yet the Warfare department tend to omit their officially listed brackets W.

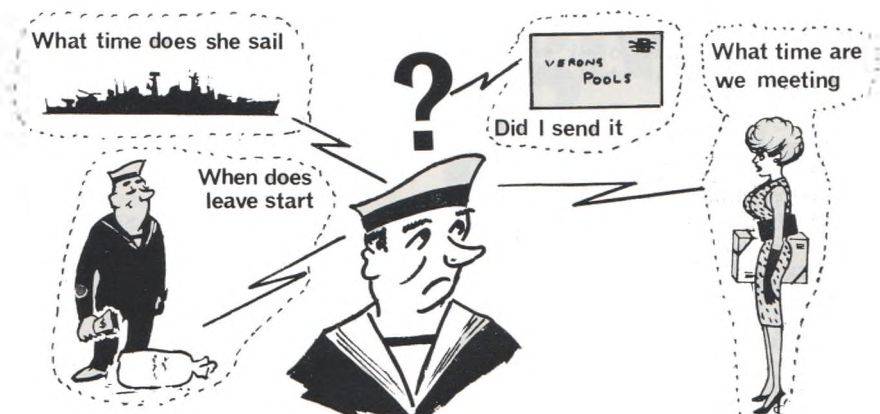
Bewilderingly, your edition of Spring '72, under the heading of promotions (page 46) subscribes to this 'anything goes' variety of official abbreviations. The QRRN lists in appendix 10, section IV, the following abbreviations for use: FCCY, CCY, CY, LRO(T), RO1(T) . . . FCRS, CRS, RS, LRO(G), RO1(G) . . . FCRS(W), CRS(W), RS(W), LRO(W), RO1(W) . . .

FCRS W. G. BERNARD

## PAY TO BANKS

The attention of all ratings is invited to the fact that Lloyds Bank now operate a sub-branch in the establishment. At present it is open twice a week but it is hoped that this will be gradually increased to provide a full banking hour service in the near future. All ratings are now entitled to have pay sent monthly to their bank accounts. It is also MOD policy to change from cash payments to bank payments for all personnel, and this will become mandatory in the next few years.

# DON'T FORGET THE YEAR AHEAD



## GET YOUR PROMPTERS THROUGH THE COMMUNICATOR

The following are available through The Communicator  
All have the Mercury crest.

- |   |       |
|---|-------|
| 1. Wallet Driving Licence (Vinyl) with transparent pockets.       | 12½p  |
| 2. Key Fob (Genuine calf) with split ring.                        | 15p   |
| 3. Key Fob (Ivory) with 'patent' ring.                            | 20p   |
| 4. Note Book (Pocket) (Vinyl) with address book.                  | 20p   |
| 5. Road Map (Pocket) (Vinyl) with mileage chart.                  | 25p   |
| 6. Memo Pad (pocket) (Vinyl) with tabulated phone index.          | 25p   |
| 7. Planner Diary (Pocket) (Vinyl) with phone index.               | 30p   |
| 8. Engagement Diary '73' (Fast-bound) (Vinyl) in refillable case. | 40p   |
| 9. Key Case (Bell shaped) (Hide) with snap closure.               | 50p   |
| 10. Brief Board Folders with 'patent' clip.                       | 85p   |
| 11. Desk Diary '73' with 'Year to view' planner chart.            | £1.35 |
| 12. RN Drum Ice Bucket.   | £5.00 |

### ORDER FORM

Rank or Rating \_\_\_\_\_

Name \_\_\_\_\_

Address \_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

Please send me items \_\_\_\_\_

(State No. of items required).

I enclose P.O. Cheque \_\_\_\_\_

Value \_\_\_\_\_

Date \_\_\_\_\_

# THE POINTS ASSESSMENT ON YOUR S264C

by Lieut T. Mawson

Have you ever wondered what all those points assessments mean on your S264C? Well, to be absolutely sure you would have to ask your DO but I could hazard a guess at what they *might* mean.

Say that your DO had told you that because you were an outstanding chap in all respects and

## Assessment

Very high professional knowledge  
Very effective at his job  
Very keen and energetic  
Extremely intelligent  
Outstanding organiser and manager  
Outstandingly effective as a leader  
Very good at co-operating  
Very adaptable indeed  
Extremely reliable, loyal with high moral standard  
Has considerable stamina with little regard for self  
Excellent personal qualities

*But what about the amplification remarks in Section III you say. What about*

Very fine rating of great value  
Active socially  
Keen sense of humour  
Spends extra hours on the job  
Exceptional flying ability

So you see, those 99 points *might* not be such a high mark after all so don't go boasting about them to your friends. Next time I will tell you

had given you a nine in all the boxes in Section II of the form making 99 points in all and had written the following in the amplification remarks in Section III of the form:

'An outstanding man and very fine senior rating of great value to the Service. He is active socially, has a keen sense of humour and often spends extra hours on the job. Has exceptional flying ability' (you are aircrew by the way).

This is what it might look like to me if I were in the hallowed place where they decide the promotions, etc:

## Meaning

Has committed no major blunders to date  
Usually provides enough circuits for Ops  
Finds someone else to do the job  
Offers plausible excuses for errors  
Supplies extra hands for the First Lieutenant  
Has a loud voice  
'Yessir, Nosir, three Bagsfullsir' type  
Changes duties frequently

Has not been caught in a compromising position

Does no night watches  
Buys drinks for his superiors

Usually gets his work done on time  
Drinks heavily  
Has vast repertoire of dirty jokes  
Has miserable home life  
Has equal number of take offs and landings

what it might mean to me if I saw an S264C with only 11 points, *ie*, one point for each box. You'll be surprised!

## PROVISIONAL EXAMINATION

The first of the new provisional examinations has now been completed and the results are given below. The examination consisted of a set

of written papers taken in March '72, candidates failing one or more papers retook these in June.

## RESULTS

For	No. Candidates	No. passed in March	No. passed in June	% of candidates passing 1st exam
LRO(G)	60	41	9	83
LRO(T)	20	5	5	50
LRO(W)	17	8	7	88
RS	23	11	4	65
CY	18	7	3	56
RS(W)	23	11	5	70
LWRO	2	1	0	50
TOTAL	163	84	33	72

The above results are most heartening, showing that, in the majority of cases, ratings have been prepared to put in the necessary hard work required to pass.



## POINTS OF INTEREST FOR FUTURE CANDIDATES

The examination is based on communication publications readily available in ships and shore commcens. RNCPI5 is being revised to include full reference, *ie* chapter and verse, of these and will be out toward the end of this year.

In the meantime, candidates should study the standards of knowledge in RNCPI5, and the breakdown of BR222 and CB5027 which have already been forwarded to ships and shore establishments.

Only the March papers are available for revision purpose. If none are held they may be obtained from the Examination Co-ordination Centre, HMS *Mercury*.

Future CST papers (September onwards) will be based on previous papers except candidates will be given a choice of answering questions on either;

(a) Type 618 or Type 641,

(b) Type 640 or ICS Transmission.

Any comments from candidates and ships are most welcome, and should be addressed to the Examination Co-ordination Centre.

## LIGHTEN OUR DARKNESS

Perth, Australia — April 20

The US Navy communications station at Exmouth, which contains some of the most sophisticated radio equipment in the world, is negotiating to buy an old-fashioned signal lamp.

The HK 39.2 million station 800 miles north of Perth on the west Australian coast, which daily sends messages thousands of miles, was put to a rather embarrassing test over a few hundred yards recently, when a cargo ship hove to and began to flash with a hand signalling lamp.

The merchantman, the station watchers spelled out, wanted medical advice for a sick seaman.

The officer on shore said: 'Flash 'em back . . .'  
'Flash with what?' the sailor asked.

There was no lack of men who could send morse code. There were even some veterans who remembered signalling lamps and how they worked.

But there was no hand lamp or even a pair of signalling flags in the whole giant complex.

## FADE

(Frequency Assignment from Description of Environment)

by Lt(SD)(C) W. J. Prickett and CRS A. D. Cockett

Long have Communicators toiled over books, more books and various papers producing or interpreting Complains. At last we may have the answer, by the use of a computer and a new system of frequency assignment.

To better understand how this can be achieved let us first consider the problem.

The frequency assignment problem arises from the fact that a Force Commander has a pool of listed frequencies and a given number of radio

# We don't give you medals for saving-just money

There's one sure way to make money. Save! Because what you save not only mounts up, *but earns more money* in the form of interest.

To make it easy for you, H.M. Forces Savings gives you a wide choice of different ways to save through National Savings. You can save short term or long term. A little or a lot. But whichever method you choose, your money is 100% safe.

### National Savings Bank

*Ordinary Accounts* pay 3½% a year, the first £21 of interest being free of U.K. income tax. *Investment Accounts* pay 7½% interest, which is liable to income tax, but you need £50 in your ordinary account to start it off.

### National Savings Certificates

Each £1 unit becomes £1.25 in only four years. You make a 25% guaranteed tax-free profit.

### Save As You Earn

Big tax-free bonuses add £2 to every £5 you save. SAYE means what it says; with direct deductions from your service pay you scarcely notice you're saving.

### Premium Savings Bonds

£3,500,000 in cash prizes paid out every month. You could end up £50,000 richer.

### 7% British Savings Bonds

With 3% tax-free bonus the ideal investment for mess funds.

Ask your Savings Officer Pay Officer for further details or write to: The Secretary, H.M. Forces Savings Committee, Block B, Government Buildings, London Rd., Stanmore, Middlesex, HA7 4PX.



## H.M. FORCES SAVINGS

sets. From these resources he has to produce his communications plan. The frequencies have also to be assigned in such a way that they do not interfere with each other. More exactly the frequencies have to be assigned to the sets subject to a number of constraints; for instance within the RN ships have varying standards of equipment fits. Each of these standards has different frequency and aerial constraints, imposed by single and triple drive transmitters and various types of common aerial working. To these constraints, which in themselves are bad enough, must be added those of joint working with the limitations of frequencies available. The problem is further complicated when we also have to consider NATO requirements.

The present method is to carry out manual interpretation of available frequencies and requirements, and this becomes quite complex within a force when complans and frequencies have to be changed from time to time.

The Army have been solving similar problems for some time, and it was discovered that by slight modification to their computer programme it could be used by the Navy.

During the early part of 1971 a feasibility study was carried out by the URTS HMS *Mercury* using this Army computer, which proved that the system could be used successfully to produce Naval Complans.

What was needed at this stage was a real time exercise where ships could use the computer produced complan. Eventually the Dartmouth Training Squadron provided such an opportunity,

and in November 1971 when the DTS were in the Gibraltar area such a complan was used. This exercise proved most valuable, the computer produced complan was readily understood, and many lessons were learned.

Since that time work has progressed and various other complans have been produced, which will eventually lead to all types of operations/exercises in every part of the world being covered by computer produced complans.

How are these complans produced by the computer? Well, basically, we feed in all the available frequencies, all the constraints, and all the equipment fits available; the computer in turn produces a readout, giving us a Line Number. Equipment to be used, Best Aerial configuration, Watch to be kept, Emission, Frequency, and several alternative frequency plans.

Each frequency within a plan thus produced is guaranteed to have the necessary separation from every other frequency within that plan.

What the complan cannot show or cater for is equipment failure, or give an order of priority of circuits, which must remain the prerogative of the Commanding Officer or his delegated authority.

What it does do, however, is to eliminate much work for communicators, cut down mutual interference, and tell everyone at a glance the most economical and efficient way to utilise their equipments.

The message for the Communicator of the future is:

Do not 'FADE' away, help is on the way.

## PERSONALITY PIECE CRS(RCI) K. ASHCROFT

by CY(TCI) A. S. Chambers

A cold wet morning in October 1939. The scene a dark quay side in the blacked-out city of Liverpool. A rusty old Isle of Man ferry cautiously noses her way out of harbour straight into the teeth of a raging south westerly gale. On the deck of the ferry stands a young boy gripping the guard rail, eyes scanning the sea for U-boat periscopes, his thoughts far from the comfortable home and family he had left behind him at St Annes-on-Sea that very same day. The only thoughts harboured by this young man were those of apprehension due to the fact that he was sailing forth into the uncharted future to join the world's most powerful navy when his country had been at war for exactly 49 days.

Now, 33 years later, that same man is still a serving member of that same navy and was recently awarded the Bar to the Royal Naval Long Service and Good Conduct Medal. His name? CRS (RCI) Ken Ashcroft, currently serving at the Signal Training Centre, HMS *Drake* and this year's training instructor for the Royal Navy's NATO communication competition team.



Boy Tel Ken Ashcroft 1939



CRS(RCI) Ken Ashcroft, 1972

The reason for that first voyage across the St George Channel was to join HMS *St George*, then situated in the Isle of Man, to undergo new entry training. On completion of his training Boy Telegraphist Ashcroft set forth into a career that was to see him serving in many ships in many different theatres of war throughout the world. In the Med he took part in the now famous Malta convoys and it was during one of these convoys that he had the harrowing experience of having his ship, the cruiser HMS *Naiad*, sunk under him during a torpedo attack by enemy submarines. He also had the distinction of serving in the ship that holds the record for sinking the most enemy submarines during the Second World War, that hardy little frigate HMS *Starling*; remembering his experience in HMS *Naiad*, this might be known as poetic justice! Ken Ashcroft was still serving in HMS *Starling* when the war ended and now he had reached the rate of Petty Officer Telegraphist and was in charge of his own department. During the post war years Ken saw service in the cruisers HMS *Euryalus* and HMS *Gambia* and also in a brand new destroyer, the first of her kind to be built, HMS *Daring*.

In 1951 Ken Ashcroft was rated Chief Petty Officer Telegraphist (now CRS) this surely must make him now the most senior (non-NCS) CRS serving in the Royal Navy? The year 1960 found Ken at Shotley Gate passing on his knowledge and the benefit of his experience to new entry boys at HMS *Ganges*. His instructional duties did not end at HMS *Ganges* for on leaving there he was seconded to the Royal Malaysian Navy for three years.

On return to the UK he was to serve on HMS *Yarmouth* and to help in the formation of the 'Derry Squadron'. Instructional duties were soon to catch up with him again for on leaving HMS *Yarmouth* he was to join the instruction staff of the Royal Naval College Dartmouth where he was to stay for three years. There must be many officers now serving in the fleet who will remember CRS Ashcroft's 0630 morse classes which they were compelled to attend as part of their early morning activities during their cadet years at Dartmouth.

In 1968 a now very senior CRS joined HMS *London* for a very eventful commission during which she was to wear the flag of FOFWF and later the flag of FO2FEF. On leaving the *London* he was sent down here to the STC Devonport, again for instructional duties, and as stated before he is still with us. Ken Ashcroft's long and varied career in the Service he loves will come to an end in 1974 when he will retire after 35 years' unblemished service. This event though will not mean the end of Service life in the Ashcroft family for Ken's eldest son has recently joined the Royal Regiment of Artillery as a Junior Leader.

## CROSSWORD SOLUTION

### Across

3. Assimilate
9. Redtape
10. Proprietor
11. Lovable
12. Creation
13. Snags
15. Barometers
19. Anticlimax
22. Locus
23. Prestige
25. Holding
26. Temptation
27. Pungent
28. Strictness.

### Down

1. Rebound
2. Strange
3. Apple
4. Sere
5. Impersonal
6. Imitates
7. Altrices
8. Eeriness
14. Taking it on
16. Palpates
17. Streamer
18. Ecstatic
20. Bondage
21. Quinine
24. Bonus
25. Hops





**Back row left to right: CY Reilly, CCY Ogier, CCY Dommersnes, CY Thacker  
Front row: CCY(TCI) Young, S/Lt SD(C) Hildreth, Captain Kent, CY Moore**

## **TCIs 1972** **by CY Moore**

It was a day in early January that six of us left our comparatively quiet numbers within the fleet to descend upon *Mercury* full of confidence and as keen as mustard, to be met by our Instructor, CCY Young, and introduced to the comforts of 'T' Section Instructors' room to embark upon the 1972 TCI's qualifying course.

In accordance with tradition, our first week was spent at the IT school where we endeavoured to indoctrinate the barracks staff with various aspects of fleet-work during the course of the two lessons each of us gave. On the following Monday we were introduced to the four walls of 'Eagle' 19 classroom, where it was intended we remain for the next four months. However, as it faced south the heat overcame one member of the class during the heatwave in March and we were transferred to 'Eagle' 18, a classroom facing north. At about the halfway stage CY Millar left the course to further his career at *St George*. We all wish him well. The remainder of us soldiered on through over 200 sessions of fleetwork taking one hurdle after another until the day in mid May when all learnt we had been successful.

On completion of the course we all depart to various billets within the fleet where we are given an opportunity to pass on the knowledge we have gleaned. The course itself has been of immense value and we are all in agreement that the timing of the course could not have been at a more opportune moment to coincide with the vast numbers of major changes to our publications, and anticipate that many CCY and CYs, would gladly have changed places with us on this 'dual purpose' course.

We take this opportunity of thanking all our instructors for helping to make our success possible.

---

## **RN COMMUNICATION CHIEFS' ASSOCIATION** **by Hon Secretary**

The 4th annual reunion of the RN Communication Chiefs' Association will be held in the Fleet and Chief Petty Officers Mess on Saturday, September 9, when, with an increasing membership, we hope to welcome even more than the 180 who attended last year. Vice-Admiral Sir John Parker, KBE, CB, DSC, the President, with the Vice-President Captain B. H. Kent, MBIM, RN,



and Commander P. A. C. Harland, RN, will be present and we hope also to welcome our first Hon Life Vice-President Rear-Admiral Sir Peter Anson, Bt.

It is hoped to arrange a 'conducted tour' of HMS *Mercury* for those members who have now become a bit rusty in the world of communications. This would take place on the afternoon of the day of the reunion and we expect a few gasps of amazement from the elder members who only remember masts full of flags, mooring boards and brass ships which the fleetwork trainers have now overtaken and the Types 57, 59, 60E QR and 600 series which have now been superseded by more elaborate equipment in the ICS wing.

Membership now stands at 295. Next year will be the fifth anniversary of the formation of the Association and, on that occasion, it is hoped to arrange something a little different from the normal 'get together' of recent years but this, of course, is for Members to decide. As this is the only occasion in the year when 'chum meets chum' they may wish to retain the atmosphere of the informal and convivial evenings of the past few years rather than sit down to an organised dinner. We shall see!

May I remind you that Full Membership is open to all serving as well as ex-serving Chief Communicators and Associate Membership to all serving and retired Communication Officers.

## ALL GAS AND NO GAITERS

by CRS Cockett 'X' Section

We always like to hear from ships at sea and try to help when we can. However a recently posed question has us stumped. The question was 'Do volcanoes (when erupting) alter the propagation of signals especially HF'.

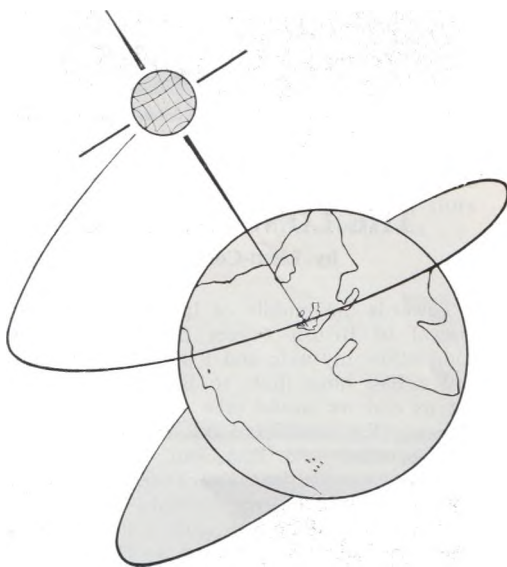
The various boffins and greybeards residing in the caves and hideaways of *Mercury* were approached, and expounded at great length about theoretical artificial layers, mass, positive and negative ionised dust and debris, gaseous clouds etc, etc, and almost frightened us to death. The possibility of doing a trial with portables at each side of a volcano was discussed but volunteers were difficult to find.

After much 'hot air' was expended still no definite answer had been produced; and as we are not sure whether the RS of the ship is taking the mickey or not we wonder if any sea going types who have happened upon a volcano (erupting type) have noticed phenomena of the nature queried. Answers or comments not to us but to RS Howard of HMS *Aurora* please.

---

## DEFENCE COMMUNICATIONS (Consultants) LTD.

---



- A unique service to Governments' Defence and general communications planning authorities.
- Professional, independent and imaginative analysis of the communications needs of Land, Air, Sea and Government Services.
- Creation, project management, technical and user acceptance of communications projects and training of operating and maintenance personnel.

93A LONDON ROAD,  
WATERLOOVILLE, PORTSMOUTH PO7 7EQ  
TELEPHONE WATERLOOVILLE 53853



**Dhow, crew, car and onlookers**

## **THE LONG WAY HOME**

by **Lieut-Cdr C. Traill**

Towards the middle of last year, as the withdrawal of British Forces from Bahrain neared completion, my wife and I decided that the seven and a half hour flight to Brize Norton was not for us and we would take a little longer and go by car. We considered the desert route through Saudi Arabia and Iraq, but settled instead to enter Europe via Iran and Turkey. Documentation was comparatively simple, only Iran requiring visas along our route, but nevertheless insurance had to be obtained, together with International Driving Permits, Carnet etc. The only major complication was that if the car was stolen or so badly damaged that it could not be exported from Iran, we would be liable to pay the Persian customs two and a half times the car's value when new, an eventuality against which a long suffering bank was persuaded to provide an indemnity.

The next problem was the passage of some two hundred miles across the Gulf to Bushire with the car, and negotiations were opened with Mr Mirza, owner of The Beauty Store in Manama, a very charming Persian who combined his business of selling ladies' underwear with being the unofficial contact man for dhows sailing to Iran. We had decided that as our two youngest children were making the trip with us in the car, it would be prudent for them to fly with my wife and join me in Shiraz and so a rash fellow staff

officer Lieut-Cdr Derek Inman, Sir Peter Anson's secretary, said that he would make the sea trip to keep me company.

In the best Middle East tradition, nothing was firm only 48 hours before we wanted to sail and finally we were given two hours' notice to get the car down to the harbour, through customs, and hoisted in — and this in Ramadan, the Moslem month of fasting. However we made it, the car just fitting athwartships in the dhow with a foot to spare and the foredeck for us. Shortly after we had slipped, the low silhouette of Bahrain Island dropped below the horizon and we lay in the sun as the dhow chugged its way North East at a steady eight to ten knots, congratulating ourselves on our successful getaway.

Six hours later, the wind was Force 8 with a steep confused sea, the crew were at the very rickety pump and the dhow was hove to with the ex SCO and Secretary to the Commander Naval Forces Gulf sheltering from the flying spray under a sodden sleeping bag with only a bottle of brandy for comfort. Worse was to come at about 0630 when as the storm was beginning to abate, the engine spluttered and died. Nothing daunted, as we rolled gunwale to gunwale, two of the crew took it in turns to pump while the remaining three stripped the engine, cut a new gasket, fitted it, and reassembled all in under an hour. Never was a piece of machinery more welcomed back to life.

The world took on a different aspect as the sun came out, the car stopped thudding against the bulwarks, and we tried to catch up on a little

sleep as we made our way up the Persian coast. The crew cheered up and gave us brunch consisting of rice with red peppers and dried prawns — fortunately we both had very strong stomachs. As we neared Bushire, we became aware that preparations of an unusual nature were taking place. Parcels were unpacked and articles concealed in every nook and cranny of the dhow, vests in a sack under the onions, basketball boots in the salt and some very interesting looking jars in the sail bag. Best of all, every member of the crew put on several pairs of trousers — the record was five — and manned by Michelin men we sailed into Bushire.

First to one jetty for a search of everything including the car and our baggage and disaster — some of the jars are discovered. Shift to another jetty by the Customs House and more discoveries are made. Much shouting and waving of arms, but nobody seems quite as worried as they ought to be and we begin to wonder. That night as I sleep aboard the dhow ready for unloading the car in the morning, package after package is passed silently over the side and all becomes clear.

In the morning the car was hoisted out — without any spreaders in spite of my protestations — and deposited on the quay with the resultant dents and a fractured exhaust pipe. We had a 'Mr Fixit' to steer us through Customs with the necessary fees and we were out in three hours — a

record. Another Service couple were having great difficulty because they didn't have the right pieces of paper and had already been there for two days when we left. Mr Fixit's fifteenth cousin welded the exhaust pipe back on under the engine — with it running — and I had visions of having to pay back the bank's indemnity and of our journey ending almost before it had begun. However all was well and we headed East for the mountains and what was rumoured to be the worst stretch of road on the whole route home.

For the first 50 miles we sped along good tarmac and then had to turn off onto a heavily rutted dirt road. There were fairly gentle slopes to start with and then we saw the first of two ranges that we had to cross, with out track apparently zig-zagging up a vertical cliff face. Towards the summit we were on loose rock with an unguarded precipice on one side and a gradient of about one in four. Sixty miles took us six hours, mostly in bottom gear, but we made it and the last 100 miles was good new road to Shiraz. At the height of the storm my wife had been rung by a worried Mr Mirza who had said that we would surely turn back and that she should delay her flight. This she did, arriving 24 hours after us ready to start the long journey North to Isfahan, Tehran, Tabriz and West into Turkey and Europe — but that is another story for the next edition of THE COMMUNICATOR.



Author by 'rabbit' stowage

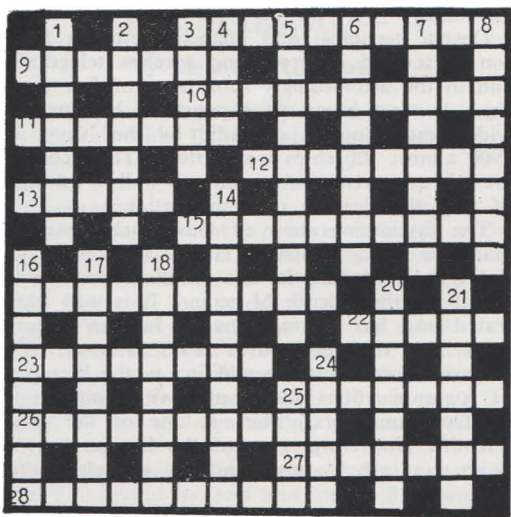


P. J. LANSING



PLAYBOY'S PLAYMATE OF THE MONTH





## SUMMER CROSSWORD

by Anne Jewel

### Across

3. Make it the same — tails I win, heads you lose! (10)
9. 'Little other than a — Talking-machine, and unhappy Bag of Parliamentary Eloquence.' (Thomas Carlyle) (7)
10. Take the pet, or prior to that, the owner. (10)
11. Offer above two pounds to make him amiable. (7)
12. This design led to a certain fuss about nothing. (8)
13. Putting the horse in the ship is probably full of catches. (5)
15. Some barter for instruments under pressure. (10)
19. Against one hundred and fifty I take the old gin. What a let down! (10)
22. What a place for a poor muddled soul about a hundred. (5)
23. An extra stripe, for example, would add glamour. (8)
25. 'Sport that wrinkled Care derides, And Laughter—both his sides.' (Milton) (7)
26. It takes a pint to tame it for the trial. (10)
27. That's a sarcastic play on words, little man! (7)
28. Surrounded by stress, I can't, without a rigorous routine. (10)

### Down

1. What's he done? Rub it off and throw back. (7)
2. The confused anger of a saint is odd. (7)
3. 'A goodly — rotten at the heart.' (The Merchant of Venice) (5)
4. A damp-proof course results in a dry interior. (4)
5. Limp about so near to be objective. (10)
6. I steam it open and make copies. (8)

7. Birds with nestlings are elastic about the king. (8)
8. How weird to see about a siren. (8)
14. Tie a giant knot, I reckon, before coping with it. (6, 2, 2)
16. Touches a head, surrounded by friends. (8)
17. The rarest around me flows in the wind. (8)
18. Cats, etc, I am rapturous about. (8)
20. Produce a badge on demand to enter captivity. (7)
21. One of five in a point for fevers. (7)
24. Extra public transport is around on week-ends. (5)
25. Your beer wouldn't be the same without them. (4)

(solution on page 57)

## THE HIDDEN CITY

by Clansman

Where is this? The sender of the first correct postcard to be drawn which identifies this city will be awarded a Premium Bond. This is your chance to win unlimited wealth. Entries, postcards only, to the competition secretary, COMMUNICATOR Magazine, HMS *Mercury*, Nr Petersfield. Hants. State your name, rate and address clearly. Closing date for entries October 1, 1972. No correspondence will be entered into with regard to this competition. The editor's decision is final.

\* \* \*

This city has been the capital of the country for eight centuries and is thought to have been founded by Ulysses. A strongly fortified city set amid lowlying hills on the right bank of a river, seven miles from an ocean. It is a lovely city with a warm climate and a smokeless blue sky from April to November. In winter heavy rain and western winds may detract from its beauty.

The city was almost entirely destroyed by an earthquake in 1755. Its cathedral originally built in 1150 has twice been reconstructed. The city has several fine churches, two royal palaces, a university, a monastery and a fine aqueduct. Its Roman Catholic English College is entitled to fly the White Ensign.

In 1908 it was the scene of the assassination of a king. Typhoid and smallpox are endemic. Prostitution in this city was made illegal on January 1, 1963. Within the city are manufactured, gold and silver ware, tobacco, textiles and chemicals. Exports are tinned fish, fruit, salt, leather, wine and cattle.

Local wines should not be taken by the pint in this city as the after effects are apt to be vicious. In this city is a bar, a well known haunt of sailors, the name is the same as an American state. Within the bar is a replica of a Viking longboat, in which a band sits. The Commander of Continental Naval Forces is based near the city.

The university has two very good rugby teams, the 1st XV is the best in the country.

## BOOK REVIEW

Lieut L. Gooch

'THE ORIGINS OF MARITIME RADIO' by R. F. POCKOCK AND G. R. M. GARRATT. (HMSO £1).

When fast torpedo boats were introduced in the RN during the 1880s there arose the problem of how to positively identify them when they returned from an attack, particularly at night. The Torpedo School at this time was HMS *Defiance*, an old wooden ship at Devonport, and its CO was Commander Henry Jackson, a young officer with a scientific bent, and he it was who had to solve the problem. Jackson's attention was drawn to various papers describing experiments with 'Hertzian waves' and it occurred to him that he might be able to devise a means of using the waves for his purposes. He constructed replicas of the equipment and began to experiment. On August 20, 1896 a short morse transmission was successfully received on his apparatus in HMS *Defiance*, and with that transmission maritime radio communication can be said to have been born.

As his experiments proceeded and the results improved, it became obvious to Jackson that a great advance in naval technology had been achieved, and that it had a far wider application than simply as a method of communication with torpedo boats. The advantages of wireless over visual signalling were that it was unaffected by fog or darkness, and it enabled Admirals to address all ships simultaneously. Jackson lost no time in demonstrating his apparatus to senior officers. When the potential of the new communication system was appreciated in London, responsibility for its development passed in 1898 from the Torpedo School to the Signal Committee of the Admiralty.

Of course, like many another pioneer, Jackson had to satisfy the sceptics before his work was fully accepted, and some of the objections raised against wireless at that time have a surprisingly modern ring about them. The Secretary of the Signal Committee wrote:

'... it seems possible, given instruments of the same, or nearly the same tune, for an enemy to spoil your communications by simply transmitting perpetual signs; these would be shown on all receivers in distance and convert all communications into a jumble.'

Another objection was the lack of security. This was illustrated in 1904 by HMS *Diana* at Suez when she intercepted some Russian naval signals. (The report also noted that the rate of working was extremely slow by British standards, and the interpreters were critical of the poor grammar and spelling among the Russian operators.) A further objection was that of RADHAZ, and no less a person than Lord Kelvin was consulted. Fortunately he gave it as his opinion that there was 'absolutely no danger from the use of this system on board a ship of war of

any class.'

Despite technical and financial setbacks Jackson persevered in promoting wireless telegraphy and in the astonishingly short time of five years since he first began to experiment, he saw the widespread adoption of radio by the Navy; in 1900 almost 100 ships were fitted. This achievement is quite remarkable and was well in advance of the other leading maritime nations.

The fascinating story of these early years of maritime radio (which is largely the history of radio itself) is told in this excellent book published for the Science Museum. It is well illustrated and has photographs of Jackson's transmitter and receiver held in HMS *Mercury*. This book is a very welcome addition to the literature of communications and is of obvious interest to all Communicators. Here is one of the great scientific pioneering sagas of the last century; it is an epic tale, by any standards, and eloquently told.

---

## ODE TO ERUPTION

by Lieut D. C. Sayce, XC3 Mercury

(WITH APOLOGIES TO RS HOWARD OF  
HMS *AURORA*)

The RS sat up on Vesuvius,  
His agile brain working quite furious,  
His dots and his dashes, were lost in the ashes,  
His sole link with Naples was spurious.

He gave lots of thought to the matter,  
First the former and then to the latter,  
He said to himself, 'No I'm not on the shelf,  
I will introduce Volcanic Scatter'.

With his ICS I maybe 2,  
He tried all he knew to get through,  
But his FSK data fell right in the crater,  
The language on Voice was quite blue.

Single Side Band reverted to Double,  
One more pin in the Signalese bubble,  
'Til RO3 Bingham said 'why don't you ring 'em,  
I've done it and got through no trouble'.

With the handset held firmly he dialled,  
When the ringing stopped short our man smiled,  
But the smile on his face quickly turned to  
grimace,  
It was clear he was getting more riled.

Young Bingham saw POTS getting hot,  
And asked 'did you get through POTS or not?'  
'Yes, I got through', he cried, 'but Bob Monkhouse  
replied,  
Saying whose calling the Golden Shot.'

On reflection he said I would rather,  
Be dead than report this to Father,  
Still you've got to admit, that Volcanoes do spit  
Out a hell of a bloody PA — LAVA.

## WINE MAKING — II

by **Lieut-Cdr G. Froud**

As I mentioned in the Spring issue, this time I shall deal with Equipment, Fermentation and Yeast.

### Equipment

Do not buy a lot of expensive equipment at the outset, it is far better to start your winemaking with what you have. In all probability you will have some of the essentials already. You can acquire the rest by stages as the need arises.

To start with you will need some kind of a boiler, if you can find one that will hold three to five gallons it will prove ideal. If you can't lay hands on one as large as this, you can make do with a one-gallon saucepan.

Lay off utensils of iron, brass and copper which may be affected by acid and impart flavours and hazes to your wine, use only metal containers of sound (unchipped) enamelware or aluminium.

You will need a large utensil in which to do your soaking, this can either be a large crock or polythene bucket. Polythene containers are particularly good for winemaking.

Obtain several one-gallon glass jars for fermenting, the most popular are those with 'ear' handles which can be obtained cheaply from cafes, grocers, etc.

Buy as many fermentation traps as you are likely to need at any one time. You will also find it useful to collect a few half-gallon glass jars and a supply of white wine bottles (squash or sauce bottles are out). Always use new corks, which should be soaked in sterilising solution before insertion, it is false economy to use old corks which may well infect your wine.

Get in a supply of Campden tablets (ordinary fruit preserving tablets), which have a number of uses in winemaking, and a rubber tube (about 3 ft long) for siphoning the wine off the yeast deposit. No doubt in your kitchen you will already have such items as a colander, scales, large wooden spoon and a measuring jug.

The above are the bare essentials, but there is of course a large number of other pieces of desirable equipment which you will gradually collect as you progress, thus making your wine-making more pleasurable and rewarding.

### Fermentation

This can perhaps best be explained by saying simply that when yeast (which is a living organism) is put into a sugary solution it feeds on the sugar and in doing so converts it to approximately half carbon dioxide and half alcohol.

Fermentation will be in two stages — the first vigorous one when the yeast is multiplying itself and needs air for the process which should be carried out using a closely covered bowl or polythene bucket in a warm place (65-75 deg F), this

will last for up to 10 days. Strain off and put into one or more of your glass jars, filling the jars to within an inch of the bottom of the cork, and fit a fermentation trap (air-lock), this cuts off the air supply to the yeast and protects your wine from bacterial infection. This fermentation will be much softer and will proceed for some weeks (temperature 60 deg F).

Once fermentation is finished the wine will not normally become any stronger however long it may be kept, although it will undoubtedly mellow with maturity.

### Yeast

There are many types of yeast and the decision as to which type to use is a matter of personal preference. I suggest that you cannot go far wrong with either a good granulated yeast or a good quality wine yeast.

The central factor of course is the yeast and the whole practice of winemaking really comes down to providing ideal conditions for the yeast to thrive and multiply. To do that the yeast must have sugar, warmth, oxygen and a certain amount of nitrogenous matter and some acid. Full instructions are supplied with wine yeasts.

In the Winter edition I shall deal with making a typical wine and the use of the hydrometer.

---

## DOG TALK — II

by **Lieut N. Hagger**

In the previous part of Dog Talk we had acquired our pedigree puppy and progressed, after his vaccination, to our first walk on the lead. In this article the intention is to talk about basic training of the family pet, be it pedigree or Heinz Terrier. Our dog has to learn to fit into Human Society, although serious training cannot really begin until the puppy is about six months old and, in some breeds, particularly the Labrador and German Shepherd Dog (Alsation), he will not respond to training until much later. The people who select guide dogs for the blind will not start serious training until the dog is about two years old, they do, however, loan the prospective guide dog to 'Puppy Walkers' who teach the rudiments of obedience. It is with this type of training that we will begin.

Dog training can be great fun and a really fascinating hobby, once bitten by the bug one can rarely resist the temptation to continue with more advanced training.

The basic training of the dog starts from the moment you take him into your home and at the most elementary stage, that of teaching him to be clean in the house. The young puppy can be quickly taught the proper place to spend his pennies but it requires a certain amount of



**The author with one of his Shetland sheep dogs named Muirburn Maharajah**

patience and trouble on the part of the owner. The most important thing to remember is that immediately after eating and on waking he will have to answer the call of nature, this is the time to watch him and put him out in the garden or on his box of dirt, if you are going to train him this way. He may take a little while to make up his mind but it's only blowing a gale and pouring with rain, so what are you worrying about, it's your fault that you are only wearing carpet slippers. When he does his job lavish praise on him as though he has just accomplished some great feat, never stint with praise.

From the outset we should appreciate that, although a very intelligent creature, the dog lacks the reasoning powers of man, we must therefore make sure that any orders we give him are conveyed by simple sounds or signs. I hate to disillusion those people who think that their dog understands every word they say, this is just not true, he understands only sounds and associates certain actions with them, he also recognises tones of voice and reacts to them. In training we must therefore try to apply correction and

encouragement to the dog in the only way he will understand, correction by discomfort or the scolding voice, encouragement by a pleasurable experience, which can initially be in form of titbits but should finally be only by the praising tone of voice and the caressing hand.

To help us convey instant discomfort to the dog as a corrective influence we should use the aid of a check chain, a smooth linked chain of suitable length with a ring at each end. The noose is made by passing the chain back through one end which is passed over the dog's head and around its neck, so that it will tighten when pulled and slacken off when released, the lead is attached to the other ring. Some people consider this a cruel way of training a dog and I would be the first to admit that initially it gives discomfort to the dog, he soon learns, however, that if he does not pull the chain remains slack. Having learned his lesson the check chain is much more comfortable than the conventional collar and certainly safer for the young dog which, in a panic, can slip out of even a tight fitting collar.

Only on very rare occasions should a dog be hit and then never on the head. The dog's ears and nose are the finest endowments nature has bestowed upon him and are his greatest aids to communication with man. So, never clout your dog, in addition to risking damage to ears and nose you can well make him hand shy. Remember, the dog's aim in life is to please you and if he doesn't it's probably because you have failed to let him know what you expect of him.

The pet owner requires very little of his dog in the way of obedience, he wants him to come when called, go quietly beside him when out for a walk, sit or stand beside him when he stops, wait when told and go down instantly on command. Let us start with 'Come' and 'Sit' which can be taught from the very first. Generally speaking, the young dog, or indeed the older dog, loves his food and we can use this urge to eat to good effect. When feeding the puppy, don't just slap his food down on the floor and let him wolf it down, start some distance from where you intend to feed him, bring his dish close to his nose and then, repeating his name and the word 'Come' in a cheerful, friendly way, entice him to follow you. It is not you he is after, but associating the 'Come' with his food he soon learns that there might be a reward and if not your praise is all he wants anyhow. Never ever let your puppy off the lead until he has mastered the command 'Come'. When you have finally reached the spot where you are going to feed him, order him to 'Sit', push his bottom down to the floor and in no time the greedy little blighter will sit whenever he sees or smells food, but continue the use of the sounds 'Come' and 'Sit' until he obeys them without bribery. Don't give two commands at once, *ie*, 'Sit down'! Your puppy has learned 'Sit' as a separate order and will react accordingly, the



'Down' means something completely different to him. Those two exercises he learns while growing up and by the time his first outing on the lead takes place he is an old hand at the sit.

By convention the dog is always on the left side of the handler, it's up to you to decide if you want to follow this practice, but if you wish to progress into competitive obedience you will have to conform, unless you are physically handicapped and cannot control the dog on your left side. To teach a dog to walk quietly to heel, that is alongside the handler's left leg, place the check chain and lead on the dog, taking the end of the lead in the right hand and allowing the left hand to hold the lead some way down, depending on the size of the dog, step off at your normal walking pace, at the same time uttering the sound 'Heel' and giving a sharp tug on the lead. If the dog pulls, in whichever direction, repeat the sharp tug and the order in a very firm voice, when he is walking correctly allow the lead to slacken off and praise him profusely, talk to the dog constantly and encourage him when he is doing well.

During his young life our puppy has already learned quite a lot, but his education isn't finished by far. He is now clean in the house, sits and comes when told and walks on the lead close to his master's heel. We must now introduce him to what I consider the most important exercise in command, the 'Down', and which must be obeyed instantly, without hesitation, and I mean *instantly*. This is the command which, used when you see your dog running into danger or getting into mischief, can stop him in his tracks. It is about the only exercise with which I personally use a good sound whack on the back to speed the dog up, others may not agree with this treatment, but I think the end justifies the means. However, if you apply this sort of treatment make sure that you do it in such a way that the dog does not realise where the whack comes from, remember what I said earlier on about hand shyness. Initially, have the dog in the stand or sit position beside you and say in an urgent voice 'Down', pushing him firmly into the down position, repeat a few times and then get under way, walk at your usual pace and suddenly, without any warning and using the same urgent and severe tone say 'Down' and push or whack him down. If he hesitates, don't let it pass, apply force, it will pay dividends and may one day save your dog's life or prevent an accident. This command will serve you well if your dog is off the lead, however well trained he may be, there are others who are not.

In addition he should know the 'Stay', your patience here will know no end. He cannot understand why his master goes away and leaves him and it's no good to expect a puppy to stay. First, let me give you an example of its use. The wife goes out shopping with the family pet, but in most supermarkets dogs are not allowed. She ties him

to the pram, although he has never been told to stay or heard the sound 'I'll be back'. After a little while he begins to wonder where missus has gone, starts getting restless and soon gets into a panic. It's anybody's guess what could happen to the pram with baby inside it, especially if he is a big dog. The trained family dog does nothing of the sort, he sits and waits, knowing you'll be back and probably watches that nobody goes near that baby either. So he learns to 'Stay'. It is not easy, but the confidence in us will soon be our reward. Here again the lead is our aid, we put him in a sitting position and with the lead in our left hand walk around him slowly, indicating with the flat right hand to stay. Praise him enormously if he is still sitting by the time we complete our walk round him, but — don't let him get up. Our tone of voice is completely opposite to the down, or should be, in a very firm but quiet way we tell him to stay, widening the circles around him gradually till in the end we drop the lead. Every time he gets up we push him in the sit or down position again till he eventually knows that we mean stay. Now we can try and venture a few steps away from him, turning round again to tell him quietly to stay. But we go back and put him in exactly the same spot again if he gets up. Once he stays when we are in sight, we can then try and leave him altogether. Only for a few seconds at first, but he soon learns that we'll not leave but always return to him. His trust in us knows no limits.

If you should get bitten by the bug and want to go further in this crazy game of dog training, get in touch with the local dog training society, but do it soon as there is usually a long waiting list. There is nothing sissy about dog training, even if most handlers are women, so a foul weather clothing kit comes in handy. I was going to say get yourself a good psychiatrist, but he can't do you much good, you're too far gone. Like my wife! Chris is a working trials enthusiast, another field of obedience training pursued entirely in the open, be it summer or winter. The dog and handler must be one and in this type of work the handler is usually wrong. He teaches his dog to track, search for articles, proves his agility and gets him used to the gun. The handler must have complete confidence in his dog and his physical capabilities. (By the way, there are more men in working trials than ladies!) Besides the above work mentioned we have tracking trials and police dog stakes. Gun dog work (classed as field trials) is another vast subject and just as interesting for people with Labradors, retrievers, pointers, etc. Nevertheless, however far you take your dog up the ladder, obedience is the foundation of all training. There is really no end to what you can teach your dog. A busy dog is a happy one, until he reaches a ripe old age — and even then he will try to please you, so get cracking and see what you can do!

## THE TARE AWAY SIGNAL DRAMA (ANAG)

by Anon

'Will passengers for Flight AL306 to Naples please rendezvous for jackstay transfer in position 231 degrees LA SPEZIA Light 19.'

Well not quite the usual airport announcement, but it seems it could have been. For the Naval Authorities of a certain NATO country have recently discovered why some of their signals went amok and were not seen again.

It appears that they share with the air booking authority a central signal switching station controlled by a computer; for some obscure reason it went into reverse and numerous signals finished up on the desks of slightly bemused and startled air booking clerks around the country, and air reservations found their way on to the area broadcast. All good for a giggle, except for a very frightened navigator of a certain Leander, who locking up, expecting his Wasp to land-on, found instead a jumbo jet on finals.

## COMMISSIONING FORECASTS

*Editor's note: The following details are forecast only, changes may well take place at short notice. Details are given in the order ship, type, date if known, commitment, (a) Forecast duty (b) Past duty.*

Types of service are as follows:

GSS General sea service  
GSC General service commission  
FS Foreign service commission

HSS Home sea service  
PS Port service

<i>Nubian</i>	.....	GP Frigate 3 Aug, Trials crew at Rosyth (a) (b) PS
<i>Llandaff</i>	.....	A/A Frigate 21 Aug. Refit crew at Chatham (a) (b) PS
<i>Zulu</i>	.....	GP Frigate 29 Aug, LR party at Rosyth (a) PS (b) GSC Home/E of Suez/Home
<i>Herald</i>	.....	Survey Ship, Sep, Reduced trials crew at Leith (a) PS (Bldg)
<i>Ariadne</i>	.....	GP Frigate, 20 Oct, Trials crew at Devonport commissions Dec (a) PS
<i>Aurora</i>	.....	GP Frigate, 30 Oct, C and M. party at Chatham (a) PS (b) GSC Home/E of Suez
<i>Kent</i>	.....	GM Destroyer, 27 Oct, Commission Portsmouth (a) GSS/Home (b) PS (Trials)
<i>Matapan</i>	.....	Destroyer, End Oct, Commission as AUWE Trials ship (a) HSS (b) PS
<i>Hydra</i>	.....	Survey Ship. Nov, Recommission (Phased) Hong Kong (a) (b) FS Far East.
<i>Leander</i>	.....	GP Frigate, 16 Nov, Commission (QS) Captain's command with full staff (a) GSS
<i>Hermes</i>	.....	LPH 1 Dec, Trials crew at Devonport Commissions 1 Mar 73 (a) PS Trials
<i>Hampshire</i>	.....	GM Destroyer, 18 Dec, Trials crew at Portsmouth (a) (b) PS
<i>Albion</i>	.....	LPH, Dec, C and M party at Devonport, (a) PS (b) FS E of Suez
<i>Ariadne</i>	.....	GP Frigate, Dec, Commission Devonport, (a) GSS Home/E of Suez (b) PS (Trials)
<i>Eastbourne</i>	.....	A/S Frigate, Dec, Commission as MEA's Training ship Rosyth, (a) HSS (b) PS

## RADIO OFFICERS

DO	<div style="display: inline-block; vertical-align: middle; font-size: 4em; margin: 0 10px;">{</div> <div style="display: inline-block; vertical-align: middle;">                     PMG I PMG II MPT 2 YEARS' OPERATING EXPERIENCE                 </div> <div style="display: inline-block; vertical-align: middle; font-size: 4em; margin: 0 10px;">}</div>	?	POSSESSION OF ONE OF THESE QUALIFIES YOU FOR CONSIDER- ATION FOR A RADIO OFFICER POST WITH THE COMPOSITE SIGNALS ORGANISATION
YOU			
HAVE			

On satisfactory completion of a 7 month specialist training course, successful applicants are paid on scale rising to £2,365 pa; commencing salary according to age—25 years and over £1,664 pa. During training salary also by age, 25 and over £1,238 pa with free accommodation.

The future holds good opportunities for established status, service overseas and promotion.

Training courses commence at intervals throughout the year. Earliest possible application advised.

Applications only from British-born UK residents up to 35 years of age (40 years if exceptionally well qualified) will be considered.

Full details from:

Recruitment Officer, (TRO 4),  
Government Communications Headquarters,  
Room A/1105,  
Oakley Priors Road,  
CHELTENHAM, Glos., GL52 5AJ  
Telephone: Cheltenham 21491 Ext 2270

Work is now well advanced on the  
Second Phase of the Development

FRANK J.

**PRIVETT**  
LIMITED

Main Contractors for the redevelopment of  
HMS Mercury, Petersfield.





**Admiral of the Fleet Earl Mountbatten and Mr. Wilkins (Secretary of the Kelly Reunion Association) listen while Capt Kent addresses the Ship's Company. In the background is Master at Arms R. C. Woods**



# GOING THE ROUNDS IN MERCURY



The Captain  
Captain B. H. Kent



The  
Training Commander  
Commander  
I. F. Grant



The Commander  
Commander  
P. A. C. Harland

## STAFF

CBO	Mr W. C. H. Bugg	W1	Lieut C. D. Carter	SO(TAC)	Lieut B. Burns
GM1	Lieut M. Murphy	01	Lt-Cdr O. D. Sommerville-Jones	SORT	Lt-Cdr C. W. Williams
IDO	Mr R. R. Davies	SA(FT)	Lieut C. S. Collins	TPO	Sub-Lieut M. A. Nugent
K1	Lt-Cdr A. G. M. A. Provost	SOTO	Lt-Cdr T. S. R. Crozier	TRO	Mr C. P. Oliver
MACO	Lt-Cdr R. A. Thompson	TI	Lt-Cdr D. Dobson	G1	Lt-Cdr D. F. Cave

## KELLY SQUADRON

When the Captain of the Signal School informed Lord Mountbatten that it has been decided to rename the New Entry Squadron 'Kelly Squadron' after his famous destroyer HMS *Kelly*, Lord Mountbatten offered to present the Squadron with a colour print of a painting 'The Stricken Kelly' by Montagne Dawson, on some suitable occasion.

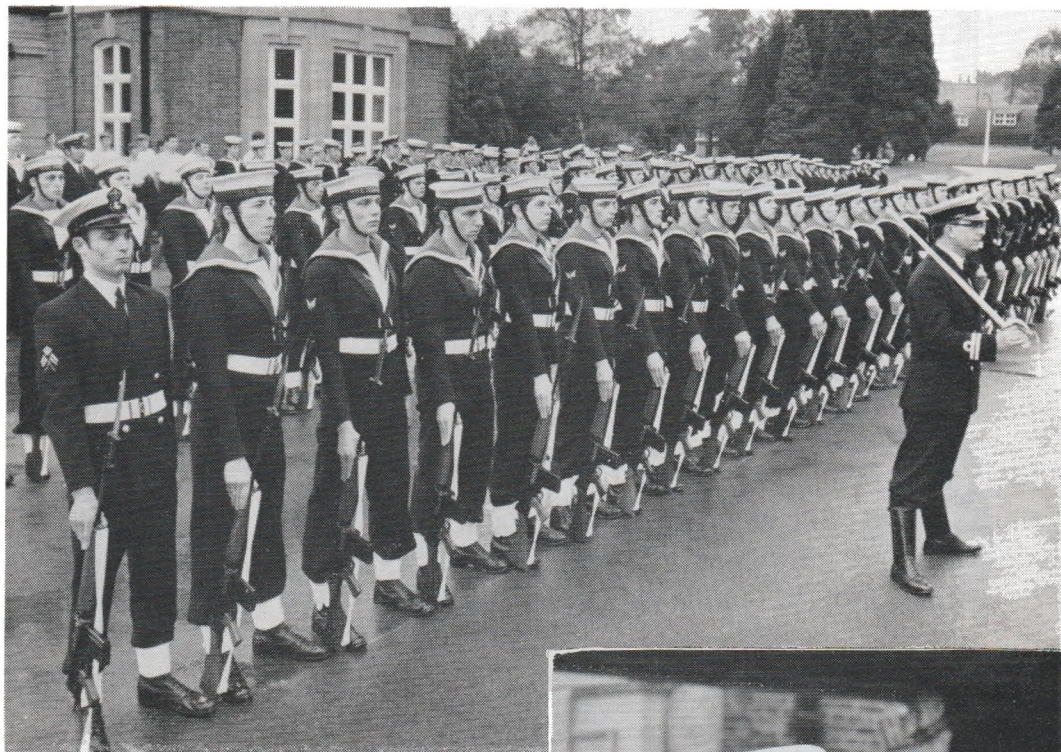
Kelly Squadron was greatly honoured therefore, when Lord Mountbatten was able to visit the Signal School at the Annual Open Day for parents and friends of New Entry and



WRNS trainees on June 10. Members of HMS *Kelly* Reunion Association was also invited to attend and, together with over 400 parents and friends, witnessed the Admiral of the Fleet inspecting Ceremonial Divisions on one of the wetter days in June. However, the whole ceremony took place in front of the Main House as planned, and the weather failed to dampen the pleasure of the spectators or the enthusiasm of those on parade.

On completion of the inspection, Lord Mountbatten ordered the squadron to gather round and he recounted to them the exploits of the *Kelly*.





**Officer of the Guard Lieut Worthington. (Guard left to right): CY Stenning, RO Martindale, RO Rickard, RO Bryant, RO Ashby, RO Riddler, RO Lovatt**

during the last war. He ended up by telling the young Communicators around him:

'Be proud of the profession you have chosen to follow. The Communication Branch is the finest in the Navy, which in turn is the finest service in the world.

In addition to the colour print presented by Lord Mountbatten, Able Seaman Arthur 'Rocky' Wilkins of HMS *Kelly* (now secretary of the Kelly Reunion Association) presented the Squadron with HMS *Kelly*'s badge and a photograph of the ship's company taken in Malta shortly before the ship was sunk off Crete.

Press and TV coverage of the event was extensive, and the NAVY NEWS published a splendid centre page 'spread' of HMS *Mercury* and this ceremony in particular, in the July edition.

On July 1, the Captain of the Signal School, the Commander and three *Kelly* Squadron Officers were invited to the Reunion Association Dinner onboard HMS *President*. It was very evident that the 40 survivors of the *Kelly* who attended the dinner were delighted that the name of *Kelly* would live on in HMS *Mercury* serving as an inspiration to all those who join the Communication Branch in the future.



**Earl Mountbatten talks to ROs Rowett and Martin, members of HMS *Mercury* Field Gun Crew**



## VIP VISIT

(By The Editor)



CPOs' Mess entertain Under-Secretary for State (RN). L to R CPO(WTR) Ian Wilson, Cmdr P. A. C. Harland, FCRS Bill Bernard, Mr. Peter Kirk, CSS Capt B. H. Kent

Mr. Peter Kirk, the Parliamentary Under-Secretary of State for the Royal Navy, visited HMS *Mercury* recently and afterwards sent the letter below to Captain Kent. Our photograph shows Mr. Kirk being entertained in the Fleet Chief Petty Officers' and Chief Petty Officers' Mess.

\* \* \* \*

Dear Captain Kent,

I write to thank you for the excellently planned visit to HMS *Mercury* today. The visit could not have been better arranged and it gave me a clear picture of your task both in terms of communications training and your special responsibilities for Communicators in the Fleet.

Thank you also for your excellent hospitality at lunchtime. I shall have happy memories of your wardroom for a very long time.

(Signed)

(Peter Kirk)

Captain B. H. Kent, RN,  
Commanding Officer,  
HMS *Mercury*.

\* \* \* \*

## FLEET CHIEF PETTY OFFICERS' AND AND CHIEF PETTY OFFICERS' MESS

President: FCRS W. G. Bernard

Vice-President: FCCY P. W. Kitchin

Mess Secretary: CRS J. N. Hilder

Mess Manager: CRS R. K. Ginns

Committee: CRS(W) D. A. Collins, CMEM B. Adam, CCY M. W. Hartley.

Entertainments Committee: S/Sgt J. M. Ross, Y of Sigs, CRS D. Smullen, CRS(W) J. Howieson, CRS P. K. Shuttlewood.

The visit of the Brazilian ship *Custodio De Mello* to Portsmouth two weeks after return from leave gave the Entertainments Committee a chance to work off some of their energy. With the establishment playing host ship, the Mess naturally wished to react positively. We invited the Petty Officers' Mess to join forces with us and promote a joint evening of hospitality to include a cocktail party followed by a dance and buffet. Fifty Brazilian Sub-officials and Sergeants accepted our invitation along with members and their wives from both Messes; a splendid evening reluctantly came to an end with many invitations for us to visit *Custodio De Mello* the following evening. Summer Term 72 was well under way . . . !

A final farewell was held in the Mess lounge in May to 'formally' say goodbye to ex-CRS Gordon Laws, BEM. Through these columns Gordon has asked me to express to all his former colleagues his thanks for the 'last run' — he ranks it among his most memorable. Another well known member has slipped quietly to an earned release. Once CPO Tel, now ex-CREA George Whittaker took his leave of us this term and has now commenced his civilian career. There can be no more than a handful of ex members of the Mess who by their professional expertise have given so much to so many and George fits into this category.

Changes recommended by the Complement Review Team have been implemented, the most interesting being the introduction of the CPO Mess Manager. CRS Roy Ginns (recently from *Blake*) now has the day to day responsibility for the smooth running of the Mess; another introduction is that of the Senior Ratings Accommodation Supervisor with singular responsibility to ensure the comforts of the living-in members.

Mr. Peter Kirk, MP, Parliamentary Under-Secretary of State (RN) visited the Mess during a tour of local naval establishments in July. I am confident we can be sure the Under-Secretary was 'fully briefed' by the members he spoke to during the short period of hospitality given in the lounge, we for our part remain assured that the Service has a splendid spokesman on naval affairs in Government.

July also gave members an opportunity to entertain their ladies in the Mess when a Reception and Ladies' Evening was held. Perhaps it should be stated at this time that this evening was given for the ladies of those members currently on the



**Cocktail Party for 'Custodio De Mello'. L to R, CRS(W) Mike Turley, Mrs Turley, CRS Bill Wadsworth, Mrs Wadsworth, S/Sgt Jim Ross, 1st Sgt Juan Jereth**

strength of the School, principally because of the mechanics involved in being over-subscribed had we allowed the evening to open to all. Our first attempt in using our own resources proved highly successful but without the voluntary efforts of our CPO(CK), Bill Forbes and the organising ability of Ted Dyne, CPO(CA), clearly the sophistication of the evening would have been difficult to achieve. High on the agenda for the next meeting of the Mess Committee is a suggestion that the Mess consider promoting two similar Ladies' Evenings next year which would allow the members an opportunity to invite guests if we were to hold an A and B Evening. Such is the price to pay for success!

Those members who have passed through the establishment in the last seven months may have noticed the activity of the Committees along with a number of volunteers, assisting in reaching our Mess KGFS Target. Variation could be described as hidden motivation and it was decided that *Mercury* would break with tradition and *not* go for the annual Sports Day and Fete, where the bulk of cash used to be raised for KGFS, but, instead the various Messes would contribute independently. The target — 'raise a three figure sum', the motivation, be first on target and the variation was left to those members listed in the introductory credits to this article. The result, more members are now aware of the King George Fund for Sailors and we lead at this moment in amounts raised. As an exercise it has been worthwhile, both in the charitable sense and as a pure evolution, but to those Gentlemen just referred to, may I say, you excelled in this untidy venture, now we can all have some leave, re-group and set ourselves on course to raise our first prize in the Mess Christmas Raffle.

That hardy annual, Sea Dads' cricket competition, the Wardroom Mess knocking at our door will challenge to put up the Trophy. The venue this year to be Hyden Wood. None of my advisors can recall playing our standing opponents

on our own grounds — more variation? — clearly we saw the reason for the change as the Training Commander unleashed his 'slow throws' at our wickets. Such 'cricket' would not have been tolerated by a cricket conscious public normally seen spectating at the Bat an' Ball, our traditional ground for Sea Dads' cricket. But it was too late and the Trophy passed to the Wardroom. I must record for the benefit of members who were unable to attend and who might normally have been expected to play in this match, even under the prevailing conditions, we only just lost. However, with PTSO's permission and the Padre's contacts re the weather, we hope our challenge next year will also be played at Hyden Wood where we will introduce our own secret weapon — CRS Brian Heaton please take note!

Planning is well in hand for the End of Term Dance to be held in the lounge on Wednesday, August 16. It is hoped we will see many familiar faces, bearing in mind it is now our policy to extend invitations to all communication CPO's to all Mess functions.

Looking at next term, no sooner do we return from leave than there gathers in the CPO Mess that body of both serving and ex serving communications CPOs who have joined under one call sign — RNCCA. Undoubtedly there must be a reminder elsewhere in the magazine from the Association's Secretary Mr Bill Bugg, listing dates and times of Reunion 72. To my currently serving colleagues may I remind you once again, to take out membership entitles you to a guaranteed first class evening of reunion and friendship and an opportunity to meet and jaw with friends past and present.

In conclusion, may I remind all members that a calendar of Mess events has been produced for the coming Term, any members who would like to visit us during our social hours need only write to the Mess manager who will be happy to despatch a copy.



## INs

F CRS Ansty, CRS Beesley, CRS Granger, CRS Houston, CRS Wadsworth, CRS Coombes, CRS Collinson, CRS Allan, CRS Ginns, CCY Partington, CCY Charles, CCY Gooding, CPO(MA) Laing, REMNI Maynard, CRS(W) Lill, CMEM Pitter, CPO(WTR) Mather, COEL Townroe, MECH1 Howells.

## OUTs

F CRS Shuker (*Ark Royal*), FCPO(MA) Weedon (*Victory*), F CRS Ansty (*St Angelo*), CRS Gordon (*Hampshire*), CRS Allan (*St Angelo*), CRS Banwell (Release), CCY Standing (*Heron*), CCY Young (Wessex RNR), CCY Wright (Release), CRS(W) Emery (*Antrim*), CRS(W) Wood (*Arcthusa*), CCY Ogier (BRNC Dartmouth), CMEM Behan (*Ark Royal*), CREA Whittaker (Release), CPO(CA) Rugg (*Ashanti*), CRS(W) Hutchinson (*Kent*), REMN1 Collins (ANZUK), CPO(WTR) Wilson (CINCFLEET).



F CRS John Eilbeck (in the wig of the day!) speaking on behalf of the ladies at the Mess Ladies Evening.

In the picture can be seen: Mrs Harder, F CRS Eilbeck, Mrs Elder, CCY Bell, Mrs Wright, CRS Challinor, Mrs Slaven, CRS Lloyd, Eilbeck, CRS(W) Elder

## TURNING THE TABLES

by Lieut-Cdr M. H. J. Willcox

The times tables are considered old-fashioned now thus perpetuating the lack of a common goal between junior and senior schools. Twenty years ago junior school children learnt arithmetic *ad nauseam* only to find that at the senior school it was largely wasted, most of the time being spent on algebraic manipulation. Now, however, the excellent 'modern' maths syllabus for 'O' and 'A' level means that pupils spend a great deal of their time with such tasks as linear programming or the evaluation of determinants. The irony is that these branches of mathematics require far more arithmetical ability than the old 'O' and 'A' level syllabus ever did, and at a time when 'down with arithmetic' has been the cry from nearly every junior school in the land. In fact the whole situation is full of inconsistencies; in a time when even our clocks are going digital, children learn the concept of number, not by the old-fashioned digital way with apples, but by using an analogue system with different length sticks.

However, the purpose of this article is not to

bleat about the 'new' maths but rather to pose a question to which I would be very happy to receive an authoritative answer. What is the 4 times table? Is it, as its name implies,

$$\begin{aligned} 4 \times 1 &= 4 \\ 4 \times 2 &= 8 \\ 4 \times 3 &= 12 \end{aligned}$$

or is it

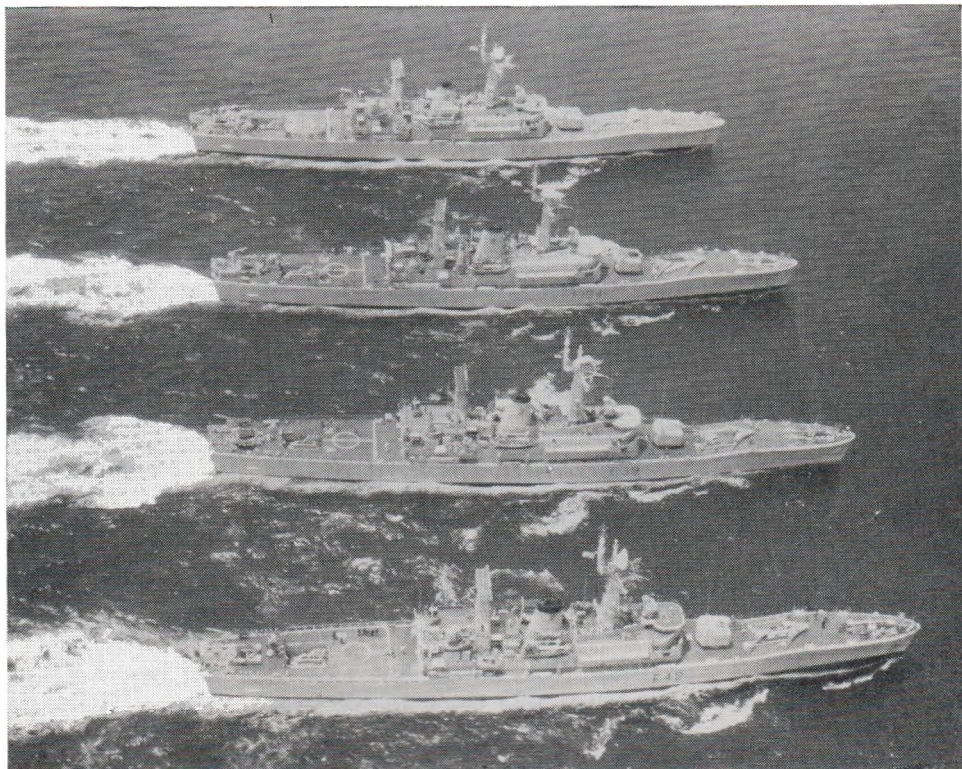
$$\begin{aligned} 1 \times 4 &= 4 \\ 2 \times 4 &= 8 \\ 3 \times 4 &= 12 \end{aligned}$$

in which case it should be called the 'times 4' table?

I maintain the former is correct. Consider the sum  $263 \times 4$ . Surely one would use the 4 times table throughout rather than the 3 times, the 6 times and 2 times. Also, as one always says, when doing a sum like this, four threes are twelve, then  $4 \times 3$  must occur in the four times table not in the three times table.

As the next step is for me to write a paragraph contradicting myself, I will leave you with a warning: don't discuss this problem with your child if he is, perchance, in the throes of learning his tables!

# Marconi complete naval communications



The Marconi comprehensive range of s.s.b/i.s.b naval communications equipment meets all present and foreseeable requirements for voice and automatic telegraphy.

The complete range conforms to Royal Naval standards of resistance to shock, vibration and climatic conditions, and has been NATO codified by the British Ministry of Defence. It is in wide use by the Royal Navy and in the modernization of twenty other navies.

Marconi Communication Systems Limited also has a complete range of communications

equipment available for shore stations; digital transmission, and airborne communications.

In addition the Company is able to assist naval departments and shipbuilders with the planning, fitting, testing and tuning of complete ship communications installations.

*Marconi Radio Division, designers and suppliers of h.f and l.f point-to-point systems, line-of-sight and tropospheric scatter microwave systems—part of the total systems capability of Marconi Communication Systems.*

## Marconi Communication Systems

**Complete civil and military static and mobile communication systems**

Marconi Communication Systems Limited,

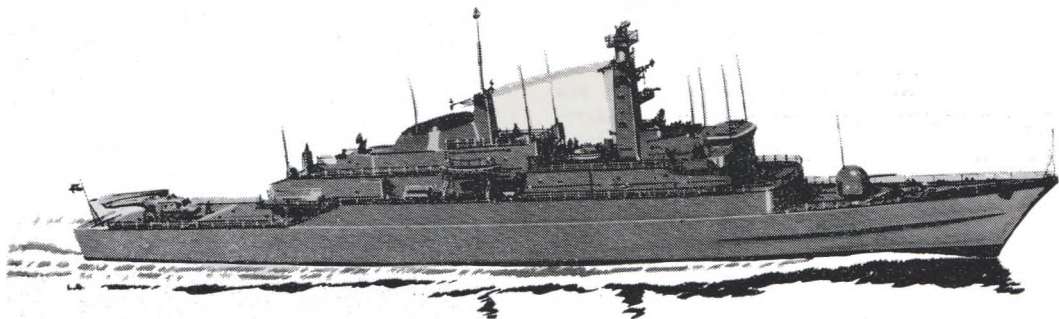
Radio and Space Communications Division, Chelmsford, CM1 1PL, England

*an I.C.T. International Electronics Company*





# Fleet Section



## CINCFLEET COMMUNICATION STAFF

FEWO Lt.-Cdr. S. E. Hughes  
AFCO Lt.-Cdr C. J. McMullen  
FCO Commander A. H. Dickens  
FCYO 2/O S. E. Craig  
Staff CRS — CRS T. B. Hood  
Staff RS(W3) — RS(W) P. K. Wood

\* \* \* \*

## INTRODUCTION

by the Fleet Editor, Lieut-Comdr A. Banham

Welcome to the Fleet Section. Now that we have a one fleet navy it has been decided to regroup the rather bitty 'Ship-Shore Section' into a colourful section full of PUNCH! This is the chance for the TEETH of the navy — the sea going sailor to show the barrack stanchions what the FLEET is doing. This idea has certainly caught on. I have been swamped with articles and my apologies to anyone whose contribution has been omitted — but at £10 a page I have had to limit articles. If I have used too many articles from the 'odd bod' ships it is because they produced the best ones!

### FCO ARTICLE

by Cdr A. H. Dickens

The editor's idea of replacing Ship/Shore News by this new Fleet Section not only takes note of our single Fleet but also is a means of forcing the FCO to put pen to paper. Obviously, I welcome this section and I hope that it can become an unclassified discussion forum and not purely a history of salty tales and runs ashore.

The team listed above is the Fleet Communication staff, but Northwood houses many more Communicators. Both the Commander-in-Chief, Admiral Sir Edward Ashmore and his Chief of Staff, Rear-Admiral J. E. Pope are signal officers,

along the passage is a clutch of NATO communicators under Captain St. J. H. Herbert and 'down the hole' is the NATO commcen which serves both NATO and National staffs and of which Lieut D. S. Cooper is the DOIC.

Put into its simplest form, our task is to ensure that the Fleet makes the best use of communications facilities available and to represent Fleet views to the Ministry of Defence; this can range from drawing attention to shortcomings in men or equipment to proposing amendments to RNCP's.

Our position in the suburbs of London makes direct contact with all the ships of the Fleet difficult and we depend a great deal upon feedback from SCO's at sea particularly those



serving the sea-going Flag Officers. Many SCO's send us most useful summaries of their successes and failure, many prepared by their senior rates, and we will always welcome more. We cannot solve all your problems at once, but we need to know what they are and we hope to do something about them even if only to explain why a situation exists.

An amusing postscript from this week's signals: 'HMS *Nurton* authorised to dive to 180 feet.'

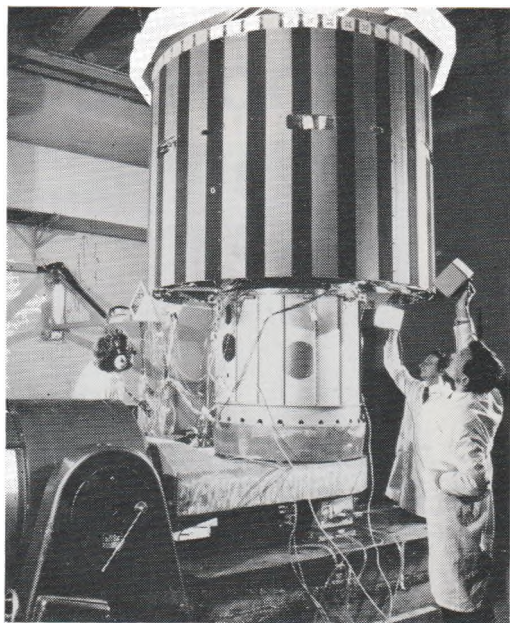
---

## THE FUTURE

### NEW SHIPBORNE SATELLITE COMMUNICATIONS SYSTEM — SCOT

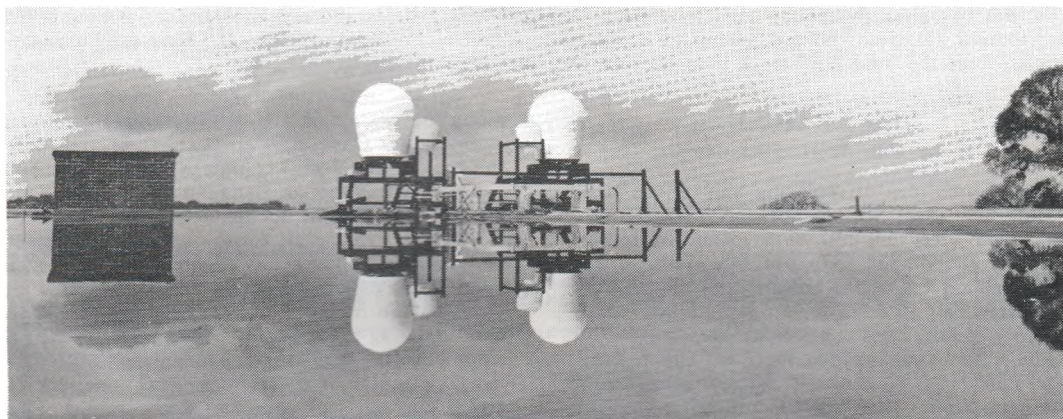


**SCOT on board HMS Grenville**



**Skynet II satellite prototype**

HMS *Grenville* recently completed trials of the new small dish satellite communications system SCOT. The advantages of virtually error free communications between ship and shore 24 hours a day are obvious to all communicators who have sweated over our present HF methods. A wide ship fitting policy is proposed in the not too distant future — you may find yourself using this equipment before long.



**SCOT aerials in a reflective mood**

*Photo by courtesy of GEC-Marconi*





(Signalling by semaphore on board HMS Camperdown.  
—reproduced from the Navy and Army Illustrated 1895)

**QUESTION:** Do you know why there are three semaphore arms (besides the indicator arm) on the mechanical semaphore?

**ANSWER:** In the next edition of 'The Communicator'.

## HMS ARK ROYAL (A Mobile Department of the RN Directorate of Public Relations)

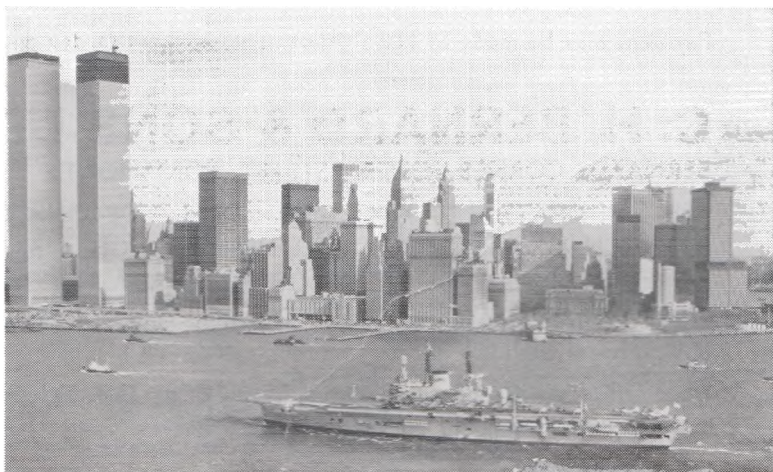
by RS(W) P. Southgate

Belated greetings from the one and only (no disrespect meant to our late sister). This January we sailed for New York amid rumours of requiring Grandma's long johns to various other warmth providing garments! But after sailing into some rough weather — yes we do feel it — we were diverted to British Honduras to dissuade certain local elements from causing trouble based on a long standing dispute. To cut a long story short the trouble was averted—and we like to think it was because of the two Buccaneers on a record breaking, non-stop run. However, instead of the much buzzed run to New Orleans coming off, we lifted our skirts and raced back to New York. Covering that sort of distance at high speed is no mean feat for 50,000 tons and it was no joke going from the tropical West Indies to the sub zero New York.

*Ark*, however, wanted to be in the newspapers and so she ripped out her moorings and started to drift down the Hudson River, gradually turning beam on. Manhattan was very close before we were under steerage. After numerous attempts to anchor we eventually finished up near the Staten Island Ferry Terminus. The temperature was everything we were told it would be . . . freezing! In fact the warmest day was minus 7 degrees centigrade. Generally not a very good run, although one RS managed to lose his dentures and would not say how.

A subdued departure because of the cold soon saw us on the way to the Puerto Rican Exercise area for work with the Americans and the inevitable banyans.

To all ex-Arks we say bon voyage and to all new Arks, the best of British.



# **S·G·BROWN**

MILITARY · INDUSTRIAL  
COMMERCIAL · EDUCATIONAL

## **COMMUNICATIONS**

*Fine Audio Equipment*

Complete  
range for Headsets  
Telephone Handsets  
Emergency Telephones  
Loop Inductive Headsets

*Send now for Literature  
to Dept:—C*

**S · G · BROWN LTD**

**King George's Avenue · Watford · Hertfordshire**

TEL: WATFORD 23301    TELEX 23412    TELEGRAMS RADIOLINK WATFORD

An Account with BERNARDS provides a complete service for uniform and civilian clothing and practically every other personal or family requirement.

Personal Service at the Naval Ports and Air Stations plus visits from travelling representative at home and abroad and sensible credit terms makes purchasing easy at all times, while for those at H.M.S. Mercury the new Departmental Store at Queen Street, Portsmouth, is close and handy.

Payment may be made by Naval Allotment, Bankers Order or Giro Account.

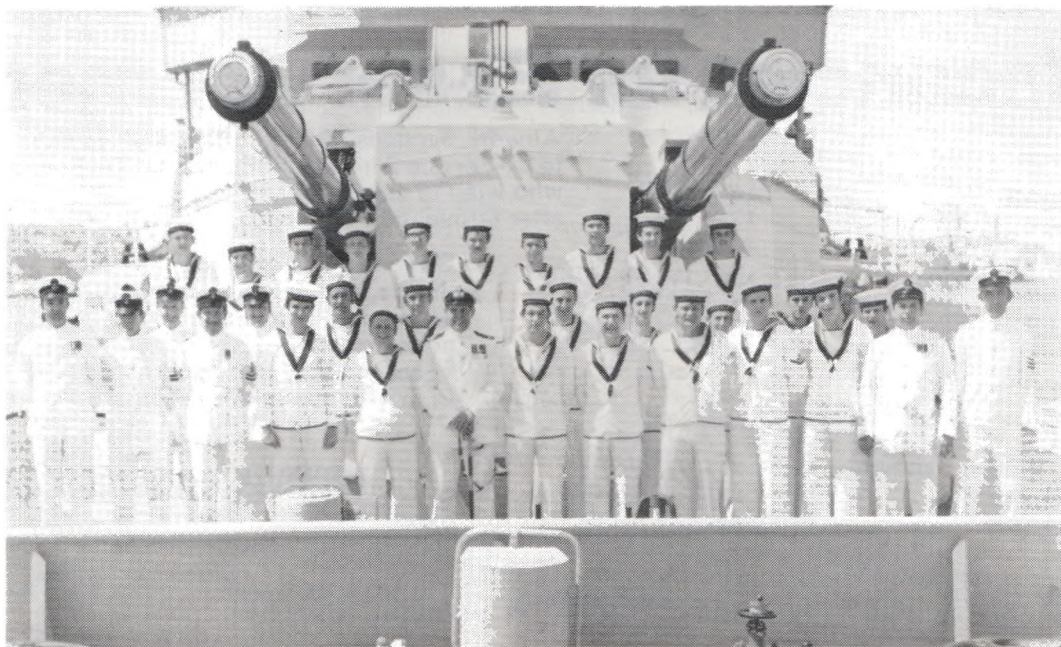
## **C. H. BERNARD & SONS LTD.**

BERNARDS CORNER—QUEEN STREET, PORTSMOUTH

And at CHATHAM, PORTLAND, DEAL, DEVONPORT, DUNFERMLINE, HARWICH, GRIMSBY, PLYMOUTH, HELENSBURGH, GIBRALTAR AND MALTA and Station Tailors Shops, LOSSIEMOUTH, ARBROATH, CULDROSE, YEOVILTON, CORSHAM, LYMPSTONE, H.M.S. Dolphin, H.M.S. Cochrane, H.M.S. Neptune, H.M.S. Royal Arthur.

Head Office: Anglia House, Harwich, Essex, CO12 3NT. Telephone 2281.





**HMS Blake**  
**Communications Department in Malta**

## **HMS BLAKE**

**by the CRS**

Since our last article appeared in *THE COMMUNICATOR* we have assumed the role of Flagship for FOF2 (Rear-Admiral Miller) and this has brought about the inclusion of *Blake* in all major exercises since our return from the States.

Firstly we took part in 'JMC 164' followed by a couple of days in Rosyth and four days in Hull. What a good run that was! Then to Pompey for a couple of weeks and then off exercising again in 'Night Search', a weekend in Gibraltar and then straight into 'Dawn Patrol'.

After 'Dawn Patrol' we had visits to Athens, Malta and Cannes which showed us how the other half live.

Our boss, Lieutenant D. T. Taylor has now departed (Ahhh) and has been relieved by Lieutenant (Hoss) Cartwright to whom we would like to express a hearty welcome in true *Blake* Comms fashion. By the time this article goes to print we shall have lost LRO (Arthur) Ottley and RO1 (JT) McNamara to citizenship and we wish them well for the future.

We are at present catching up on a spot of rest and leisure before proceeding forth for yet another exercise. Not to worry though because the drafts chits will soon be rolling in.

## **HMV BRITANNIA**

**by CY Stevensen**

As *Britannia* does not constitute part of the Fleet in her role as Royal Yacht, and lies at 'H' moorings when in UK, well separated from the dockyard; and because even those at Whale Island find the walk ashore daunting, there is a tendency for *Britannia* and the yachtsmen to become unknown and regarded as oddities by the general service Navy.

The aim of this article is to give those of you who have never been involved with *Britannia* in any way some idea of the set up.

*Britannia* was launched in 1952 by Her Majesty the Queen. The plans for the yacht and her dual role as hospital ship were drawn up by King Edward VIII, but had to be abandoned until well after the war. Royal Yachts have existed in the Royal Navy since Anglo-Saxon times, the best known being *Royal George*, built for King George III, and the numerous *Victoria* and *Alberts*. *Britannia* was commissioned into service in 1954. Since then she has visited practically every part of the Commonwealth and nearly every corner of the world, not to mention circumnavigating the globe several times. She is one of the best known ships in the world and by far the smartest.

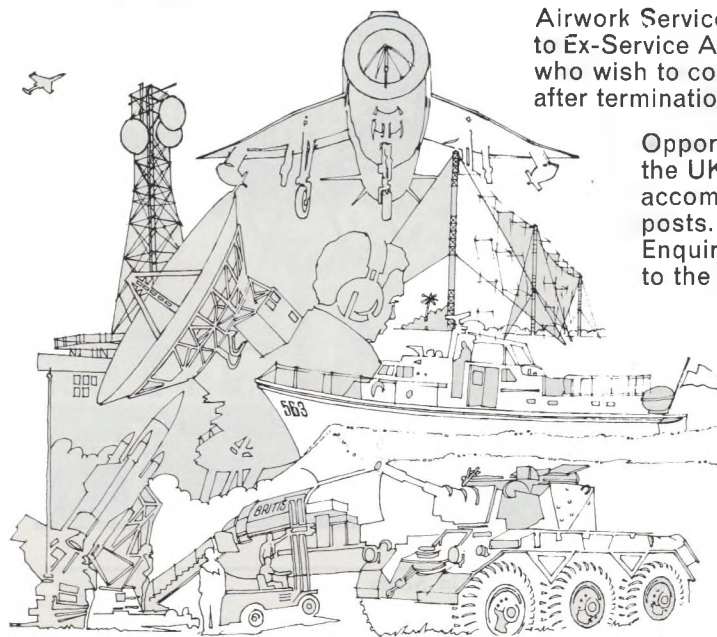
# Vacancies for Ex-servicemen

Airwork Services Limited offer employment to Ex-Service Aircraft and Electronic Technicians who wish to continue their trade after termination of service.

Opportunities exist in many parts of the UK and overseas offering accompanied and unaccompanied posts. Enquiries should be addressed to the Personnel Manager

**AIRWORK SERVICES LTD**

Bournemouth (Hurn) Airport  
Christchurch, Hants



**Naafi  
can  
help  
you  
save**

**SAVE** on your new car or caravan with low-cost HP and big discounts on new cars and touring caravans.

**SAVE** up the deposit for a new car or caravan and reduce the HP cost.

**SAVE** for a home of your own. Naafi has made arrangements with Save and Prosper and Leicester Permanent Building Society for a house purchase plan on special terms and with life insurance.

**SAVE** and prosper with Naafi's savings plan for the Forces. Special arrangements with Scotbits Securities give you the benefit of regular investment in first-class business enterprises, and immediate life assurance at specially reduced rates.

**SAVE** for the future with all forms of life assurance, including with-profits policies, all on advantageous terms.

For full details of the big opportunities Naafi offers, complete and post the coupon today.



Marketing Department MKG/C/6

Naafi  
London, SE11

Rank \_\_\_\_\_

Name \_\_\_\_\_

(Block letters)

Address \_\_\_\_\_

(Block letters)

I am interested in:

☐ New car, make \_\_\_\_\_ model \_\_\_\_\_ for use in \_\_\_\_\_

☐ New caravan, make \_\_\_\_\_ model \_\_\_\_\_ for use in \_\_\_\_\_

for delivery at \_\_\_\_\_ date \_\_\_\_\_

☐ Used car HP ☐ New car HP ☐ Caravan HP ☐ HP deposit saving

☐ Savings Plan for the Forces ☐ House Purchase

☐ Life assurance

Please tick box where appropriate.

The disconcerting thing for a would-be yachtsman is the fact that the yacht has spent 30 per cent of her life away from the United Kingdom.

The complement of the yacht is approximately 260, including the Royal Marine Band. This is made up of half-permanent yachtsmen who, as the title implies, remain with the yacht all the time and constitute the Royal Yacht Service. The advancement for permanent yachtsmen is a 'dead man's shoes' type advancement, but although timings for advancement vary from general service, sometimes quicker, sometimes longer, the qualifications required for advancement are the same. The remainder of the yacht complement, the ocean crew, is made up of general service ratings drafted into the Royal Yacht Service for a commission of two to two and a half years. If the *Britannia* is likely to be in harbour for long periods, then the ocean complement will normally be run down.

The communication department is 22 strong, 10 of whom are permanent yachtsmen. Time in the yacht varies, but the longest serving member has been here 18 years, since the yacht was built and even had a spell in *Gothic* before *Britannia*.

One Royal escort, immediately after joining, asked on the RATT circuit, 'Is father . . . . . still alive'. This wag might be interested to know that the only dying will be done by him when father . . . . . next meets up with him.

To serve in the yacht one normally volunteers and providing you fit the bill — no break in VG conduct, good reports, etc — when a vacancy occurs and you reach the top of the roster, you are drafted to *Britannia*.

After six months yachtsmen can volunteer for permanent Royal Yacht Service. Providing he is still recommended and there is a vacancy, he will be made a permanent yachtsman in 12 months. If a vacancy does not exist he joins a roster and will be redrafted to *Britannia* when he reaches the top of the roster.

What is it like? On the comms side it really is not so very different from any other 'Gens ship'. We have the normal Pusser's 'Comist fit' and regularly work with escorts, RFAs and take part in exercises.

It goes without saying, we always seem to be the guide or main body, but then with a rear-admiral as captain, who is there to complain, and with Her Majesty onboard preferential treatment on the B'cast is not unreasonable. On Royal duty, yachtsmen work hard and long hours — all cheerfully. It is immensely impressive to see the ceremonial with the Royal Family aboard and those who question the yacht's purpose would be left in no doubt as to its value if they were to be present on a state visit. Off Royal duty, we tend to be better looked after than a visiting warship.

When in UK the yacht is always in Portsmouth, so that RAs are never inconvenienced and programmes are never subject to sudden changes.

As many will have read in the national newspapers, *Britannia* is about to start a £1.7 million, nine-month refit. The main outcome of this will be an enormous accommodation improvement. At present, the majority sleep in hammocks or camp beds and live on a modified cafeteria messing. At the end of the refit, everyone will have a bunk, there will be an improved recreation space and we go to full cafeteria messing. It really will be good news.

Everyone onboard is immensely proud of being chosen to serve the Royal Family in *Britannia*, as they are of the yacht herself. It is a sad day when one's next draft arrives, but it has been a superb experience. Are you good enough to join us?

## HMS BULWARK Life's Like That

by RO2(G) Connolly and RO1(G) Brown

On hearing that a 'Jocomex 5' was on the cards and that two operators were being exchanged with the Army, we immediately volunteered for the weekend errand that was thrown in, and also condescended to take in the exercise as well. We disembarked by Wessex on Friday, May 12 (and if looks could kill, I'm sure those of the 900 blokes that were not getting a weekend would have willed the chopper into the sea there and then!). The first major problem was, of course, British Rail. After a short delay of two hours at Basingstoke, and another of one hour at Waterloo, I arrived home at 10 pm. 'Buster', however, did better, arriving home at dinner time (Saturday). As for getting to Colchester (where the illustrious signal squadron hung out), I managed to be only one and a half hours adrift, but again 'Blackcat' Brown decided to scrub round the whole thing and did not arrive until 1930. So, after a few affectionate words for the friendly British Rail, we immediately cracked on with the exercise, commencing with a briefing at the Cherry Tree Tavern (Trumans) just outside the gate. We met our comrades-in-arms (accompanied by catcalls and shouts of 'hello sailor'), who were Paddy, Bob, Jim, Jose and all were led by Sgt Pete Hockram.

We had been given precise instructions as to what was required of us from FCRS Dennis Alderson (Sir to us, and affectionately known as 'he who is to be obeyed'). So, with these in mind I (still no sign of Brown) embarked on a day of disillusion. The first of these was (to my bitter disappointment) that there were no tank drivers (WRACS) in the camp, especially as I had snivelled and pressed my 'No 1s' for the occasion.

Anyway, here are a few facts. After establishing comms quite easily on CW, *Bulwark* then ordered us to switch to FST, naturally leaving the CW circuit open for engineering.

'Ah ha! Sorry,' says the Army, 'we have only got the one set.'



INSURANCE BROKERS : MORTGAGE BROKERS

**H. D. WEDGE  
&  
PARTNERS**

11 PINE WALK  
SARISBURY GREEN  
SOUTHAMPTON SO3 6DN  
TELEPHONE LOCKSHEATH 3324

ALL FORMS INSURANCE  
NEGOTIATED AND ARRANGED

PRIVATE DWELLINGHOUSE  
AND  
COMMERCIAL MORTGAGES

**BUILDING SOCIETIES INVESTMENT AGENCIES**

COMMUNICATE WITH

**OAKLEYS**

## THE EXPERTS IN VEHICLE PERSONAL EXPORT

We have years of experience in

- ★ Handling all purchase tax and shipping documentation
- ★ Delivering cars to ports or airfields of departure/arrival
- ★ The NAAFI car purchase scheme
- ★ UK self drive hire for servicemen



**Petersfield 2151  
Alton 83993  
Haslemere 3222**

To: **OAKLEYS LTD**, LAVANT STREET,  
PETERSFIELD, HANTS

Please send me details of your Personal  
Export Scheme/Self Drive Hire (*delete as  
applicable*)

Type of car required .....

Country of use (Personal Export) .....

Rank and Name .....

Address .....

'Ah ha!' says I, 'use your tape relay and service via Whitehall broadcast.'

'What tape relay?' says the Army.

'Oh,' I says.

By this time a change of programme had brought the Busy B to Pompey, and so we were able to use the telephone (when it was working). Already I had visions of a signal worded . . . 'Due to lack of interest the Jocomex is cancelled' . . . however, this was not to happen . . . yet.

I was given a quick run down on their gear, which, in their own words, was past it. I soon discovered that their working conditions are very poor, to say the least. Cramped, uncomfortable and working with unstable and dated gear, while Jack sits in his air-conditioned MCO dripping about the pongos. The main reason for the instability of their sets was the mobile genny and, of course, such a thing as an FSB or an FSA would have been a godsend.

*Bulwark*, by placing an operator on a B40 to swing around the spectrum, did manage to keep track of the signal. The next smallie snag occurred when, after getting each other fives in P/L we attempted to go on-line. Well, now, in the Army the Crypto-bods are a different trade and their security boxes were in a hut separate from the lorry where the transmitter and receiver were (the transmitter, incidentally, being a D11 and the receiver a Type R234), so the circuit was re-moted and handed over to them. While *Bulwark* was correctly using duplex the Army were using what they like to call two frequency simplex, in other words only one box and a teleprinter. One can imagine the resultant chaos. We managed to sort out this minor detail in the end and settled for a standard duplex.

Yet another cross for the pongos to bear are transmitter frequency changes; when they want to change, they have to go out and alter their aerial length, not to mention contending with a certain gremlin who presses the key whilst he is doing it. No names, but he was wearing a blue suit and it was not Brown (of whom, by the way, there was no sign still) — so exit one sterile pongo. Well, later that night I was informed that I would not be required for watches, so Bob (the middle watchman) and I proceeded into town.

It's curious to note that when we came back off shore a strong outage occurred until 0700 the following morning! Anyway, I bumbled off to lie down where, lo and behold, there in his pit was Brown, three bottles of Beaujolais and a 'T' bone steak a la Colchester the better off. Naturally concerned about his late arrival, I shook him and was greeted with mutterings of 'shoot through Connolly' and '\*@&@!\*\*\*' directed at British Rail. I rogered this and closed down for the night. The following forenoon saw the disillusioning of Brown along the same lines that I had followed the previous day. He was heard to mutter 'Shave-off' at regular intervals during the

forenoon! As far as success goes, we did achieve fives on-line for a while in the afternoon of Monday and again at about 1130 Tuesday morning, when *Bulwark* requested an extension of four hours to exercise live traffic. 'What live traffic?' said the Army! So that was that. Brown and I did not witness the final hour of the exercise as we were disappearing in a cloud of dust at a rate of knots (after all, they had been open an hour!). So we arrived back on board in time for a run-ashore in Pompey that evening. The following morning was heralded with the raised eyebrows of Mr A accompanied with the ultimatum of, 'If you want to go on leave, an article for THE COMMUNICATOR may help'. Finally, on reflection, I think the Army learned more than we did, except that Truman's special does not go down well with a 'T' bone steak motion carried by Buster.

*Footnote:* Overheard in a smoothy Colchester bar . . .

Signalman: 'What are ou doing tomorrow night, luv?'

Essence dolly: 'Nothing (pouts lips), why?'

Signalman: 'Have a bath; you stink!'

## HMS DEVONSHIRE

by LRO(W) Currie

You have seen the priceless treasures of King Tutankhamun. Visited the splendours of the Taj Mahal, and even moved your taste buds to new heights of ecstasy with the taste of the infamous Guzz oggie. But, have your eyes had the privilege of gazing upon the gracefully amazing pastoral decor of the communications home of the *Devonshire*? No? Then get a load of this . . .

Many moons ago, at the onset of the commission, we first set eyes upon our new home. What a sight! The decision to change it was taken immediately. The acquisition of building material and tools throughout the dockyard was soon under way. Plans were put forth; permission was granted; and the alterations commenced.

The lockers were reversed and secured against the forward bulkhead, which left sumptuous room in which to work; and with the forest of timber we had 'won' all the room available was necessary.

After banging together a door, which has lasted considerably well, and a few other odds and ends, the main object of the exercise came into being. The mess 'bar', this is the absolute success of our very limited carpentry skills. The frame left over from the TV stand became the basis, and we built round this skeleton. Covered by a formica top, the sides became a panelled veneer plywood. Then came the piece-de-resistance. Built into the front of the 'bar' is the TV, and, (wait for it) our very own stereo record player. We have acquired our

# Specialist Teleprinter Operators

are required for the Ministry of Defence Communications Centre in Central London.

Initially, the operators will be employed upon teleprinting and associated procedures, but they will be given the opportunity of training for higher grade duties when the Communications Centre becomes fully automatic.

Preference will be given to applicants with a minimum speed of 40 wpm, and having a good knowledge of current communication procedures.

Basic starting pay, at age 25 or over, will be £24.92 pw rising to £29.52 pw inclusive of London Weighting. Successful candidates will currently be required to work shifts and overtime which on average, attracts a further £5.00. There are opportunities of promotion to almost £1,800 pa basic pay.

If you would like further details, and are of British Nationality, telephone 01-242 0222 Ext: 563 or write to:

**CM(S)3H, Ministry of Defence,  
Room 802, Lacon House,  
Theobalds Road, London, WC1X 8RY**



very own not-hanging-off-the-wall-but-sits-on-a-table proper telephone, plus a Red Barrel beer pump — not connected. Above the 'bar' bolted to the light hangs a PTA propeller. Presented to the mess for being such genial hosts, by the Portland flight at Aberporth.

Under our feet is a luxurious carpet—the envy of the wardroom — which helps dampen the merry-making that is always issuing forth from the mess (we are happy here you see). Oh, by the way, the beer is kept cool in our fridge.

So think of us, chaps, as we settle down in an easy chair placing the ice-cool beer on one of the coffee tables, while listening to Chopin's Polonaise, or Tarkus if you like (we have a large selection) —anyway, it is in stereo—whilst letting the carpet caress our feet.

## LIFE IN FIFE

by Lieut W. J. Burling

It is now seven months since *Fife* commissioned on a rather gloomy day during November. Since then the ship has travelled many thousands of miles in the never-ending series of trial and repeat trials, interspersed by the traumas of work-up and the occasional day of leave. For many reasons, including the lack of anything worthwhile to write about, *Fife* has not offered a contribution, apart from the financial ones involved in buying the magazine to the pages of THE COMMUNICATOR.

However, now that the ship is well into the PWO Trial Schedule and the resultant restructuring of the executive organisation which the trials directive demanded, this seems the right occasion to summarise the effects this experience has produced for THE COMMUNICATOR. It soon became evident that the communications senior rates were not fully prepared for the changes necessary to fully integrate the communications group into the executive organisation. This unfortunate situation arose because of:

- a lack of understanding of the training requirements of the junior manager
- the very real problem of overcoming the mental barrier of years of service in which the Communications Department have operated in an almost entirely parochial environment
- the considerable reluctance of the communicator to subordinate their own requirements to those of the executive department as a whole particularly when domestic issues are involved.

A great deal of time and effort was expended in educating both factions in the understanding of the need for integration including the employment and jargon of simple management techniques, and in the careful explanation necessary to prove that the Communicator had not surrendered his identity during the exercise of management tasking.

There is no doubt that eventually the situation of a 'fait accompli', coupled with the need to provide an efficient group organisation within the executive department produced a more than middle answer in favour of the Communicator. Task sheets and objectives became a means to an end and a guide to competent fulfilment, and a lot of useful information was accumulated which was then passed on to the Mercury Management Study team during their visit to the ship.



HMS Danae

RO Letly in Singapore

'Why do I want another one? I already have a shop full.'

# ON TERMINAL LEAVE . . . ?

Why not contact ***The Three Tees Agency***

THE Specialist Employment Bureau for Telex and Teleprinter Operators and Telephonists, where you will be assured of a welcome and offered free advice, guidance and help on employment opportunities and career prospects in Telecommunications.

Call, write, phone  
or Telex:

## **LUDGATE HOUSE**

**110 Fleet Street, London, E.C.4**

Phone: 01-353 3611 Telex: 22877

## **KINGSLAND HOUSE**

**124 Regent Street, London, W.1**

Phone: 01-734 0365 Telex: 23452

## **PEEK HOUSE**

**20 Eastcheap, London, E.C.3**

Phone: 01-626 0601 Telex: 885220

The **THREE TEES TRAINING SCHOOL** for Telex and Teleprinter Operators, at Ludgate House, 110 Fleet Street, E.C.4, offers those seeking employment in Telecommunications in the Commercial world **FREE TUITION** in Telex, Cable and Data Transmission routines and can provide the opportunity for you to "brush up" your keyboard abilities.

Portland and the Work-up took us in a prepared state mentally and physically, but produced many painful moments during the early weeks due to an absolute plethora of equipment failures. The staff struggled through many despairing hours in an attempt to overcome the severe equipment problems during "Westaxe", but finally triumphed in a 'very satisfactory' FOST inspection report. This was surely a tribute to the eternal optimism and doggedness of both FOST and Ship's staff, and the many hours of hard work put in by the WE Department. The 'Portland Smile' which we were all bidden to wear, became rather the expression of approaching insanity at times, but the Work-up produced an efficient and confident team well capable of handling the worst that circumstance and the various exercise planning teams could throw at us.

On completion of our missile firing trials at Aberporth, *Fife* will become the Flagship of Vice-Admiral A. M. Power thus presenting a new and exciting challenge to the communicators of *Fife*. We hope that on the next occasion of writing, those details of the PWO Trial which are unclassified can be forwarded as an adjunct to the continuing story of, 'Life in Fife'.

## HMS/M GRAMPUS

by RS Booker

As most well-informed general service personnel are aware, we spend most of our life running around at their beck and call. We tend to put in long periods away from our home base (for general information, we run from Gosport). We have recently completed three months working the Mediterranean and the South Atlantic. For the latter half of this period we were working exclusively with the USS *Tigrone*. We found their communications set-up was very similar to ours, and had no difficulty in keeping in touch. At present we are dividing our time equally between FOST and FO Plymouth.

The staff consists of RS Sid Booker, LRO Bomber Wells, RO1(G) Dungo Macdonald, RO2(G) Taff MacDowall and last but by no means least RO2(W) Snoopy Hay.

Their duties are a little vague, but this is what they really do behind the scenes. Bomber continues to fight the never-ending battle of corrections and is convinced that somebody is looking over his shoulder just waiting to originate another batch as soon as he gets close up.

Dungo, now in charge of heads and bathrooms, has discovered that it is easier to grab a cloth and do it himself, rather than chase round after other people to do the dirty work. Snoopy, as well as being postman, helps Dungo with his discoveries. Taff, who is at present 'signalman', is wearing himself into a frazzle dragging his frail frame up the tower at harbour stations weighed down with

loud hailer, Stornophone, Aldis, binoculars, pad, pencil and horseshoe.

The RS who watchkeeps in the control room on the after plans contact evaluation plot and on the surface as POOW tries hard to keep this motley bunch happy by arranging trips to various organisations during maintenance periods. So far we have been to the CTF345 set-up, and during the last maintenance period we went to Whitehall. Both visits were of interest and good value. Especially the post-visit discussion being held in the 'Cross'.

If any organisation which has not yet been honoured by a visit think their particular set-up would be of interest to this bunch of under-worked, overfed, overpaid layabouts (and providing their canteen/local facilities are adequate) an invitation would be readily accepted — programme permitting.

## HMS HECLA

by Anon

Five of us joined the ship in January, with LRO(G) Pat Garratt, from the previous commission completing the staff. Straight away we got down to the job of getting draft chits back ashore, only one was successful, the RS, who else, and so in February Fred Fox left us for RCIs course in *Mercury*, and Ken Grafton relieved him. After surviving all the stories of 'last commish', we began to make names for ourselves, mostly derogatory ones, but names just the same. The LSA who has the misfortune to sleep under the RO2 will vouch for the good runs we have had. Once we had got rid of the Dockies, we set off for a week at Portland, where we found lots of funny people running around with black berets on saying 'Wot, no gollies, no wonder the coffee is rubbish!'

At long last we sailed for the West Indies (what am I saying, I'm RA) and after a two-week refresher on 'roughers' we arrived in Barbados, where we spent two happy days in the company of many charming Canadian ladies, one of whom was not really in the permissive society. 'But I don't kiss guys on my first date', needless to say it was her last.

Then it was survey time, a very different life from the usual round of 'Casex's' and 'Gunex's', etc, but interesting all the same. So far we've completed a seismic survey of the lesser Antilles Islands, which entailed dropping depth charges at all times of the night, very disturbing at first, but you get used to it, almost like sleeping next to the Salvation Army band.

What price the 'pusser's' staple? The occasion arose when SNOWI paid us a visit to find out all about 'coring' (gathering samples of the nature of the sea-bed with the aid of a 6 ft tube, 800 lb of lead and a few miles of wire). It was decided





#### HMS HECLA COMMS STAFF

Standing left to right: RO2(G) Bulmer (Scrumpty), JRO(G) Doherty (*Stud*), RO2 (G) Ryan (*Doom-watch*); Middle row left to right: (Books in lieu of) LRO(G) Garratt (*Porne King*), RS Grafton (also ships GI), LRO(T) Brown (*Staples*); On floor left to right: REM Nesbit (*Rough Cider rep*), LREM Jeffreys (CO 829 Sqdn REM Flight)

that we should fly a Commodore's Broad Pennant — snag, none onboard. So the Yeoman 'Buster' came to the fore with a Rear-Admiral's Flag, panic in the MSO with the cranking of the Donk, scissors at the dip, and red balls everywhere, until the 'Donk' packed up. However, not to be outdone by a mere machine, out came the stapler. In 20 minutes Buster appeared triumphant with his Mark 1 do-it-yourself Broad Pennant, following which he was immediately 126'd for a Rear-Admiral's Flag — talent is no longer appreciated these days.

Apart from Barbados, Castries in St Lucia has been visited twice, much Mount Gay was consumed, and the local culture somewhat altered, nude midnight bathing is a popular island pastime these days. Next run is Barbados again, a whole week this time, and then St Vincent, Kingston, Jamaica, and a final fling in either Barbados or

Bermuda before we head for Guzz and sanity. By the time we get home, we'll have done 100 out of 122 days at sea, so this draft wouldn't suit any 'Ark' ratings who are used to lots of 'seven wharf time'. By the time this goes to press we'll be home, so friends old and new are welcome to lash us up at the following places: RAs — Trelawny (if she'll let him out); Sparkers — Lockyer Tavern (the ones in the deep Chartreuse trouser suits); REMs — Keppels Head (the ones with no trousers).

### THE SHINY IVESTON

by RO1(G) Fairbairn

At last recognition for the workers, the old-fashioned-type sparkers who still read morse. Our mine hunter at this time of writing is in Portland on trials (not work up). Daily comms in harbour comprises of taking cocoa for his morning George via the MSO and the mail office, Cocoa being the ship's dog. When at sea PXN keeps us busy hourly with excellent service from GXW. We are off to Royan in Brittany come July, ah for the leisure of SOPS on steam broadcast and untold joy of hearing QRV QRK4/5 on LCN after days of trying with type 619.

The staff, using the word loosely, consists of (fanfare of trumpets) RO1(G) Fairbairn backed up by RO2(G) Macfall, who handles the 'T' side, which he never fails to point out when corrections come in 'I'm off to the bridge Jock'. The office compares roughly with the size of two (Government issue size small fitted with) public loos and sparkles with ultra-modern equipment designed to aid the failing talents of old lags like me, 619, 691, 696, and ever-faithful B40(CDW).

In June the ship settles down for life with the 2nd Squadron, newly formed at Pompey (good old *Vernon*). Along with the *Bossington* and *Hubberston*, late of Hong Kong. After work up, visits and exercises we finally go back to god's country with its memories of the 'Stag' and the 'Loch Inn Bar'. During this idyllic period, I take time out to be married. The lucky bride is Miss Caroline Swanston, ex-WRO at Northwood.

The first minehunter was HMS *Shoulton*, followed by 13 more conversions from sweepers, the basic difference being the sonar used along with the divers to hunt and destroy those tons of explosives which were carefully laid 30 years ago. We carry six to seven divers, including the First Lieutenant and the Cox'n.

Notes of distinction for this ship, CCEL *Vernon* and late-departed POREL Dave Lewis were awarded substantial sums of money from the Herbert Lot Fund for their outstanding work on our sonar. Secondly, on a recent docking down in Pompey we de-ammunitioned in a new record time of one and a half hours assisted by a good crane driver, lots of tea from chef and our esteemed leader, Lt-Cdr Drakes-Wilkes.

So life continues in the *Iveston*, and the 3rd Squadron. If you are ever down here or meet us at sea, spare a thought for us when you blast out with 300 watts on LCN. We will keep the sea lanes free from big bangs, sunken Sea Kings and defend our sovereign fishing grounds, and still drink as much beer as we are able in between.

You can see us all down by *Vernon* in the summer or chasing lost yachts in the Channel, to our readers we say cheers, peace, come round sometime if you can catch us alongside and this snatch of song, 'Hunting, hunting, hunting, always b - - - y well hunting'.

### **HMS LONDON** **States Jack Gets Into** **by RS(W) Greensides**

'The biggest you've got in the shop', Killer insisted. There were cars as far as the eye could see and in three sizes — big, huge and gi-normous! We finally plumped for the huge size, perhaps because we were British but mainly because of the price.

The ship was in Charleston, South Carolina and here were two Buntings and two Gollies who were determined to see Mississippi or bust. Our exped gear — tents, sleeping bags, pots and pans, etc, snuggled very nicely into a little corner of the 'trunk' (Yankee talk for 'boot') and wherever there was a space a Jack or Ensign merrily fluttered. All good grippo merchants know when to be patriotic.

We headed first for Chattanooga (Bert wanted to see the choo choos) and spent the first night on top of Lookout Mountain which is on the Georgia/Tennessee State Line. We woke up in the morning to a fantastic view of seven States but didn't linger long for we were heading for the Tennessee River and into Nashville where we stopped for big eats. Jackson next stop for a quick coffee and then on to Memphis, Tennessee. We set up shop in Fuller State Park Indian Reservation on the Eastern bank of the Mississippi. Objective achieved we celebrated by getting legless.

Our return journey took us through a cotton plantation in Alabama. Birmingham which is very similar to our 'Brum, and Atlanta where, tired of roughing it, we smoothed into a motel.

In all we clocked about 1,700 miles, spent a few bob and exhausted ourselves, but for my money it was worth every nickel.

### **HMS NORFOLK** **by RS D. Greig**

At the time of writing our communications staff is in the middle of drafting phase with the last of the first commission about to leave the ship. By the middle of July all changes in the staff will be complete and everyone settled in.

With the phase drafting system in swing and our staff changing fairly frequently over the last few



### **HMS NORFOLK** **RO1(T) Bolton and RO1(T) Hall taking in one of** **the many attractions of Ajaccio, Corsica**

months, we reap the benefits of an inter-refit work-up at Portland in March prior to deployment to the Mediterranean. In the Med, we participated in Exercise 'Dawn Patrol' attached to a French task force and later to an American force, reading their respective Fleet Broadcasts. Not wishing to elaborate on the subject of their broadcast system all I'll say is that we were very glad to get back onto our National broadcast and once again thankful for the sophisticated Fleet Broadcast system that we have. After the initial problems on our intership circuits were resolved communications with both went well.

Our trip also included a two-week assisted maintenance period in Toulon, Southern France and the visits to Corsica, Malta and Gibraltar.

In July we join the standing Naval Force Atlantic relieving HMS *Aurora* as flagship. We are at present busy preparing to welcome the Multi-National staff of the **Commodore** and look forward to operating as part of the Force. We hope to be able to exchange a few of our operators with other ships of the Force. volunteers are plentiful, thereby learning more about each other's communications systems and methods. Reports on these exchanges and any lessons learnt will be included in the next article.





**ARE YOU SURE THE R/V SIGNAL WASN'T GARBLED?**  
(Photograph of HM/SM Opossum transiting Manchester ship canal)

### **HMS RECLAIM** by LRO(G) R. Dolby

*Reclaim* . . . ??? Go on, say it, ' . . . must be the latest Nuclear Sub!'

Unless you are a clearance diver or *Vernon* orientated then you can be forgiven for thinking such things, because this proud little ship is a 'Deep Diving Vessel' capable of all things wonderful in depths exceeding 300 ft. She is also one of the oldest naval vessels still operational (launched 1948).

Many noteworthy events may be found in the ship's records, here are but a few:

- 1948 World deep dive record of 535 ft (163 metres).
- 1950 Search for and location of sunken submarine *Truculent*.
- 1951 Search for and location of sunken submarine *Affray*.  
(First occasion of underwater TV being used for a such a purpose).
- 1956 World deep dive record of 600 ft (183 metres).
- 1966 Search for, location and recover of crashed Aer Lingus Viscount in the Irish Sea.

We are constantly engaged in deep diving trials that will eventually permit underwater operations for prolonged periods at 1,000 ft (304 metres), *ie*, to be able to dive anywhere on the continental shelf.

Ship's current complement is 8 officers and 84 men which include two diving officers and 14 clearance divers, but many more of the 'and men' are qualified ship's divers — don't misinterpret, flippers and wet suits are not allowed in

Portsmouth based gives the ship a large percentage of Pompey natives, but we spend most of our time doing diving trials in the Scottish lochs so we have something of an affinity with the Scots — there is no doubt we get on 'better than well' with the local natives.

With a top speed of 10 (and a bit) knots we never 'dash' anywhere, particularly when a force nine is against us in the Irish Sea — in consequence we tend to have very few communications commitments and spend the majority of time on local command nets around the British Isles.

Once again do not be mislead we have our 'jollies' and what 'jollies' they are — Copenhagen last year, Amsterdam in March this year and Bremen will have been and gone by the time this is printed.

Our communications equipment is not as originally fitted . . . or is it? We still boast a Type 602E almost ready for the *Mercury* museum. However this is more than adequately made up for by a Type 641 complete, and a thoroughly modern little office complete with mod-cons except stabilisers — it becomes somewhat 'choppy' off the North Scottish coast in winter.

The ship's lone 'bunting' RO2(T) Larbalestier has the largest flagdeck in the fleet to work from (and keep clean) and makes a great display of hoisting our International callsign and ever present code Romeo Yankee. He has enough halcyon positions to make an old Chief Yeoman drool at the mouth.

RO2(G)'s Wiggins and Barrett complete the staff and we are all controlled by the SCO (Ship's Correspondence Officer — who is also destined to join the diving fraternity).



## HMS/M RORQUAL

by Sandy

There has been so much 'bumph' appearing lately from all quarters giving the gentle hint to either write an article or at least order a COMMUNICATOR it seems about time pen went to paper.

*Rorqual* you say? 'Never heard of it', 'How do you spell it?' 'Isn't that one of the four 'R' class *Polaris* boats?' No we are just a conventional 'P' class submarine.

We finished a long refit in Rosyth dockyard in December and after a pair of weeks sea trials we sailed for Faslane and work-up which is just a fancy way of describing nine weeks of purgatory. Faslane for the benefit of anyone who has never been there (lucky old you) is up the Clyde first right, first left past the Cumbræ Islands heading northwards and mind the gap thru Rhu narrows. The climate, wet to very wet and early closing 10pm seem to be the main disadvantages of the place. Not to mention the work-up sea riders (SMERSH). Advantages of the place are good fishing, sailing, and scenery. Somehow or other we managed to get through the work-up and by the end of March we were happily heading for our parent Squadron SM1 in Gosport, visions of three weeks maintenance and RA time.

Since then we seemed to have got caught up in a bit of 'clockwork mouse running' in Portland with a quick 'jolly' to Dartmouth thrown in for good measure and to keep the 'troops' happy. A good and expensive time was had by all judging from the hangovers and generally blank expressions of some people as we sailed. At the moment we have just finished our second maintenance period so we will soon be back in the deep of things!

Quick dit, heard on the action intercom just prior to slipping.

'Bridge Captain'.

'Bridge'

'What is the weather like?'

'Wind SSE force 4-5, weather overcast, vis moderate, sea slight, swell nil.'

(rather irate) 'Is it raining???'

Staff roll call at present: SCO/NO Lieut N. U. Morgan, RS J. E. Sanderson, LRO M. C. (Jan) Gard, RO1(G) R. F. (Mac) McGlennan, RO2(G) P. (Pat) Langdon (Spare crew), RO2(W) D. J. (Sally) Sallnow.

Finally if anyone is considering joining 'Boats' there are always plenty of vacancies and it is a pretty good life. You tend to get to know a lot about other people's jobs as well as your own which makes for a more interesting life and a much more closely knit crew. Of course financially it is very rewarding, so don't delay slap in today.

## HMS ROTHESAY

by Anon

NO: What are you listening to?

RO: FAB sir.

NO: You know I don't like music in the office. That should have them rocking in the aisles (he thinks), so eyes down for a full house. Fellow sea-goers. Had any trouble working Portishead during the past five months? Well, we've been running a sort of 'MRL' with them, and buying up the wavelengths. Why? Because the CRS made the fatal mistake of 'Advertising'. Takings to date for telegrams and radphones, £340 (Postmaster General please note for productivity award). Our thanks to Portishead Radio for an excellent, cooperative service.

The other side of communications (ie Naval) have also gone well and we've always managed to talk to the right people at the right time. (Just as well when your Captain is a Communicator). A word for any of you bound 'down under', A11B3 multi-channel broadcast was a non-starter as far as we were concerned. We would recommend the re-radiations from Navcommstas Darwin and Harold E. Holt.

Having been subjected to the varying delights of Simonstown, Gan, Singapore, Fremantle, Busselton—Busselton?? (yes, Western Australia) Darwin, Subic and Hong Kong, we are now counting down our remaining days with Anzuk.

F3's inspection was held one dull morning while we were alongside the wall in Hong Kong and once everyone was stood to attention on the jetty, bows nice and tiddly, cap tallies all straight, and the CGI having his last say by shuffling us around a bit, it decided to rain. Eventually divisions were held on the quarterdeck, and along with the sea inspection a few days later, F3 was suitably impressed.

Our westward journey starts at the end of June after a visit to Penang, two days in Mauritius followed by four weeks at 'you know where' the end of September should see F107 safely home in Portsmouth dockyard. Draft chits are beginning to arrive. LRO(G) McClenaghan, due to a 'Centurion' computer error, is still with us and will just make it to *Victory* in time for release. The chief goes round all day muttering something that sounds like 'RS Beeton is the greatest', and (take note) we reckon on about 50% staff change in Pompey. See you then?

*Funny No 2*

OOW: Is the LRO there.

RO: Affirmative.

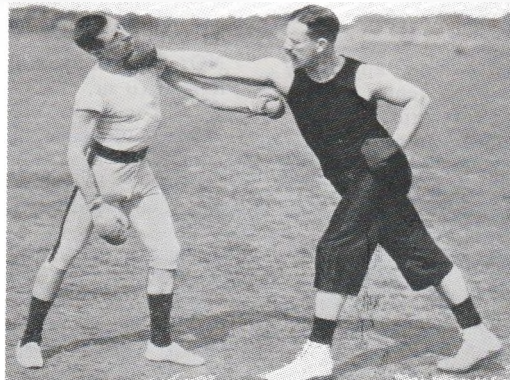
OOW: What does that mean?

RO: Yes.

OOW: Yes what?

RO: Yes the LRO is here.

OOW Why didn't you say that in the first place?



(Reproduced from *The Navy and Army Illustrated* 1895)

**WANTED: Articles with PUNCH for the Fleet Section of the Winter Edition of 'The Communicator'.**

## THE DEPOT ROYAL MARINES DEAL by MSO Staff

Having made history by becoming the first Wren radio operators to work with the Royal Marines, we thought it would be some compensation to see us mentioned in *THE COMMUNICATOR*, so here goes folks.

The first upheaval amongst the 'Bootie' signalers began with the drafting of WRO M. Cope in September 1971, and what an upheaval it was! Hot on her heels came L/WRO D. S. King, from her previous draft in Malta and we assure you it was not the easiest thing adapting to the 'Royals' way of life, not to mention the signalling (the less said here the better), still somehow we managed. Down here our work is pretty much the everyday DTN stuff, our TRC being Fort Southwick. May we take a short respite here to send our regards to all the staff of the Fort and let them know that we do try our best, thanks.

Now the funniest thing that happens to us here is that people making telephone enquiries still assume the MSO is manned by Marines, the question is, do we really sound so gruff or have they heard some weird things about 'Booties' with highly pitched voices? No matter, we do appreciate the consideration we do get when they find things contrary to their expectations.

At the moment we are in the throes of experiencing a new 'killick', L/WRO L. G. Main, also recently returned from Malta. Of course she is taking over from L/WRO King who leaves for Mauritius, mid June, some people have all the luck, eh! Our immediate future? It seems to boast of very little but we send all of you our best wishes and hope that you will make the best of things as you go.

## HMS DRAKE by CY(TCI) A. S. Chambers

Greetings, fellow communicators, from GXI (otherwise known to you all as the Signal Training Centre, Devonport). Sorry our contribution missed the last edition of *THE COMMUNICATOR*, but it was despatched to you by the most secure and reliable method of communication, by hand, consequently it never reached the printers in time for inclusion.

Now that the monsoon season has started down here in Guzz we are once more deeply engrossed in our primary task of foreign navy and RNR communication training. In the last few months we have had classes from as far away as Nigeria, Libya, Iran, Brunei and RNR Bradford. Many apologies for the fact that we have not had enough classroom space for our usual number of RN RO2 courses but we still managed to squeeze in some provisional and RO2 examination and take on the training for this year's RN entry team for the NATO naval communications competition.

At the beginning of this year some of instructors travelled the length and breadth of the country making their annual visit to our RNR and CTC centres offering assistance and generally liaising with their communications personnel.

At this moment *HMS Drake* is staging a summer mini-sports competition and I am glad to say that the STC teams are making their mark. We have won our first heat in the mini-football, with CCY Sylvester playing with one of his toes broken. We have so far triumphed in deck hockey with the assistance of our newest additions to the instructional staff, RS Leyland and CY Thacker (ex heavy squad from the *Ark Royal*). Our Officer-in-Charge, Lieut M. Cahill (SD)(C) RN and our Training Officer, Sub-Lieut D. Flower (SD)

(C) RN spearheaded our volleyball team to early successes. So all in all we are still managing to keep ourselves pretty fit in what little time we have.

I must take this opportunity of saying congratulations to CY (Jack) Thacker on passing his TCI's course, a no mean achievement by any standards. We are always pleased to see any of our fellow communicators who come up to see us at the STC when their ships visit Devonport. You never know we may be able to help you out with any problems that may arise, they don't have all the communications boffins at *Mercury* you know!

## RN COMMCHEN HONG KONG

On May 24, 1972, Captain Keate, RN (Director Naval Signals) officially opened the RN Commchcn by transmitting an inaugural signal to various Commchcns throughout the world. At a short opening ceremony he unveiled the name board, with a majority of the staff and their families present.

This perhaps signified the vast changes that have occurred since our modernisation programme was started in May 1971. Many of you who knew our little corner of Victoria Barracks would hardly recognise us now. Our communication capabilities are virtually limitless, and feature 2 MRLs RATT ship/shore, a RATT broadcast, CW broadcast and of course circuits to here.

there and everywhere, as well as all the local circuits for the Colony, and all fitted up with the latest equipment half of us haven't heard of, let alone seen before, most of which can not be used until Stonecutters complete their modernisation programme. Watch RNSO!!!

We are still hanging on to our commercial facility which disappears, together with all the LEPs, in July 1973. Adjacent to the Commchcn we now have a splendid aerial farm, which keeps Sam in work tending many shrubs and trees on its border. The staff think this was laid out because the SCO is a frustrated farmer. However, the actual aerals don't take up too much room and we haven't yet decided how best to utilise the rest. Perhaps we'll put RSs Earl and Rudd out to grass.

Congratulations are in order for FCRS Cales who attained the ranks of the immortals on May 1 thereby qualifying for vast sums of pension and gratuity, a bookcase and telephone for his married quarter, and a saucer for his coffee. At the time of writing we await the start of another typhoon season which we trust will be a trifle more lenient than last year. The pathetic hulk of the old *Queen Elizabeth* still lies in the harbour, now officially marked on tourist maps but causing the Marine department a few headaches as the fuel tanks corrode and leak thousands of gallons of oil into the harbour.

For those of you visiting Hong Kong in the future we invite you to utilise our facilities to



Captain Keate, DNS, unveils the RN Commchcn, Hong Kong nameboard. Commodore R. E. S. Wykes-Smeyd, Commodore Hong Kong, and Lieutenant-Commander Allen, Officer in Charge, look on



the full, and by all means visit us, where we hope we can assist you with your problems whether they concern communications or social activities. Our staff at present is presided over by Lieut-Cmdr (C) D. C. Allan, RN and is as follows:

FCRS, D. J. Caless; RSs, Coomber, Earl, Rudd, Hinton and Taylor; LROs, Hague, Athey, Felgate, Brown and Howard; ROIs, Evans, Flynn and Crone; RO2s, Moore, Davidson, Andrews, McCormac, Brown, Morton, Procter, Clements and Kelly.

## **WE'LL GO DOWN FIGHTING**

by Mickey, Marilyn and Gail of 'B' Watch  
RNAS Lossiemouth

Now that the sun is finally setting on the Navy in Morayshire, now that Fulmar is in the autumn of her life (cut the sentimentalism think of the runs ashore), now that our glorious boys in blue will no longer be seen upholding the fine and upstanding tradition (leaning against the bar) of our Navy (staggering home from the 'Coolie') closely followed by the better half of the Navy; those brave and courageous young ladies (they need to be) who leave home, mother and all they love behind them to fight for their country (from the bar of the 'Coolie').

Do not forget us, the true upholders of that fine navy tradition guarding and protecting the people (all four of them) of the Moray Firth and giving them all heart failure (whisky) when our aircraft land (on their golf courses and caravan sites).

Think of us in September when the Commissioning pennant is finally hauled down after 26 years, slightly tatty but still glorious (all 5 shreds of it) and we all wave a tearful farewell to RNAS Lossiemouth (our sincere condolences and sympathies to the RAF who have to face the fate we have suffered).

Actually, all we wanted to say was that regrettably, we will be losing Lossie to those well-known 'sidewalkers' of the junior Service, in September and we'll all be extremely sorry to say 'Cheerio Lossie'. We think we can safely say that everyone who has worked alongside the Fleet Air Arm has very soon become an ardent 'Airy Fairy' fan and we thoroughly recommend life on an air station.

## **MHQ ROSYTH** by CY Dick

The MHQ is still as busy as ever with our normal, or is the word abnormal, quota of exercises, one of which, coming up soon, is to be the largest ever NATO exercise held. So if anyone has any spare Communicators we will gladly employ them. It is not all hard work however, we still have time for sporting and social activities (visiting ships please note, we will always come and see you) The MHQ soccer team are always a great team ('B' teams only please.)

Since our last article many new faces have come and gone although a few stalwarts still remain. No names mentioned as Drafty may read this column. The DSCO Lieut (SD) (C) M. D. Y. Phillips, RN, leaves us shortly to take up his new appointment as first lieutenant of HMS *Reclaim*, in which we wish him every success. I would like also to take this opportunity, on behalf of MHQ Staff, to welcome the new DSCO Lieut (SD) (C) D. Taylor, RN, to the staff of FOSNI.

## **STC**

The STC which is run by CCY(TCI) Breward and RS(W) Lee is now fully operational. Facilities comprising voice cubicles, classroom training, visual aids, etc, are available to visiting ships or ships refitting in Rosyth dockyard.

QUES:—How do you stop the auto alarm on the SQA?

ANS:—Give it a good hard kick!

## **RN W/T**

We are now fitted with Radphone, in addition to our usual well used facilities. It was used with great success by *Albion* and *Fearless* in their recent weekend visit to Rosyth. It is capable of SSB, DSB, MF, HF and UHF. All of which can be directly connected to the PBX, which in turn can be remoted to any extension within the Pitreavie complex.

## **RN COMM CEN FORT SOUTHWICK** by Leading Wrens Oakes and Gooch

Since the male population at Fort Southwick have dominated our last few articles, we thought it was about time us Wrens had a bash. Nothing much has happened since our last contribution to THE COMMUNICATOR, except that RO2 Scullion decided to have his own private fire drill one night watch and set fire to the cooker, which resulted in FCRS Snape getting an early shake at three in the morning; Scullion's 264 has now been written. We have in the meantime lost FCRS Matthews to the *Hermes* (your 'get well cards' in the post *Hermes*), the present FCRS is living under a court martial cloud due to Leading Wren Oakes taking over corrections.

We send our best wishes to Chief Wren Wilesmith, who will read this from her bed in Haslar, Chief relieved PO Wren Cathy Roberts, who denies that beer sales have rocketed in Weymouth/Portland areas since she left us to get married. Our happy band has been joined by Wrens Titterton, Tough, Griffiths and Leggett, also Swops Scarlett and Westbury. Release permits have been given to Wrens Craft, Baker, Berry and Davis. Our author has recently moved into a new bungalow in Waterlooville and is patiently awaiting her potatoes to appear on the leaves! Regards to all from the efficient staff on the hill.

P.S.: Neptune has finally answered RS Duffy's prayers — he has a draft to *Andromeda*.

# COMMUNICATIONS 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	Whither
ARMITAGE, K. P.	A/Sub-Lieut (SD)	Tiger addl for tng
APPLEYARD-LIST, J. C.	Commander	MOD for duty with DNS
BALFOUR, H. M.	Commander	HMY Britannia as executive officer
BRAY, L. E.	Third Officer	FO Malta
CASWELL, W. M.	Lieut	Mercury
CAMPBELL, C. G. H.	Lieut	Mercury for Advanced Course
CARRINGTON, J. A.	Sub-Lieut (SD)	Mercury for Advanced Course then tng staff
COLMER, A. A.	Sub-Lieut (SD)	Mercury for Advanced Course then tng staff
CRICHTON, C. W.	Lieut	Raleigh
DODSWORTH, P.	Lieut (SD)	Euryalus
DIBBLE, R. K.	Commander	MOD for duty with DNS
DEMPSEY, J. K.	Lieut (SD)	Warrior as Deputy OIC Commcen
EMMETT, F. M.	Lieut	Bristol
FINDLAY, J. M.	Commander	National Defence College Course
GALLAGHER, J. B.	Commander	MOD for DGNMT (DNMSP)
GORDON-ROE, K.	Third Officer	Mercury
GORING, E. Y. C.	Lieut-Cmdr	Neptune
HOLLAND, C. R.	Lieut-Cmdr	Intrepid as First Lieut
HILDRETH, D. J.	Sub-Lieut (SD)	Danae
KEOGH, R. W.	Commander	National Defence College Course
LEONARD, P. R.	Lieut (SD)	Exchange Canadian Forces
LEES, P. R.	Commander	National Defence College Course
LAYMAN, C. H.	Commander	Lynx in Command
MCWALTERS, P. G.	A/Sub-Lieut (SD)	Bulwark for tng
MITFORD, T. B.	Lieut	Mercury for Advanced Course
MORROW, A. J. C.	Lieut	Leander
MORGAN, R. C.	Captain	Mercury as Captain Signal School
O'BRIEN, C. A.	Lieut (SD)	Heron, staff of FONAC
PROVEST, A. G. M. A.	Lieut-Cmdr	Mercury as K1 (New Entry Training Officer)
PINK, C. J.	Lieut	Dryad
PALMER, D. L.	A/Sub-Lieut (SD)	Torquay for tng
PARKER, H. B.	Captain	MOD as ADNMSP
PHILLIPS, T. J.	Lieut (SD)	Kent
PHILLIPS, M. D. Y.	Lieut (SD)	Reclaim as First Lieut
PAKENHAM, W. T. T.	Captain	Gibraltar as CD and QHM
ROBINSON, M. A.	Lieut-Cmdr	Mercury for Advanced Course
ROBSON, J. J.	Sub-Lieut (SD)	Mercury for Advanced Course
SMITH, W. V. J.	A/Sub-Lieut (SD)	Leopard for tng
SCLATER, E. G.	Lieut Cmdr	ASWE
STEMBRIDGE, P. J.	Lieut (SD)	Mercury as K2 (New entries)
SUNLEY, J. W. F.	Second Officer	Commcen SHAPE as watch officer
SOLLEY, S. G.	Lieut (SD)	Commcen Whitehall
SHELTON-AGAR, R. A.	Lieut-Cmdr	Vernon for duty with DFWMS
SANDERSON, J. A.	Lieut-Cmdr	UKCICC
SAWLEY, B. D.	Commander	COMNAV BALTAP
TALMA, R. W.	A/Sub-Lieut	Devonshire for tng
THURSTON, D. M.	First Officer	Staff of DWRNS. Re-appointed as Mrs D. M. Haycock
TAYLOR, D. T.	Lieut (SD)	Cochrane
WHITEHEAD, D.	Commander	Yarnton (MCM 6)
WILLIAMSON, J. K.	Lieut-Cmdr	Cochrane, staff of FOSNI
WOOD, A. R.	Commander	MOD, Cabinet Office
WHEEN, P. A. C.	Lieut	Mercury for Advanced Course

Name	Rank	Whither
WILSON, G. A. S. C.	.. Lieut	Mercury for Advanced Course, then Hampshire
WAUGH, A. A.	.. Commander	MOD for duty with ACDS (OPS)
WOODHAM, R. E.	.. Sub-Lieut (SD)	Mercury for Advanced Course, then Tng Staff
WHITBY-SMITH, R. C.	.. Sub-Lieut (SD)	Mercury for Advanced Course
WORTHINGTON, P. E.	.. Lieut (SD)	Mauritius
WORSNOP, J. A.	.. Third Officer	Neptune. Re-appointed as Mrs J. A. James
WITHERS, R. S.	.. Lieut (SD)	ACR, duty with Scottish Area SCC
YEATES, D. A.	.. Sub-Lieut (SD)	Ark Royal

## PROMOTIONS

### To Lieutenant Commander (SD)

W. G. BRIGGS

K. SCHOFIELD

### To Lieutenant (SD)

L. GOOCH

R. G. HALES

A. J. LAMIGAN

P. D. McDONALD

T. J. PHILLIPS

### To A/Sub-Lieutenant (SD)

CCY C. G. R. BEARD

RS R. GRIMSEY

CY J. LENNON

CY A. R. WEBB

### To CCY

C. G. R. BEARD

E. S. CARLTON

D. R. BEE

### To CRS

J. R. WALKER

R. GASTON

J. R. CHAMPNEY

M. F. PERRY

D. DRISCOLL

A. CLARKE

J. D. KIDNEY

### To CRS (W)

A. J. COOPER

### To CRS (S)

M. J. CARTY

## SELECTIONS FOR PROMOTION FOR DECEMBER 31, 1972

### To Captain

G. W. LOWDEN

M. F. PARRY

### To Commander

P. V. J. TUKE

G. M. TULLIS

## HONOURS

### MBE

Lieut-Comdr J. G. B. ARMSTRONG

### BEM

CRS N. GODDARD

## RETIREMENTS

Commander D. H. CREMER

Lieut (SD) P. A. MYTTON

Lieut-Comdr P. M. ALLEN

Second Officer R. DERWENT

Second Officer S. P. GIBSON

## 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 SHIP-SHORE 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 Summer edition of the magazine. 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	Whither	Name	Rate	Whither	Name	Rate	Whither
ABLEY W. J.	RO2(T)	Mauritius	BAIN T. K.	RO2(T)	Mercury	BELL D.	RO2(G)	Renown
ALLEN T. W.	RO2(G)	St Angelo	BARCLAY K.	RO2(T)	Mercury	BENTLEY K.	RO2(T)	Hampshire
ALLEN L. M.	CRS	St Angelo	BARWICK D. B.	CY	Mercury	BEECHAM M. J.	RO1(G)	Grenville
ALEXANDER G. E.	RO1(T)	Mercury	BARNARD B. A.	A/CY	Mercury	BEEON J.	RS	Mercury
ANSTEE	FCRS	Mercury	BARCLAY E.	RO2(G)	Shoulton	BERNARD	FCRS	Rooke
ANSTEE	RO2(W)	Rooke	BARNES M.	LRO(G)	Nubian	BELL M.	RO2(W)	Mauritius
ALLISON K. A.	RO2(T)	Achilles	BAILEY J. L.	JRO(G)	Londonderry	BILCHER P. A.	CRS(W)	Mercury
ANDERSON J.	LRO(W)	Neptune	BARRY D. J.	LRO(W)	Mercury	BILNEY	RO2(T)	Bristol
ANSTEE	FCRS	St Angelo	BAVAGE C.	RO2(T)	Mercury	BLIAULT R. C.	RO2(G)	Hermes
ARTHUR R. D.	RO2(G)	Ariadne	BEARCOCK K.	RO(W)	Mercury	BLYTH D. E.	JRO(G)	Bulwark
ARTUR W.	LRO(W)	Mercury	BELL G. G.	LRO(W)	Mercury	BOLT W. G.	RO2(G)	Neptune
ARMSTRONG J. E.	RO2(G)	Scylla	BEEVOR-FIELD L.	RO2(T)	Kent	BOOTH G.	LRO(G)	Glamorgan
ARROWSMITH B.	RO2(G)	Dolphin	BEGGS J. S.	RO2(W)	Bristol	BOYNTON R.	RO2(T)	St Angelo
ASKW D. M.	LRO(G)	St Angelo	BEEFON J.	RS	Rothsay	BOWERS W. S.	RO2(T)	Warrior
ATHEY B.	LRO(G)	Mercury	BEE M. J.	RS	Mercury	BOND J. H.	RO1(W)	Antrim



	Rate	Whither	Name	Rate	Whither	Name	Rate	Whither
BELTON P.	RO1(W)	Antrim	EGGERS D. J.	RS	St Angelo	HOGG D. G.	RO2(G)	Lynx
BELTON P. R.	RO3(T)	Mercury	ELLIOT P.	RO2(G)	Glamorgan	HOPKINS G. C.	RO2(G)	Mercury
BELSHAW A. R.	RO2(G)	Mercury	ELDER J. M.	CRS	Hampshire	HOPKINS R. A.	RO2(G)	Mercury
BENNAN N. P.	RO2(T)	Mercury	EVA P. G.	LRO(T)	Mercury	HOLMES P. A.	RO2(T)	Euryalus
BENT J. A.	RO2(G)	Minerva	EVANS R.	RO1(G)	Mercury	HOUSTON J.	CRS	Ajax
BELSHAW H.	JRO(T)	Ark Royal	EVES P. A.	RO1(T)	Norfolk	HODGKINSON K. J.	JRO(T)	Apollo
BELTON L. T.	RS	Hydra	EVANS J. C.	RO2(T)	Ariadne	HORNE	RO2(G)	Nubian
BETTERLEY C. G.	RO3(T)	Ark Royal	EVANS K.	LRO(W)	Mercury	HOLLAND T.	RS	Mercury
BROWN J. A.	LRO(W)	Mercury				ILES J. G. A.	RO2(G)	Mercury
BROWN R. P.	RO2(W)	Londonderry	FAWCETT E. N.	RS(W)	Mercury	INGHAM A. R.	LRO(W)	Neptune
BRADFORD J. R. S.	RO2(T)	Glamorgan	FELGATE M. K.	LRO(G)	Mercury	IRVINE J. L.	JRO(G)	Arcthusa
BROCKBANK S. N.	JRO(T)	Salisbury	FALLOWES G.	RO2(G)	Mercury	IVES G. R.	RO2(G)	Diomedes
BROWN D.	LRO(G)	Norfolk	FERGUSON R. G.	JRO(T)	Andromeda			
BUTLER D. K.	LRO(G)	Mercury	FERGUSON G. A.	LRO(G)	Devonshire	JACKSON P.	RS(S)	Grenville
BUTLER A.	LRO(G)	Bristol	FINCH R. A.	RO1(G)	Yarmouth	JACKSON P. H.	LRO(G)	Neptune
BUTLER J. T.	RO2(T)	Mercury	FINLAYSON W. J. H.	CY	Ariadne	JACKSON T. D.	RO1(G)	Warrior
BURNHAM C. I.	RO2(G)	St Angelo	FLEETHAM G.	RO2(W)	Jupiter	JAMES D. E.	RO2(T)	Devonshire
BUCKINGHAM K. R.	RO2(G)	Mercury	FLYNN V. A. H.	RS	Victory	JAMIESON A.	RO2(W)	Fife
BUGG J. A.	RO2(T)	Reclaim	FOSTER M. L.	RO3(G)	Mercury	JACKSON L.	RO2(G)	Ajax
BURT J.	RO2(G)	Wolverton	FORD M.	RO3(G)	Ulster	JAMES D. E.	RO2(T)	Mercury
BURNS A.	RO3(W)	Apollo	FORSTER D.	RO2(G)	Kent	JEFFERSON J. B.	LRO(W)	Mercury
BUTCHERS R.	JRO(W)	Ashanti	FOSTER J. D.	RO2(G)	St Angelo	JEVENS L.	RO2(T)	Nubian
			FOX M. N.	RO2(W)	Ajax	JOHNSON S. P.	RS	St Angelo
CAMERON C. F.	CRS	RNU	FOULAND C. J.	PO2(T)	Ajax	JONES A.	LRO(T)	Mercury
		Tangmere	FOX J.	LRO(W)	Osprey	JONES B. E.	RO2(T)	St Angelo
CARVELL D.	LRO(G)	Berwick	FOX A.	LRO(G)	Mercury	JOHNS W. R.	RO2(G)	Ajax
CASTLE R. P.	RO2(G)	Rothesay	FRASER T. A. G.	LRO(G)	Leopard	JUMP J. C.	JRO(W)	Charybdis
CARLESS R. G.	RO2(G)	Victory	FROGGATT R. C.	RO2(W)	Andromeda			
CADE D. S.	RO2(G)	Matapan	FUNNEL D. E.	RO2(G)	Lowestoft	KENNEDY A. R.	RO1(G)	Mercury
CARLESS P. G.	RO1(G)	Fife				KEATS M. R. W.	RO2(T)	Bristol
CASSELLS I. J.	RO2(G)	Mercury	GARDINER K.	LRO(W)	Neptune	KENT M. J.	RO2(T)	Exmouth
CADOGAN R. J.	JRO(W)	Arcthusa	GABE H.	RO2(G)	Mercury	KEMP J.	RO2(G)	Hampshire
CAMPBELL M. S.	LRO(W)	Argonaut	GARRETT J.	RO2(T)	Mercury	KENNEDY	CCY	Glamorgan
CHALCRAFT G. T.	RO2(G)	Renown	GAVIN S. F.	RO2(W)	Mercury	KENNETT P. H.	RO3(W)	Bacchante
CHRISTIE J. A.	RO2(G)	Mercury	GANNAY	CCY	St Angelo	KILBANE M. J.	LRO(T)	Mercury
CHAPPEL T. J.	RO2(W)	Mercury	GALLAGHER B.	RO3(T)	Glamorgan	KILLICK B. L.	LRO(G)	Mercury
CHARLES R. F.	CCY	Mercury	GLOVER R. T.	RO2(G)	Mercury	KING R. C.	LRO(W)	Mercury
CHID M.	LRO(W)	Mercury	GOULET K. N.	RS	RNU	KINGTON G.	CY	Vernon
CHARK A. G.	LRO(T)	Londonderry				KIRKPATRICK		
CHIFFORD E.	LRO(W)	Mercury	GOUDY A. H.	LRO(W)	Mercury	G. C. R.	LRO(T)	Antrim
CHARKE A. E. J.	RO2(G)	Berwick	GOODING L. A.	CCY	Mercury	KING T. M.	RO2(W)	Rothesay
CHIFFORD A. J.	RO3(T)	Minerva	GOLDFINCH D.	LRO(W)	Mercury	KIRBY P. A.	RO2(G)	Fearless
CHUBB A. M.	RO2(T)	Mercury	GOLDSWORTHY J. K.	RO2(T)	Mercury	KIRBY F. G.	RO2(G)	Hydra
COOPER J. P.	JRO(G)	Mohawk	GRICE T.	RO3(T)	Mohawk	KING T.	RO2(W)	Mercury
COOPER J. D.	RS	Mercury	GRAY R.	LRO(T)	Mercury	KIRKWOOD A.	JRO(G)	Tiger
COOPER J. P.	JRO(G)	Ark Royal	GREENSIDES T. A.	RS(W)	Mercury	KNAPMAN C. G.	RO2(G)	Mercury
CODDALL S. L.	JRO(G)	Ark Royal	GRAY M. I.	RO2(G)	Lynx	KNIBBS D. G.	LRO(G)	Mercury
COONEY T.	LRO(G)	Mercury	GREGORY S.	JRO(T)	Ark Royal			
COLLISON A. E.	RO3(T)	Mercury	GRANGER E.	CRS	Dolphin	LAWN W.	LRO(T)	Mercury
COLLINSON P.	CRS	Leander	GROOM K.	RO2(T)	St Angelo	LANGRIDGE I. D.	RO2(T)	Bristol
COLBORNE A. F. J.	CRS(W)	Bristol	GRAY M. S.	RO1(T)	FOF.2	LAUDER I. C.	JRO(T)	Leopard
COBBETT I.	LRO(T)	Juno	GRAMSWOOD D.	RO2(T)	Achilles	LAWRENCE R. A.	LRO(W)	Mercury
COOPER A. J.	RO2(G)	Matapan	GRIFFITHS C.	RO2(W)	Ariadne	LANGDON P. M.	RO2(G)	Dolphin
COULNAN	FCFY	Leander	GRANGER N.	RO2(G)	Lowestoft	LANCASTER J. M.	LRO(G)	Neptune
COULTON	RO2(T)	Mercury	GRAHAM A.	LRO(W)	Mercury	LANGDON C. E. J.	CRS(W)	Ajax
CONDON	RO2(T)	Mercury				LATTER E. T.	LRO(G)	Juno
COSBY J.	JRO(G)	Grenville	HAMILTON D.	RO2(G)	Mercury	LAWRENCE R. M.	LRO(G)	Pembroke
CROSS T.	RO2(T)	Drake	HART S. F.	RO2(G)	Mercury	LAMBERT E. G.	LRO(W)	Mercury
CROSS T. E. T.	RO2(T)	Fearless	HARRISON V. J.	RO2(T)	Mercury	LANGLANDS K.	RO2(W)	Mercury
COZIER J. W.	RO2(T)	Fife	HARDY G. T.	CRS	Mercury	LETLEY G. J.	RO2(W)	Mercury
CRUE D.	RO2(G)	Bristol	HAFERNIK F.	LRO(G)	Victory	LETT D. A. J.	RO1(G)	Achilles
CROSBY J.	RO2(G)	Mercury	HARRISON D. M.	LRO(T)	Cochrane	LEWIS D. M.	LRO(G)	Mercury
CRAFT D. J.	LRO(W)	Falmouth	HANDBURY D. A.	LRO(G)	Malabar	LEIGH C.	RO2(G)	Mercury
CRIGHTON R. G.	RO2(W)	Apollo	HARPER D. W.	RO2(G)	Mercury	LETLEY G. J.	RO2(W)	Mercury
CROSS T.	RO2(T)	Mercury	HARVEY C. M.	IRO(T)	Ark Royal	LEAHY R.	RO2(T)	Ajax
			HAMMNETT J. D.	RO2(G)	Forest Moor	LEAVER	RO2(T)	Londonderry
DALE M. J.	RO2(G)	Iveston	HAYWARD G. R.	RO2(T)	Glamorgan	LEPPARD J.	CRS(W)	Mercury
DAWSON D. G.	CY	Russell	HARRISS R. S.	CRS	Mercury	LEE-HYNES W. E.	LRO(W)	Mercury
DENNIS R. H. E.	LRO(T)	Palliser	HALES P. A.	RO2(G)	Tamar	LETT D. A.	RO1(G)	Mercury
DENNIS M.	RO2(W)	Devonshire	HAYTER P. I.	IRO(T)	Phoebe	LITTLE D. A.	JRO(T)	Devonshire
DEVINE C. W. M.	RO2(T)	Antrim	HARRISON K. M.	IRO(T)	Leopard	LISHER J. F. W.	CY	Mercury
DIXON J. E.	RS	Mercury	HANKS M. R.	IRO(T)	Ark Royal	LOWREY N.	JRO(T)	Nubian
DICKIE A.	LRO(W)	Achilles	HALLIHAN	CRS	Norfolk	LOGAN G. E.	RS	Exmouth
DORRIS J. J.	RS	9 Sig Regt	HARRIS B.	RO2(T)	Victory	LOWES C. M.	JRO(W)	Apollo
		Famagusta	HENDRY J. N.	IRO(W)	Antrim	LUGDEN	RO2(G)	Ariadne
DOBRYNIEWSKI M. A.	RO2(G)	Swiftsure	HENDERSON C. E.	RO2(G)	Yarmouth	LUSTED K. A.	RO2(G)	Eskimo
DOUGHUE T.	RO2(W)	Kent	HEANERY M. J.	RO2(W)	Mercury	LUDGATE P. J.	RO3(G)	Dolphin
DOUGLAS J. T.	RO2(T)	Ark Royal	HILL T. C.	LRO(G)	Mercury			
DOVAVON J.	RO2(G)	Mercury	HIGGINS B. M.	LRO(G)	Hampshire	MACGREGOR K.	RO2(G)	Bristol
DOMMERSNES R.	CCY	FOF.2	HINDS M. F.	IRO(W)	Kent	MADDEN C. K. J.	JRO(G)	Ark Royal
DOWNAN V.	RO2(G)	Mercury	HOCKLEM B. L.	IRO(T)	Glamorgan	MAINS C.	RO3(G)	Mercury
DRUMMOND J.	RO2(G)	Antrim	HOPSON C. A.	IRO(T)	Andromeda	MATHEWS M. J.	RO3(T)	Whitby
ELIGALL A. L.	RO2(G)	Mercury	HOWARD N. G.	CCY	Mercury	MARTIN A. J.	RO3(T)	Danae
ENN K.	IRO(W)	Aurora	HOWISON J.	CRS(W)	Mercury	MARTIN G.	RO2(T)	Mercury
ENNAGE J. W.	RO2(W)	Apollo	HUNT M.	RO2(W)	Mercury	MATHEWS M. J.	RO3(T)	Ark Royal
			HUNT C. C.	RO2(W)	Dolphin	MARTIN A. J.	RO3(T)	Mercury
EDGE C. A.	LRO(W)	Mercury	HULBERT C. I.	CY	Fearless	MACWILLIAM M. J.	RO3(T)	Mercury
EDGAR M. P.	RS	Apollo	HONE C. C.	RO2(G)	Onslaught	MANSFIELD J. W.	RO3(T)	Achilles
EDMONSTONE D. A.	CRS	Dryad				MADIGAN J. L.	RO3(T)	Salisbury
						MAHON M.	JRO(T)	Kent

Name	Rate	Whither	Name	Rate	Whither	Name	Rate	Whither
MARTIN F. J.	LRO(W)	Ariadne	POULSON N.	LRO(G)	Tiger	STEER J. V.	RO2(G)	Hermes
MATHEWS A.	RO2(W)	Mercury	POOLE B. J.	RS	Mauritius	STUART C.	LRO(G)	Bristol
MASON C. J.	RS(W)	Achilles	PORTOUS J. W.	LRO(G)	COMMCCEN Whitehall	STEPHENS D. R.	LRO(W)	Ariadne
MACKIE J. M.	JRO(T)	Apollo	PROCTOR W. A.	RO2(G)	Mercury	STIRTON-SMITH	RO2(G)	Antrim
MADDISON M.	LRO(W)	Arcthusa	PRINCE D. E.	CY	Mercury	STUART C.	RO2(G)	Cochrane
MATHER G.	LRO(G)	Mercury	PRITCHARD D. A.	RO2(T)	Bristol	STEEL	CRS	St Angelo
MELTON K. A.	CRS	FOF.2	PROPHET P. R.	RO2(G)	Gurkha	STILL B. J.	JRO(W)	Kent
MELDRUM R. P.	JRO(T)	Argonaut	PRITCHARD D. A.	RO2(T)	Mercury	STEPHENS R. J.	RS(W)	Victory
MELLOR R. R.	JRO(T)	Antrim	PUNT P. G.	RO2(W)	Ariadne	STEPHENSON M. F.	RO2(W)	Repulse
McDOWALL I.	LRO(T)	Mercury				STONE R.	RO2(T)	Mercury
McCORMICK P. M.	RO2(G)	Mercury				STRICKLAND D. E. A.	LRO(G)	Mercury
MacCUE W. S. F.	JRO(T)	Glamorgan				SULLIVAN I. A.	LRO(G)	Mercury
McLEAN A. A.	LRO(W)	Ariadne	RAY R.	RO2(G)	Mercury	SWALES D.	RO3(G)	Apollo
McKINN K. P.	RS(W)	Ariadne	REILLY T. G.	JRO(G)	Ark Royal			
McCARTNEY R. S.	RO2(G)	Fearless	REED K. W.	JRO(T)	Ark Royal	TAYLOR A. L.	JRO(T)	Tenby
McDOWALL I.	LRO(T)	Ajax	RESE B. G.	RO2(W)	Dido	TAYLOR M. L.	JRO(T)	Mercury
McLEAN A. A.	LRO(W)	Ariadne	REILLY G. P.	RO2(G)	Leander	TAYLOR M. S.	RO2(G)	Fife
McROBERT M. A.	LRO(G)	Mercury	RESE B.	RO2(G)	Mercury	TAYLOR L.	LRO(G)	Mercury
McCULLAGH	RO2(T)	COMMCCEN Whitehall	RICH E. J.	RO2(G)	Dolphin	TAYLOR W. J. L.	LRO(T)	Leander
McCARTHY J.	RO2(W)	Nubian	RICHARDS S. H.	RO2(T)	Bristol	TAYLOR C. J.	RO2(G)	Mercury
McCREADIE J. T.	RO2(T)	Mercury	RICHARDSON B. C. R.	RO2(T)	Victory	TAYLOR C. W.	JRO(T)	Intrepid
MILNE H.	LRO(W)	Apollo	RICHMOND L.	RO2(T)	Tamar	TEMPLE M. J.	RO2(T)	Kent
MILNE J. S.	LRO(G)	Otter	RICHARDSON B. J.	RO2(W)	Mohawk	THOMAS T. J.	RO3(G)	Norfolk
MILLAR A.	CY	Victory	RICKWOOD C. W.	RO2(T)	Juno	THOMPSON R.	RO2(G)	Mercury
MORISON K.	RO2(W)	Neptune	RICHARDS K. W.	LRO(T)	Mercury	THACKER J.	CY	Drake (STC)
MONKS D. J.	JRO(T)	Devonshire	RICHARDSON B. S.	RO2(G)	Mercury	THOMAS S. H.	RO3(T)	Lincoln
MOY S. J.	RO2(G)	Bildeston	RICHARDSON G. A.	LRO(W)	Nubian	THOMAS A. G.	LRO(T)	Mercury
MORROW F. W.	RO1(G)	Dolphin	RICHARDSON K.	LRO(W)	Cochrane	THORPE P. J.	JRO(T)	Apollo
MORRIS-WITHERS M. J.	RO2(G)	Ariadne	RICHARDS S. H.	RO2(T)	Mercury	THOMAS R. J.	RO2(G)	Warrior
MOULD K. E.	RO2(W)	Mercury	ROSS R. H.	JRO(W)	Scylla	THOMAS S. E.	RO2(W)	Cochrane
MOORE W. A.	RO2(G)	Mercury	ROBERTS C. G.	RO2(G)	Mercury	THOMAS S. H.	RO2(T)	Mercury
MOUTER N. S.	LRO(G)	Mercury	ROBSON M. E.	RO2(G)	Mauritius	THIRKILL R.	JRO(T)	Chichester
MORRISSEY M. J.	LRO(G)	Ark Royal	ROWNEY R. F.	RS(W)	Mercury	THITCHENER D. G.	JRO(W)	Argonaut
MOORE D.	CY	Osprey	ROGERS J.	RS	Mercury	TILLEY M. J.	RO2(W)	Mercury
MUIRHEAD D.	CY	Mercury	RODD D. C.	JRO(G)	Whitby	TOOBY P. C.	JRO(T)	Diomed
MURRAY D. J.	RO2(T)	Mercury	ROGERS P. V.	LRO(G)	Ganges	TOMLINSON C. J.	RO1(T)	Bristol
MURCHIE A. N.	LRO(G)	Rothsay	ROSSI C.	RO2(T)	Drake	TORRENS G. V.	LRO(G)	Apollo
MUMBY B.	RO3(G)	Undaunted	ROBERTS G.	RO2(G)	Mercury	TRACEY R.	LRO(T)	Bristol
MIDDLETON G.	CY	Intrepid	ROGERS P. V.	LRO(G)	Mercury	TURNBULL G. M. S.	RO2(T)	Abdiel
MYERS R.	RO1(G)	Mercury	ROSTRON A. J.	JRO(G)	Hardy	TURNER D. B.	LRO(T)	Rapi1
			ROBERTS J.	CY	Mercury	TWITE S.	JRO(G)	Bacchante
			RYAN K.	IRO(G)	Whitby			
			RYAN J. G.	RO3(G)	Mercury			
			RYAN K.	JRO(G)	Apollo			
NASH R. J.	RO3(W)	Kent				UNWIN J.	LRO(G)	Bulwark
NAY G.	RO2(G)	Warrior				UTLEY J. S.	LRO(W)	Argonaut
NAPIER W.	LRO(G)	Mercury	SANDHAM A.	RO2(G)	Blake			
NANGLE E. E.	RO2(G)	Tiger	SATCHELLS R.	RO2(G)	Bristol	VAMPLEW A.	LRO(G)	Antrim
NICHOL C. T.	RO2(G)	Andromeda	SANDERS J. W.	RO2(G)	Ariadne	VAN DE WEYER B. E.	RO2(G)	Chichester
NICHOL J. C.	JRO(G)	Ark Royal	SCOTT J.	RO2(W)	Danae			
NORMINGTON W.	RS	Eskimo	SCULLY T. A.	LRO(W)	Mercury			
			SEAL R. P.	LRO(G)	Charybdis			
O'CLEE	CRS(W)	Mercury	SEERS P. W.	RS	Mauritius	WATTS R. D.	RO2(G)	Mercury
O'NEILL R.	RO3(G)	Hermione	SEYMOUR I. J.	RO2(G)	Falmouth	WARD D. G.	JRO(T)	Ark Royal
OSBORNE D. J. A.	RO2(G)	Mauritius	SCHOLEY P.	RO2(G)	Yarmouth	WARMAN B. J.	LRO(T)	Bristol
OYSTON R.	JRO(W)	Tiger	SHORT W. J.	RO2(T)	Glamorgan	WATSON A. I.	RO2(W)	Lincoln
			SHORT I. F.	RO2(T)	Arcthusa	WALSH D. C.	RO2(T)	Mercury
			SHAW R.	RO2(G)	Undaunted	WARRINGTON A.	JRO(T)	Hardy
PAFFETT T. S. M.	RO2(T)	Mercury	SHELBORNE S. J.	JRO(W)	Apollo			
PAYNE M. K.	RO2(T)	Fife	SHORT W.	RO2(T)	Mercury	WALKINSHAW		
PARROTT S.	JRO(T)	Cavalier	SIMMONETTE T.	RO3(G)	Mercury	J. L. H.	LRO(T)	Bristol
PARTINGTON H.	CCY	Hampshire	SKRVPZAK P. R.	RO1(G)	Mercury	WARD K. E.	RO2(T)	Hampshire
PATTINSON T.	RO2(W)	Kent	SMITH M. J. A.	RO2(G)	Mohawk	WATERFIELD J. K.	RO2(T)	Puma
PAYNE E. L.	RO2(G)	Fearless	SMITH P. *	RO1(G)	Mercury	WATSON M. F.	RO2(G)	Mercury
PAYNE S.	LRO(W)	Mauritius	SMITH L. G.	RO2(G)	Bristol	WALSH D. T.	RO2(T)	Mercury
PAUL T. M. A.	RO2(W)	Lowestoft	SMITH M. C.	LRO(T)	Cambridge	WATERFIELD	RO2(T)	Mercury
PATON I. M.	RO2(G)	Gurkha	SMART G. C.	JRO(T)	Hermes	WEBB D. R.	RO2(T)	Undaunted
PETERS G. W.	RO1(G)	Devonshire	SOLES M.	LRO(W)	Mercury	WHEELER A. L.	RO2(G)	Mercury
PENROSE R.	LRO(G)	Mercury	SODEN H. J.	CCY	Mercury	WHELAN W. J.	A/RS	Fife
PEARSON G.	RO2(G)	Antrim	SOARS A. G. W.	LRO(G)	Arcthusa	WHITEOAKS E. S.	RO1(T)	St Angelo
PETRIE J. E.	JRO(W)	Tiger	SOUTHGATE P.	RS(W)	Navsouth	WHYMAN R. E.	LRO(G)	COMMCCEN Whitehall
PHELPS D. I.	RO2(T)	Devonshire						
PHELPS C.	RO1(G)	Mercury	SPALL R.	RO2(G)	Hamoshire	WHITEHEAD A.	RO2(T)	Victory
PHILBIN T.	CY	Mercury	SPURLES P. I.	JRO(T)	Cavalier	WILLIAMS G.	CRS	Mercury
PETRIE C. W. C.	RO2(G)	Cochrane	SPRUDD R. I.	RO2(T)	St Angelo	WILKINSON K. W.	RO2(G)	Mercury
PHELPS F. F. W.	RO2(G)	Ajax	SPEAKMAN J. A.	RO2(W)	Mercury	WISE S.	RO2(G)	Rothsay
PHELPS D.	RO2(G)	Mercury	STEELE R. F.	LRO(T)	FOF.2	WILESMITH F. J.	CCY	Tamar
PIKE K. J.	RO2(G)	Mercury	STANTON M.	RO1(G)	Mercury	WILSEN R. H.	RO1(W)	Mercury
PHILLIPS W.	LRO(G)	Mercury	STANBROOK J. A.	RO2(G)	Apollo	WILLIAMS S. P.	JRO(T)	Scylla
PICKLES D. A.	A/CY	Grenville	STANTON M.	RO1(G)	Mercury	WILKINSON B.	RO1(T)	Diomed
PLAITER L.	JRO(G)	Fearless	STEVENS R.	RO2(G)	Abdiel	WINTER J. T.	JRO(T)	Exmouth
POWELL F. B.	LRO(W)	Mercury	STEWART M.	RO2(G)	Mercury	WILKINSON M. A.	JRO(W)	Kent
POWELL J.	RO2(T)	Mercury	STONE S. P.	JRO(T)	Eastbourne	WOODGATE E. G.	RO1(T)	Mercury
POWELL D. G.	RO3(G)	Bacchante	STOTT W.	RO2(T)	Mercury	WOODWARD P.	LRO(T)	St Angelo
POULTON R. M.	RO2(T)	Cochrane	STEEL J. R.	LRO(G)	Ariadne	WOODS G. B.	JRO(T)	Salisbury
POOLE B. R.	RS	COMMCCEN Whitehall	STEPHENS D. R.	LRO(W)	Ariadne	WRIGHT A. P.	IRO(G)	Argonaut
			STOBART P. C.	RO1(G)	Pembroke	WRIGHT G. S.	RO2(G)	Penelope
POYNDER D. C.	LRO(G)	Mercury	STRANNIX W. F.	RO2(G)	Mercury			
POTTS S. A.	RO2(W)	Devonshire	STOCKTON J. P.	RO2(G)	Andrew			
POPE S. C.	LRO(T)	Antrim	STANNARD M.	LRO(T)	Caprice	YEAMAN D. R.	RO3(T)	Lynx

# Are YOU a four year Subscriber?



Save yourself money and  
protect against rising costs  
£2 will bring you the next four years editions  
of 'THE COMMUNICATOR'

**SUPPORT YOUR MAGAZINE BY ORDERING NOW**

## ORDER FORM

Please supply the next four years editions of the  
Communicator.

Commencing ☐ Spring  
☐ Summer 19. . (delete as applicable)  
☐ Winter

I enclose cash/cheque/postal order value £2.00

Name \_ \_ \_ \_ \_

S.No \_ \_ \_ \_ \_

Address \_ \_ \_ \_ \_

\_ \_ \_ \_ \_



# **WHY WASTE MONEY?**

When we can offer you low cost Government approved flights to the

FAR EAST      USA      SOUTH AFRICA  
AUSTRALIA      SOUTH AMERICAN and  
EUROPEAN destinations

## **Examples:**

**LOS ANGELES** from £119 return

**NAIROBI** from £125 return

**AUSTRALIA** from £299 return

**MAJORCA** from £32 return

**ATHENS** from £49 return

**BERLIN** from £39 return

Telephone for more information to

## **ECONOMIC TRAVEL**

**11-12 CLIFFORD STREET, LONDON W1**

Telephones: 01-499 4482 and 01-629 0721