

COMMUNICATOR



VOL. 4
Nº 3

CHRISTMAS
1950

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THE COMMUNICATOR

The Magazine of the Communications Branch, Royal Navy

CHRISTMAS, 1950

■ VOL. 4, NO. 3. ■

ONE SHILLING & THREEPENCE

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Editor: Instructor Lieutenant N. MACGREGOR B.Sc., R.N.

Assistant Editor: Mr. J. T. HEADON, C.C.O., R.N.

Committee: Third Officer K. WILLOUGHBY, W.R.N.S. (*Treasurer*)
L/WREN A. I. ROBINSON (*Secretary*)

Business, Production and

Advertisement Manager: Mr. EDGAR SERCOMBE, 2 Station Hill, Farnham, Surrey.

CONTRIBUTIONS

All MSS., photographs and cartoons should be sent to the Editor at H.M.S. "Mercury," as below. These will be returned to the senders only if asked for, and responsibility for them cannot be accepted by the Editor.

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CAPTAIN J. G. T. INGLIS, ROYAL NAVY

Qualified as Signal Officer, December, 1932.

October, 1933, to August, 1936, H.M.S. *Keith*.
Signal Officer to Captain D.4.

August, 1936, to March, 1938, H.M.S. *Ganges*.

March, 1938, to October, 1940, Squadron Signal
Officer to R.A.D., Mediterranean.

August, 1941, to October, 1943, Fleet Wireless⁵
Officer, Home Fleet.

October, 1943, to June, 1945, H.M.S. *Mercury*,
Commander S.

Promoted to Captain, 31st December, 1944.

October, 1945, to November, 1946—H.M.S.
Atheling.

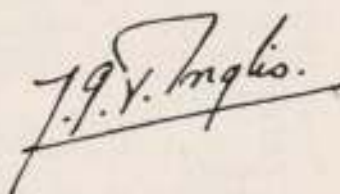
January, 1947, to December, 1949, Admiralty.
N.A. to D.C.N.P.

April, 1949, to July, 1950, Captain of the Fleet,
Mediterranean.

September, 1950, H.M.S. *Mercury*.

CAPTAIN'S CHRISTMAS MESSAGE

A Happy Christmas and Best Wishes for 1951 to you all



EDITORIAL

Once again there has been an upheaval in the editorial office. The editorship changed hands when Instructor Lieutenant Bavin was appointed to R.N. Barracks, Portsmouth.

It is well worth stopping a moment to consider the achievements of Instructor Lieutenant Bavin during his term of office as editor of *COMMUNICATOR*. On the financial side he has strengthened the position of the Magazine very considerably by judicious planning, the effects of which will be felt for some time to come. His greatest triumph, however, was on the literary side, into which he has put a very great deal of work. A large chain of contacts has been built up, for supplying not only material but also very helpful advice. Thanks to his efforts, too, regular contributions are now coming in from ships and stations all over the world, and these are, on the whole, of a very high standard. The result is exactly that intended—a Magazine wholly for, and virtually run by, the Communication World.

We are therefore exceedingly grateful to Instructor Lieutenant Bavin for his very fine work on behalf of *COMMUNICATOR*, and wish him every success in his new commission.

The assistant editor, Mr. Denny, has also retired from the Magazine staff. The task of being assistant editor is no easy one, but Mr. Denny accomplished it very well indeed, contributing more to the success of the Magazine, probably, than anyone realises. We would like to take this opportunity of assuring him that his efforts were not taken for granted, but were very much appreciated—especially by the Editor!

It is to be hoped that all of you will continue to give to *COMMUNICATOR* the magnificent support which you have done in the past—for remember, the bigger the circulation and the more copy received, the bigger and better the Magazine can be.

Finally, the whole staff of the Magazine join in wishing readers all the Compliments of the Season.

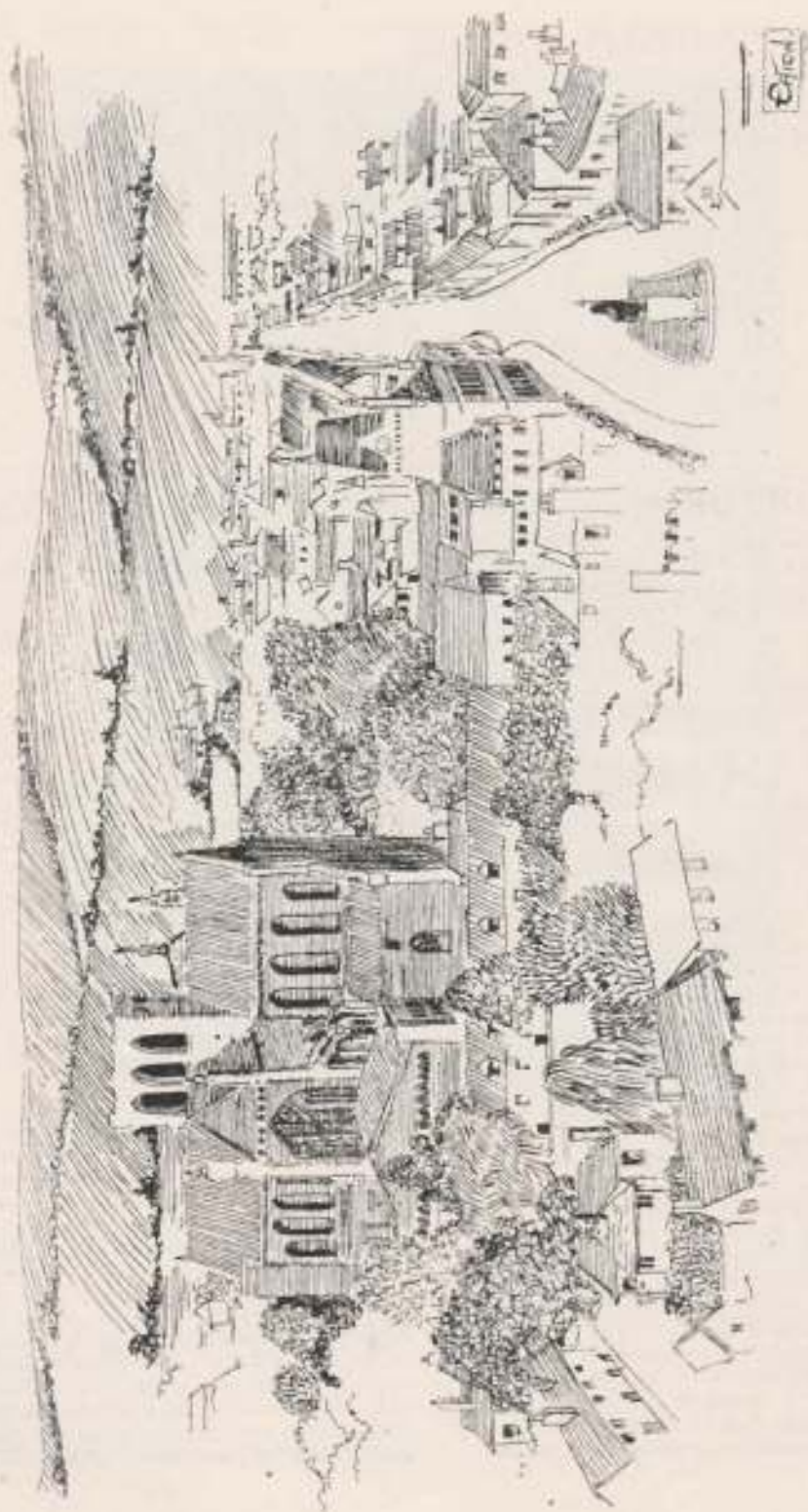
TRUE SPORTSMANSHIP

To the man in the street the term "sport" is capable of widely conflicting definitions. According to dictionaries, however, emphasis is laid upon the special definition of "playing for amusement," and it is well to note that amusement or entertainment is something that a true sportsman seeks to give, no less than to get.

If we accept this definition then, throwing Christians to the lions could hardly be regarded as pure unadulterated sport, because although the onlookers and the lions may have derived considerable entertainment from this pastime, the Christians were engaged in a hopeless struggle for their lives and could therefore hardly be regarded as coming within the definition of "playing for amusement."

Probably few people would associate sportsmanship directly with religion; but a moment's reflection reveals the truth that the sporting instinct is essentially the outgrowth of Christian influence, since it is based entirely on the practice of the golden rule: "As ye would that men should do unto you, do ye also to them likewise" (Luke, Chapter 6, verse 31), and also upon the commandment to "love your neighbour as yourself."

It is therefore impossible to overestimate the importance of the sportsmanlike qualities of character, nor the part they play in our domestic, social, industrial, national and international relationships. The sense of team-work in playing the game for each other, or for one's side, and not solely for one's personal pleasure, is not limited to Wellington's remark that the battle of Waterloo was won on the playing fields of Eton. It enters into every constructive effort in the life of the human family, in the home, in business and in government—in fact, it may be said that it is the driving force behind the whole framework and structure of civilisation and progress from the signing of the Magna Carta which curbed the powers of kings and tyrants; the establishment of parliamentary government whereby



Winchester from St. Giles Hill

everyone is allowed a representative voice in the management of his own affairs; the birth of the democratic concept of government of the people, by the people, for the people; down to the standard of British justice whereby a man is adjudged to be innocent until such time as he is actually proved to be guilty.

All this consideration for the other fellow, be he friend or foe, is based on the truth behind the statement of Jesus to His disciples, "If ye love only them that love you, what reward have ye? Do not even the publicans the same?"

Many of us can no doubt recall some of the schoolboy arguments in which we once indulged, or maybe the disputes we had as children around the family dinner-table. In those days the favourite method of scoring a verbal victory over one's opponent was to shout him down and thus deprive him of any opportunity of stating his case coherently, or of saying a word in his own defence. Another trick was suddenly to accuse him falsely of having misrepresented the facts. The surprise effect of this trick was most disconcerting. It could usually be relied upon to make your opponent angry, and thus lose track of his train of thought. Other methods were to resort to straight-out lying, or to change the subject of conversation when threatened with defeat—anything at all, in fact, which might serve to protect ourselves at the expense of our opponent's character, to confuse or discomfort him, and present him in an unfavourable light. If all else failed we could, as a last resort, twist his ear, punch his head, or kick him under the table. The one essential thing was, by fair means or foul, to create an impression, however false, of having won the argument by our genuine intellectual superiority.

Exactly the one thing that never ever occurred to us was to give our opponent a fair hearing in an endeavour to get at the truth about the subject under discussion. Such tactics are about as honest and sportsmanlike as the act of a criminal who starts a racehorse to prevent it from competing fairly in the race, but, as St. Paul says, "When I became a man I put away childish things." As we grow into a larger understanding of each other's point of view, the desire to be top-dog was replaced by a sense of justice, and tempered by a genuine search for the truth.

A glance at history shows us that nations, like children, sooner or later develop a sense of sportsmanship and fair play, and grow up in God's good time to the status of true manhood. Nations are but a collection of individuals and, with the attainment of manhood's estate, the change that has taken place in your thought and mine provides us with a definite guarantee that the time is approaching when we shall all be willing to give each other a square deal and be assured of receiving a fair hearing of our legitimate grievances, whether as children around the family tea-table, or as nations meeting together around the conference table to establish

the future peace and happiness of the world.

The great hope for the future is that those nations who are still in their infancy so far as a sense of sportsmanship goes will, by the precept and example of adult nations, grow up and learn to discard childish devices such as we hear about even in as august an assembly as the United Nations. To this end the older democracies must be patient and infinitely understanding.

SCIENTISTS VISUALISE SUBMARINE OF THE FUTURE

An official drawing, issued by the Ministry of Supply, which gives an impression of the design of an atomic submarine, was on view at the Harwell atomic research station during a Press visit last June. Though the drawing was little more than a scientist's impression, it showed a cut-away sectional plan, and it was the first time that such a design has been publicised by the Ministry of Supply, which is responsible for all atomic developments in Britain.

Part of the submarine casing is shown lifted off and the hull cut away to reveal the pile, or container for fissionable material. The pile would be encased in thick lead, to protect the crew against radio-active rays. Fissionable material in the container would emit intense heat to convert water into steam. The steam is generated in a boiler-room immediately behind it, and is fed to the turbines to turn the propeller shafts. It is, in effect, a conventional engine for which heat is provided by atomic energy instead of oil burners.

A submarine so powered could, if necessary, stay at sea almost indefinitely. The problem of refuelling would be reduced to a minimum. She would need to call at ports to replenish food stocks and take on other supplies.

When refuelling she would probably go alongside a special quay. Part of the casing would be lifted off and the entire section containing the atomic pile removed by crane. It would be replaced by a full container.

America is spending millions on building a prototype atomic-powered submarine. In April Admiral Sherman, Chief of Naval Operations, told Congress that experts estimated it would cost forty million dollars (£14,285,000) to produce one of these craft.

Viscount Hall, Britain's First Lord of the Admiralty, has repeatedly said that this country is in the forefront of submarine development.

Sir John Cockford, director of the research station, Harwell, disclosed to Pressmen that some of Britain's leading atomic scientists are studying the feasibility of using atomic energy to drive ships, including submarines, and that this may be possible in less than ten years.

H.M.S. "MERCURY"



"Mercury" from an Anson Flying Classroom

Until bought by the Admiralty, Leydene House, together with an estate of about 10,400 acres, was owned by the late Countess Peel, wife of the 1st Earl Peel, Viscount Clanfield, who was Secretary of State for India after the first world war, and who died in 1937. Lady Peel died in 1949.

The building of Leydene House was begun in 1911 and, after being suspended during the 1914-18 war, was finished in 1923.

The house with about eighty acres of land was requisitioned by the Admiralty when the Signal Section of the Royal Naval Barracks was blitzed and the Signal School moved in on 17th August, 1941. The house with about 100 acres was eventually bought in 1949 for £60,000.

When the original move to Leydene was made, ratings were accommodated under canvas. A few Chief Petty Officers were granted the privilege of sleeping on the floor of the Civil Engineer's office.

Eventually a hutted camp was built with about 100 Nissen type huts and 50 of M.O.W.P. design. While most of the Nissen type huts are now rather shaky, the exceptions are the Canteen, Messdecks

and Cinema which are really comfortable.

New construction at Leydene started when Admiral of the Fleet Lord Fraser cut the first sod of the scheme in 1948 and a semi-permanent block of dormitories (to accommodate 120 ratings) with their own bathrooms was opened by Rear Admiral Crombie in November, 1949. This is at present occupied by Chief and Petty Officers.

Construction of permanent accommodation began in September of this year and is being carried out in several phases. The first phase, which is moving fast, is the building of one block of cabins for Chief Petty Officers, two houses of eight dormitories each for Petty Officers and five similar houses for other ratings. Each block and house will have its own bathroom, drying room, etc. The Chief Petty Officers' block will replace the seven western huts of West camp. It is hoped to move into the first three houses in the spring of 1951.

Phase 2 includes the building of two blocks for Petty Officers and two more houses for other ratings so that the number of ratings in each dormitory can be reduced from ten to seven. It also includes the



Main House and Rose Garden

construction of a messdeck and galley block, but the one for this has not yet been settled.

The remaining phases, which will be planned at a later date, include a new Canteen, Administration block, W.R.N.S., quarters and a classroom block.

Additions have been made and further additions are planned to the sports grounds. In 1948 we had only one soccer ground at Leydene and a hockey and cricket ground at Soberton. Since then, by making a concrete wicket at Soberton, a football ground has been added there and at Leydene two seven-a-side soccer grounds and a seven-a-side hockey ground have been made on the broadwalk; a full-size soccer ground has been made out of the wooded area between the "In" and "Out" roads, a hard and a grass tennis court have been made near the guard-house and a rugby ground between Leydene and Elm Meon has been hired from a local farmer.

A recreational ground consisting of a soccer and a rugby ground with a cricket square in between has been planned for the wooded area near White Lodge and it is hoped to start one of these grounds this winter.

J. P.

FAREWELL

Instructor, Lieutenant-Commander A. R. Jones has now left H.M.S. Mercury. We lose in him not only a member of the M. Staff here, but also a very able contributor to COMMUNICATOR. His regular contribution was, of course, Radio Industry Notes, but he was always very ready to give advice—always sound—and to help smooth over any difficulties. His personal knowledge of the radio industry, and his happy relationship with everyone he met, including those in Mercury itself, made him a particularly valuable person.

We are indeed sorry to see him go, but since it must be so, we would like to take this opportunity of thanking him for his work in the past and wishing him every success in the future.

R.N.V.(W.)R. NEWS LETTER

As it is some time since we contributed to this Magazine, we hope that our many friends on the "active" side will be interested in our further progress.

Recruitment has steadily risen from our last reported figure of 200 until it has now passed the 500 mark. It is still rising steadily.

In addition to those contained in the R.N.V.R. Divisional Headquarters, we now have fully equipped Training Centres in the following cities and towns: Bath, Northampton, Grimsby, Leicester, Bramcote, Manchester, Bradford, Leeds, Great Yarmouth, Norwich, Southend, Stockton, Birmingham and Aberdeen, with smaller centres at Exmouth, Cambridge, Sunderland, Sheffield, Rugby and Derby. It is hoped that in the not too distant future, we will be able to set up additional centres in Preston, Nottingham, Ipswich, Maidstone and Reading.

We would like to take this opportunity of recording our appreciation of the co-operation given to us by our affiliated ships of the Home Fleet. The many extra hours put in by our opposite numbers of the R.N., to give us practice "on the air," are an encouragement to us and a source of wonder to newcomers when they find us actually communicating with H.M. Ships at home and abroad.

Many will be glad to hear of old friends such as C.P.O. Tels. Howell, Kemp, Jefferys, Tye, Adlam, Cartmell, Stray, Richardson and Mitchell (not forgetting C.R.E. Hamblin). All are happily engaged as District Instructors and we look to them, not only for tuition in the art of W/T, but for wrinkles on Naval "ways and means" for those of us who have not previously served in the R.N.

In conclusion, may we draw your attention to our frequencies in S.I.—we should be happy to hear someone calling us from distant parts. Our call-signs are easily distinguishable—three letters followed by two figures—and we are usually on the air between 1900 and 2200 local time daily.

Through winter snows and summer rain,
Free from civvy work and strain,
Instead of sitting at our ease,
Or keeping rabbits, fowls or bees,
You'll find us using "time to spare,"
In learning how to "fill the air,"
Or how to tap and type to rhyme,
In case there ever comes the time,
When all you active service chaps,
Require a hand—if there's a scrap.

SPECIAL ITEM—"JOBS FOR THE BOYS"

There are a number of vacancies for C.Y.S.'s and C.P.O. Tels., as Instructors in the R.N.V.R. and R.N.V.(W.)R. At present these vacancies are for Pensioner ratings only.

If you are interested or know of any ex-Chiefs who would like the job, communications should be addressed to: The Staff Communication Officer, Admiral Commanding Reserves, Queen Anne's Mansions, St. James' Park, London, S.W.1.

SPEAKING OF SINGLE SIDEBAND

As the recent war was drawing to its conclusion, radio communication engineers were frequently heard using a multitude of new abbreviations such as R.T.T., S.S.B., F.S.K., T.D.M., etc. The uninitiated wondered what they meant and what it was all about. The surprising thing was the vigour with which some of these people expounded the merits of one or another of these various transmission systems. Doubtless many engineers began to wonder if the time had come to scrap the obviously outmoded conventional transmitter and receiver and get somehow or another one of these revolutionary magic boxes which, it was said, would solve all the problems so well known to the point-to-point communication engineer. It seemed to them they were wasting their time messing around with special aerial arrays, great circular bearings, optimum frequencies and so on, when one of these new systems required no such careful tending.

Speaking in particular about single sideband (S.S.B.), the theory of it and the practical use and limitations of it were all known and amply proven long before the last war. Admittedly it was only about five or six years ago that the amateurs began to realise that it might be of value to them, not just as a way of getting more useful power into their aërials, but to help reduce the unprecedented crowding of the amateur bands. Long before, the commercial Telegraph Companies had investigated very thoroughly the use of S.S.B. to see if the theoretical gains were possible, and if by its use they could reduce operating costs and/or improve their long wave circuits; this was around about 1930.

Naturally it will be wondered why so little has been heard of S.S.B. until some twenty years later. To appreciate the reason it is necessary to understand something of what is required for the production of a S.S.B. signal.

Some idea can be got by considering first a conventional double sideband transmitter amplitude modulated 100 per cent. by a sine wave. The radio

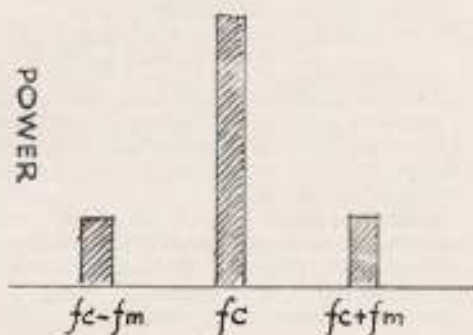
frequency power is divided between the sidebands and the carrier; Fig. 1 shows the sideband spectrum of such a transmitter. f_c is the carrier frequency and f_m the relative position of the modulating signal. If both sidebands were necessary to enable the transmitter to convey intelligence, one-third of the radiated power would be serving a useful purpose, whilst the other two-thirds would be dissipated in the carrier without doing anything particularly useful. It is well known, however, that both sidebands are not really necessary, one sideband can convey intelligence quite satisfactorily on its own.

Fig. 2 illustrates the sideband spectrum of a suppressed carrier S.S.B. transmitter. Two things are evident when this is compared with Fig. 1—the transfer of the bulk of the power to one sideband and the smaller space required in the frequency spectrum. It was just these features which attracted the commercial companies to try S.S.B. years ago.

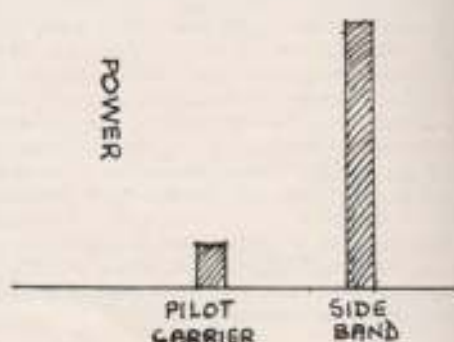
Originally long waves were used because in those days short waves were regarded as useless for reliable long-distance communications. Fortunately these low frequencies had the inherent advantages of making the required high stability attainable. Also, and this was and still is an important point, the frequency difference between the carrier and the sideband was low enough to make the separation of the two possible without excessively complicated separating filter networks. To-day these two problems, stability and high selectivity, are made possible largely by the application of modern crystal techniques.

In the early days various methods were tried in the attempt to make practical use of the theoretical advantages of S.S.B., such as transmitting a carrier and one sideband, one or other of the sidebands without carrier and so on, but as time passed the arrangement found to give the most satisfactory results for both transmitting and receiving was that in which a fraction of the radiated power was utilised to send out a reduced carrier on the assigned fre-

1.



2.



FROM THE FAR EAST

It is upon Communication systems that the first impact of a new emergency always falls and Korea was no exception. It was fortunate that the fleet had not only had experience of U.S. books only a short time before in combined exercises with the Americans, but were well practised in bombardment matters and, due to frequent periods of patrol in the China and Malayan coasts, in long distance communications in near-war conditions.

Shore communication staffs were able to compete because they too had been having a far from quiet time on a station where the cold war has been warm for so long. This did not mean that difficulties were not encountered and long hours were not worked, but the system withstood the impact, and it is possible to say that no serious breakdowns occurred.

HONG KONG

The Yangtse incident caused us a lot of extra watch-keeping and finally after weeks of difficult communication with Tel. French of *Amethyst*, came *Amethyst's* epic escape from the Yangtse. That was better than any Grand National with French sending short sitreps every few minutes as the gallant little ship dodged past shoals, bends in the river, and Communist strong points and eventually made the open sea and freedom.

Hardly had we recovered from the excitement of *Amethyst's* hair-raising exploits when a merchant ship blew up and sank in the harbour.

Shortly after this a typhoon crept up upon us quite unheralded, because the small Nationalist Weather Station on Pratas Island, who should have reported its presence, had had radio failure. We managed to get all ships with power clear of the harbour when a 100 m.p.h. wind near the centre of the typhoon flailed savagely at the colony. Palm trees were uprooted and fell across the streets which were flooded in places up to depths of two feet by the torrential rain. Whilst the fleet was weathering the storm outside, two large merchant ships drifted ashore on Stonecutters Island, dragging their anchors over the cable reserve, and parted not only our transmitter control cables, but the shore side mains power cables as well. Fortunately, we had just installed new emergency diesel generators, but they required a supply of fresh cooling water. Stonecutters has no mains water and the waterboat could not be sent across because of the weather. Nothing daunted, Mr. Pamplin and the Wireless Station crew kept the generators cool with buckets of rainwater and rigged additional aerials to replace those blown down. Keying was continued by V.H.F. using a locally made set-up.

As the Communist Chinese Forces moved south we planned to defend Hong Kong just in case they did not know where to stop.

Our plans grew and are still growing. Firstly we formed a local flotilla of S.D.M.Ls. and M.F.Vs. with T.C.S. and T.G.Y. sets in each, providing ship-shore and shore-ship lines and flotilla inter-com. Then we formed a Combined Operations Bombardment Unit consisting of soldiers and Telegraphists dressed up to look like soldiers; gave them Army Type 62 Sets and mobile stations in 15 cwt. trucks mounting T.C.S. and started training them and the Fleet in bombardment.

With the arrival of *Triumph* we had to scratch our heads quickly and provide Air Support channels, H.F. common, A.L.O. Briefing Wave, inter-Controller Wave, and two Plot Waves provided by the Navy and manned on an inter-Service basis with an Army Support Wave from the front line. This latter wave has proved a greater success since the Army operators were taught the morse code in the S.T.C.

To add to our difficulties, communication traffic steadily increased until Service 30 became overloaded, and since the existing receiving site was so poor we shifted the diversity reception temporarily to Stonecutters to give better reception and greater availability.

Well, maybe Hong Kong was not ready for trouble in 1941, but it will be by 1951, and in the meantime there is never a dull moment.

SPORT

In spite of the many disadvantages of watch-keeping. Communicator sportsmen serving ashore at Hong Kong experienced a most successful 1949-50 season. The Communications soccer XI, under the leadership of Tel. J. Spiers, won the Tamar inter-Divisional Competition, and were presented with the shield and medals by the Commanding Officer of H.M.S. *Tamar*, Capt. R. M. Aubrey, D.S.C., R.N. Tels. J. Bell and Spiers both made regular appearances for Navy "A" and "B" during the season, and the evergreen Yeo. G. Tozer, considered by many the best left-back in the Colony, was first choice for Navy "A" and has also represented England in local internationals between Portugal, China and Scotland, and Hong Kong in inter-Port matches. Tozer also played in the Services team when they won the Governor's Cup.

The 1950-51 season is now under way. Since last season we have lost Tel. Spiers, who has been drafted to U.K. for a well-earned leave. Tel. Bell and Yeo. Tozer will also be leaving us very shortly; we wish them all God speed and an enjoyable leave.

Chatham Sparkers, Guzz Buntings, and a sprinkling of Portsmouth ratings borne for the present emergency, can apparently be welded into an excellent soccer team, for the Communicators finished last season with a record which reads: played 12, won 10, drawn 1, lost 1, goals for 45, and against 17. The first and only game so far this season resulted in a

5-0 victory for Communicators against a weakened P.O.'s team. However, it may not be easy if, in the return game, the P.O.s. are at full strength.

Tel. A. Brownell has stepped into Tel. Spiers' shoes, and we have L. Sig. K. Bunting, both of whom have represented the Navy in the "A" and "B" matches held so far this season, therefore with these two players forming the backbone it is expected that the Communicators will once more be in the forefront of inter-Divisional soccer.

Our cricket enthusiasts, L. Tel. G. Carter, Sig. J. Middleton, R.E. J. Axham, P.O. Tel. J. Russell, and Yeo. M. Rees are looking forward to the sound of bat hitting ball (wickets in the case of our Larwood type, Yeo. Rees). Carter and Middleton have played for Navy "B" versus R.A.F. "B" in the first and only match so far played in the 2nd Division of the local league, which, like soccer, includes civilian in addition to Service teams. This exciting match ended with a 2-run victory for the R.A.F. and disappointment for Carter and Middleton in being unable to knock up the other 3 runs for victory. It was doubly annoying when the umpire was Yeoman in Charge Divisional Office. The Yeoman has promised to do better in future and we mean to keep him up to it.

LIFE IN HONG KONG

World attention has recently been directed to the Far East and more and more Communicators are coming out here. The writer hopes that this short article will enlighten those younger ratings who have not yet been East, and at the same time provide some material for those "old China hands" on which to vent their wrath.

When the Communists took Shanghai and moved south, Hong Kong was invaded by Shanghaiese and others, and very soon housing became a terrible problem. Consequently prices offered and taken for accommodation of any description reached fantastic heights. The author was lucky to obtain one furnished room 18 feet by 12 at £26 5s. per month. This is a comparatively low price and other landlords are charging much higher rents and "key money." Blocks of flats and hotels are being, and have been constructed with every possible speed, but the demand remains as high as ever.

Of course, it is only the "Taijans" who can afford such inflated prices, and there are literally thousands of poorer Chinese, who have fled to British protection, living in ramshackle wooden huts scattered over the countryside in "squatters' settlements." The Government, realising the danger to public health and limb (there are many armed robberies and killings), is gradually controlling and clearing the areas and controlling the influx of refugees, but the task is colossal. Not all the Chinese can build themselves a hut, and it is fairly common to see women, with babies strapped to their backs, crawling underneath brown paper stretched to form a "lean-to" between the walls and pavements. Others sleep by day in beds occupied by other sleepers at night.

With the crowded population other problems have been confronted. Food and water are the most urgent. Water is only switched on during limited hours (which vary according to the amount of rainfall) and food is price controlled (albeit at a high price). Eggs are at present 7½d. each and butter 3s. a pound. Rice is rationed. Many poor Chinese find it hard to exist and begging is prevalent, but it is difficult to differentiate between a genuine beggar and those who find it an easy way to make a living. We servicemen are warned to avoid beggars and shoeshine boys as many are accomplished pick-pockets.

Shopkeepers find premises scarce and rent a portion of a shop. Hence you find ladies' underwear being sold with fresh fruit and "gold" watches.

Despite the high prices it appears that the only people who have not got stuck, modern American cars are servicemen (and even the base communication officer has his Vanguard) . . . and one feels a rare sense of having accomplished something after having safely crossed the road—a journey which takes about ten minutes to complete. For the humble pedestrian there are buses and trams.

Hong Kong boasts that it had trams before London, but those who have been on a tram-jolt believe that the same trams are on the roads today. They certainly appear to have square wheels. These public vehicles are always overcrowded even when thirteen are officially allowed to stand on a single deck, and it is a feat requiring strength and endurance even to board them. Queues are unknown here. However, on Saturdays, Sundays and Wednesdays R.N. buses are placed at the disposal of servicemen and their families for outings to various beaches.

There are several cinemas showing modern American films, with a sprinkling of up-to-date British films. Prices for servicemen are 1s. 6d. and 3s. One picture which drew great crowds recently was called "International Burlesque." Most educating. One ordinary telegraphist told me he did not know girls had so many curves in so many peculiar places.

The most popular club is the China Fleet Club. This is owned and controlled by the lower deck and besides the normal facilities contains a barber's shop and cinema. Dances and tombola are also held here. It is interesting to note that this establishment was built on reclaimed ground. When the foundations were laid the land had not settled properly, and Canadian fir logs were sunk so that the building was virtually erected on wooden supports. It looks safe though and has withstood the onslaught of typhoons, Japanese and "merry" sailors.

A first-class ferry service connects the island with the Chinese mainland. The town of Kowloon, on the mainland is much quieter, cleaner and cheaper than Victoria (the capital city of Hong Kong) and is a very good shopping centre.

Local Oversea Allowance is approximately 2s. 6d. per day, and assistance is also given to those electing to have their wives with them. So, anyone arriving here

for a commission need not be unduly afraid of high prices. If one lives fairly quietly and takes full advantage of the many amenities provided, one can have an enjoyable commission.

A Happy Christmas from us all.

FAR EAST FLEET

When on 25th June, 1950, the North Koreans crossed the 38th Parallel, a large part of the Fleet was in Japanese waters doing the cruise reported in the Summer number. H.M.S. *Belfast*, wearing the flag of Flag Officer Second-in-Command Far East Station was at Hakodate.

Within a few hours, *Belfast* was on her way to Yokosuka, the main U.S. Naval Base in Japan, and the blanket of H/F wireless silence had descended.

The course of the war needs little comment. The critical factor was whether the U.S. and South Korean armies could hold the initial attack until reinforcements arrived. Many times it seemed touch and go with anxious possibilities of another Dunkirk, and although the North Koreans—in spite of a tremendous aerial bombardment of their supply lines—got to within thirty miles of Pusan, the last remaining port in South Korea, the line held, and when the assault on Inchon on 15th September began to take effect, it was soon clear that the North Koreans were in no shape for a counter attack.

At the time of writing, the South Koreans have nearly reached the Manchurian border at several points, and it seems unlikely that organised resistance will continue for much longer, though guerilla activities are likely to go on for some time.

The British ships, which were soon supported by three Canadian destroyers, two New Zealand frigates, a Dutch destroyer and a French frigate (the Australians were already represented by the frigate *Shoalhaven*, who was later relieved by two destroyers), have had a varied and interesting war.

The early phases saw *Jamaica* and *Black Swan* in action against enemy P.T. boats and carrying out bombardments on the east coast, whilst the rest of our ships worked with our old friends in the U.S. 7th Fleet, whose aircraft struck at shore targets from off the west coast. We were soon "Two-Blocking The Fox" and manoeuvring on C.I. Nets as to the manner born and were immensely thankful for the exercises we had done with the 7th Fleet in March.

After these early activities the British ships, with the exception of *Triumph* and her plane-guard *Comus*, who remained for several weeks with the 7th Fleet, were formed into two task elements, one for the blockade of the west coast, the other, consisting of the frigates, for convoy escort work.

The west coast blockade consisted mainly in looking for junks, and with the assistance of South Korean liaison teams, searching them, and on the rare occasions on which contraband was found, sinking them. There were also periodic bombardments of coastal targets, the biggest being undertaken against Inchon by *Belfast* and *Kenya*, screened by *Cossack* and *Charley* in early August.

It was amusing when returning in *Thesem* to Inchon after its recapture to see how much wider the Flying Fish channel seemed to have grown. On the first visit the islands seemed very close and menacing and the ships were within small arms range of some of them, though in fact there was no counter-fire at all.

The Inchon landing was a divisional assault and the most remarkable feature was that apart from some preliminary thought, the detailed planning and execution was accomplished in three-and-a-half weeks. All our ships took part, the main body being a Commonwealth Task Force for cover and interdiction duties on the flanks of the main attack, under Rear Admiral W. G. Andrewes, C.B., C.B.E., D.S.O., while *Jamaica* and *Kenya*, for whom *Triumph* provided spotting aircraft, joined an American



bombardment group, and the frigates escorted the assault convoy.

Jamaica was particularly successful as she blew up an ammunition dump with a most spectacular explosion and also shot down one of the two enemy aircraft which attacked shipping in the anchorage.

Inchon was *Triumph's* swan song, and *Thesens* who had done some exercises with the Army and R.A.F. on her way through Hong Kong, arrived in time to attack what could be found of the retreating enemy on the west coast of Korea. The most notable incidents were the finding and destruction of several mine-laying junks which were destroyed with their mines on board, and the dramatic and gallant rescue of a *Sea Fury* pilot by a U.S. Air Force helicopter from behind enemy lines and under fire. From a naval viewpoint mines are at present the main hazard, and minesweeping is now in full swing.

For Communicators it has been a hard but extremely interesting war, for the lack of enemy air and naval opposition has not lightened our task. At sea most ships have been in two or two-and-a-half watches, which have been made up for by the periods of "availability" in harbour. (In the U.S. Navy this means "available for repairs and maintenance.")

We have communicated with numerous diverse ships, aircraft and shore stations, including U.S. naval ships and aircraft, U.S. Air Force bases and aircraft, U.S. Army Fire Control teams and South Korean (R.O.K.) ships, often without previous contact other than by signal.

The details of all this must necessarily remain "classified," but some of the more interesting features and the lessons learnt can be mentioned, for instance, the adoption by the Americans of the British procedure, whereby reports received by a shore base from a maritime reconnaissance aircraft are retransmitted on the area broadcast.

In general, it is felt that our previous outlook was not sufficiently flexible. Particular frequencies must be allocated to particular requirements, and the primary manoeuvring circuit must be kept clear of all signals except "Those on which no delay can be accepted," but we must be fully prepared to receive tactical signals on C.I. Nets (Plot Waves) and to deal with them as quickly as if they had come on a more normal circuit. No revolution of ideas is proposed, in the normal way we should continue as before, but we must be actually *trained* to use any wave for any purpose, rather than accept this only as a theoretical principle.

Another interesting feature was the fitting out of a Chinese river steamer, the *S.S. Wusueh*, as the Headquarters ship of F.O.Z.I.C. F.E.S., and her commissioning as *H.M.S. Ladybird*. Under the personal supervision of the Base Communications Officer, Hong Kong, a magnificent job was made of the Communication arrangements and she has proved invaluable.

So to press with the hope that this war may soon be over and that we Communicators of the Far East

Fleet may be able to enjoy the Happy Christmas which we wish all other Communicators wherever they may be.

KOREAN ESCORT FORCE

Improvisation has been the keynote in the U.N. Escort Force. Very little equipment is common to all ships—the Frenchman has no T.B.S.—the R.O.K. ships have American Army sets which they cannot use on C.W. and we cannot understand them on Voice—the Americans like using U.H.F.—and heaven help us if and when the Thai Navy arrive.

Much of the work has been tedious, with long watch-keeping hours, and very little real action. However, the ships have been escorted to and from Korea, a common cause supplying the zeal and patience for co-operation.

Recreational facilities aboard are somewhat limited at sea, and we are greatly indebted to the police and various Army units who invariably manage to provide a football ground and the necessary opposition wherever we call.

We understand that in the not too distant future the Flotilla will be manned entirely by the Malayan Naval Force. It is with regret that we shall take our leave of the "Boats," and we would like to take this opportunity of wishing the best of luck to our Malayan friends in their new duties.



H.M.S. "Ladybird"

H.M.S. "LADYBIRD" IS BORN AGAIN

When the trouble started in Korea it was quickly appreciated that Rear-Admiral W. G. Andrewes, C.B., D.S.O., Flag Officer Second-in-Command Far Eastern Station, would require a Base Ship from which to administer and operate the large number of British and Commonwealth ships under his command, and that unless one was prepared to sacrifice an operational warship for this purpose a special vessel would have to be found.

From the communications angle it meant a ship

with sufficient room for a large communications staff with facilities approximating to those of a cruiser.

This, in turn, meant a ship with a large reserve of electrical power, and for this purpose the motor vessel *Waucho* with three diesel electric 75 Kw, 220 volt D.C. generators was selected and converted in the Royal Naval Dockyard, Hong Kong. The job was completed in a month with all departments working overtime. Two 10 Kw, A.C. Converters, and a 4 Kw, 24-volt generator were installed in a generator room aft to provide extra power for radio and V/S facilities.

A transmitter room was made aft on the upper deck, housing three 89 Q, wave meter and a receiver, with next door a radio maintenance and radio store room. As far forward as possible on the same deck and at the foot of the foremast a receiving room was constructed with two typewriter broadcast bays, four H/F bays with C.W. control of the three 89 Q from any three, two T.C.S., one 86 M, and remote control of the T.B.S.

Forward, but adjacent with sliding trap-hatches, a large cryptographic office was constructed with abnormally good facilities and a main signal office with local T.B.S. position. Spare T.B.S., T.B.S. generator and B28 receiver were supplied but not fitted.

The upper compass platform was fitted with flag lockers, two 10-in. S.P. masthead yardarm, and truck halliards, aldis and intermediate lamps, space being left for a "bunting's shelter" to be erected on arrival in Japan.

The radio trials at sea proved successful, and after a further week of commissioning and storing *Waucho* was christened *Ladybird*. She sailed for Japan with accommodation for 36 officers, 61 chief and P.Os, and 194 other ratings, a coat of light grey paint and wearing the White Ensign, having consumed sixteen core/miles of cable, 900 extra electric lights, 350 power points, SRE with ten speakers, 18,000 nuts and bolts, 62,000 wood screws, 17 radio sets, 600 yards of channel plate, and no less than 550 separate items of dockyard-made furniture. Time did not suffice for plans to be prepared, so the work was done from sketches on the back of envelopes, and the plans were drawn afterwards with no apparent detriment to the resultant job, and no difficulty that could not be overcome by patience and understanding and a general desire to get the job done quickly.

SINGAPORE M.S.O.

The Singapore M.S.O. is now firmly established in Phoenix Park. This is an area of about twelve acres surrounded by a high fence and barbed wire in which are the various offices of Admiral Sir Patrick Brind, our Commander-in-Chief, the Rt. Hon. Malcolm MacDonald, P.C. (the C.G. for South-East Asia), the Far East Defence Secretariat, and mysterious people with even more mysterious titles.

Huge plans are afoot for the complete reshuffling of the M.S.O. to try and put right some of the weaknesses found when the Korean war started. Among many things they include the knocking down of four internal walls—one hopes there will still be sufficient support for the top storey.

Keppel Barracks—an isolated outpost of the Navy, close to Singapore town—continues to provide accommodation for all the Phoenix Park staff.

Despite the lack of sports grounds on the south of the island, we have been lucky enough to get our fair share of games.

At soccer we are near the top of the Terror League, and at the time of writing are still in the Navy Cup (with strong hopes), L./Sig. Saunders and Sig. Ingham have been to the forefront.

Many good games of rugby have been played although we started off rather badly with some defeats that looked more like cricket scores. Sergeant Blackwell of the printing staff and Sig. Hearn have been our keen enthusiasts, and we feel that the tide is now turning.

Hockey under the guidance of L./Sig. Ludlow has had strong support, and even C.Y.S. Cooper has been seen playing. The impending staff match (officers v. ratings) is awaited with much interest. It is rumoured that Commander Kennard may be playing!

At Keppel Barracks itself the Badminton court continues to provide a good outlet for surplus energy.

MALAYAN COAST PATROL

The Botilla consists of five 75-ft. motor launches, two of which are now manned by ratings of the Malayan Naval Force (M.N.F.). These tiny craft patrol the East and West coasts of Malaya, with the object of preventing three prevalent crimes: seaward activities by Communist Bandits, illegal immigration, and opium smuggling, all of which would reach vast proportions if allowed to proceed unchecked.

Our personal duties, apart from punctual observance of S.O.P.'s, consist of taking part in landing and boarding parties, swinging a "natty" headline, heaving an accurate stern rope, and general seamanship. Radio equipment consists solely of a Type T.C.S., which beside rendering trojan service for the more serious aspects of our work (covering, at times, distances up to six hundred miles), helps greatly to relieve the monotony by providing a welcome and efficient S.R.E.

SUARA TRANSMITTING STATION

The transmitting station at Suara was fortunate in having just enough transmitters to work the recent increased services (one major broadcast and two fixed services), but this left nothing in hand for maintenance or breakdowns.

With all sets on, the power cables began to get very hot, but a new transformer and some rewiring has seen to that.

THE TROPICAL RESEARCH UNIT (KING EDWARD VII HOSPITAL, SINGAPORE)

The Radio Psychology section of the Tropical Research Unit has completed its experiments in so far as the Communications Branch is concerned. All that remains to be done is the compilation and analysis of the data obtained; an extremely lengthy task, even with the use of a calculating machine.

Six Telegraphist Branch ratings were employed for each of the three experiments undertaken. These "guinea pigs" were selected from volunteers of the Far Eastern Station, and victimised at Kranji W/T for the duration of their nine weeks "sweat" with the unit. A day's work consisted of sitting in a climatic chamber, the temperature set anywhere between eighty and one hundred and twenty degrees Fahrenheit, and read, manually, three thousand groups of Nyko. The bodily temperature and weight of each subject was carefully checked, both before and after each working period.

The number of symbols wrongly read by each subject, together with details of temperature and the length of time the brain had been in use when the error was made, will all combine to establish the finest office working conditions for future generations of telegraphists.

SIDELIGHT ON MALAYA

The attitude of the local populace is typically depicted in the following incident which took place early in September. A taxi driver was stopped on a quiet road by bandits; they robbed him of his identity card and wallet, set fire to the car and departed, leaving the victim's hands firmly bound. The unfortunate driver made his way to the nearest main road and boarded a bus. Among the fifteen passengers there was not one who would untie the victim's hands. Even the conductor was content to reach in the poor fellow's pocket and take his few remaining cents as fare. Until the peoples of Malaya overcome this fear of the Communist Bandits, who continually make their lives a misery, there is very little chance of eliminating this unpleasant element.

SUMMER WAR TWITCH

During the recent Summer War, after many long, weary hours, the following conversation took place in the B.W.O. during a peak hour of chaos.

The S.C.O. says something.

C.C.O.: "Yes, sir."

S.C.O.: "Yes, sir, what?"

C.C.O.: "Yes, sir, to what you just said."

S.C.O.: "What did I say?"

C.C.O.: "I don't know. What did you say?"

S.C.O.: "I don't know."

ROYAL AUSTRALIAN NAVY

Since the last article quite a lot has happened down here. Last summer, the Australian Fleet went over to New Zealand for a visit. Combined with visits to Wellington, Auckland, Christchurch and Timaru, were exercise periods at Akaroa and the Bay of Islands. Both work and play were great fun; everyone learnt a lot and the reception given to us by the New Zealanders was terrific. The next item on the programme was the departure of the *Sydney* for the United Kingdom. The 20th Carrier Air Group disembarked at Nowra, and *Sydney* left loaded with freight of all shapes and sizes. She will embark and "work up" the 21st Carrier Air Group, returning here in November.

The Korean crisis then dominated the news and the *Bataan* and *Shoolhaven*, who were in Japanese waters, were at once placed at the disposal of General MacArthur. *Bataan* has already let off her guns at the "gooks."

Warramunga, who was refitting, was quickly prepared and left at the beginning of August to join the United Nations Fleet off Korea.

Thus the Navy was the first in the field from Australia.

The last item of interest was at the other end of the world—Heard Island (54 deg. South), where a party of "Met." experts were encamped. The doctor went sick, so the *Australia* was at once sent down to bring him back and leave reliefs. This time they were taking no chances and sent two doctors, one to cure the other! After a rough and cold trip the mission was accomplished and the sick man brought back to Fremantle.

All these activities have severely interfered with the "Capital City Cruises," but I don't think anyone is very fussed about this. The extra excitements have brought the Navy into the public eye and recruiting has flourished.

Finally, a word for the girls—it has been approved to reintroduce the W.R.A.N.S. This good news was popular both in and out of the Fleet; the number of applicants far exceeding the probable vacancies.

That's all for now. Next time let's hope that I shall be able to tell you about the ships coming back from Korea.

NEW ZEALAND STATION

Since last writing our activities have been many and varied. Early this year we had a return visit from the Australian Fleet, and for the first time—for exercises in New Zealand waters—one of H.M. Submarines—the *Telemachus*; consequently the exercise programme contained more A/S than Gunnery Exercises. The exercise period was divided into two parts, the first at Akaroa, where with the combined fleets, consisting of one Aircraft Carrier, two Cruisers, one Destroyer and seven Frigates, a lot was accomplished and much learned. A short sojourn in Auckland and then we were off to Russel where the Pulling Regatta was

held. The Cock was won by *Bellona* who in the subsequent festivities managed, with great difficulty, to retain same.

Following the visit of the Australian Fleet, the Squadron began to break up. The frigates *Tampo* and *Hawea* went to the Mediterranean, where it seems they have accomplished much in the sporting world. *Bellona*, *Tutira* and *Rototiti* sailed in May for the Island Cruise, regrettably cut short for *Tutira* who with *Pukaki* was required by U.N.O. to uphold their flag in Korean waters. The cruise, which covered Tonga, the Fiji Group of Islands and Samoa, afforded an excellent opportunity for practising saluting gun crews, especially after embarking His Excellency the Governor, Sir Brian Freestone, for a tour of his domain. Also very necessary were various voice schedules with the Islands, Government Stations and private individuals, including one with Mr. Harold Gatty, who now owns an Island in the Fiji Group, and was co-pilot with the famous Wiley Post when those two Americans flew round the world. The results in all cases were excellent and serve to illustrate the wide use of voice for inter-Island Communications.

At Apia in Samoa, the Shore Signal Station was set up on the verandah of the Club, where the caretaker proved to be an old (and I mean old) Yeoman of Signals who had been in the Navy in 1897.

The R.N. frigates *St. Austell Bay* and *Vernon Bay* arrived on the station in July and left us at the end of October to return to the Mediterranean. A short exercise period was instituted in August to take advantage of the visit of H.M. Submarine *Thorough*, but insufficient ships were present to be of great value to the Communicators.

Smashex has been exercised during the year and various local snags have been discovered.

The *Bellona* having just completed her refit is now

about to embark on the New Zealand Cruise, the primary function being the sea training of R.N.Z.N. V.Rs. The *Tampo* and *Hawea* are on their way back from the Mediterranean and should arrive late in November.

Rototiti meanwhile has left to relieve *Pukaki* in Korean waters.

In January the Squadron goes to Australia for the combined exercises.

Several departmental changes have taken place in the Squadron. Lieut. Comdr. Wake-Walker, R.N. (we take this opportunity to wish him Good Luck with Kai-ora-Katoa), departed for home in August and was relieved by Lieut. (C) L. G. Carr, R.N.Z.N., as S.C.O. Lieut. Thorne, R.N.Z.N., has joined *Tampo* as Flotilla (C) and will arrive on the N.Z. Station in November. Mr. Donovan, C.C.O., R.N., joined *Bellona* in Suva in May and seems to have settled down in this "upside-down" sphere. C.Y.S. Higson of *Bellona's* "old brigade" is still holding the fort, whilst the Tels. have a new and able leader in C.P.O. Tel. Nichols, an ardent Ham by the way, his call-sign being ZLIADH.

Freshly arrived from the U.K., C.P.O. Tels. Johnson and Hilsley are welcomed back to the fold.

In *Philomet* with the headache of drafting Communicators and performing the varied tasks that fall to his lot as Port Communications Officer, is Mr. Swift, S.C.C.O., R.N., in his second year of office daily losing more hair.

At *Tamaki*, the training establishment, we have Mr. Bloodworth, C.C.O., R.N., praying to Allah—or it may be Rangitoto—for more recruits to worship at the shrine of Morse and Tuftnell.

To the New Zealand Officers and Ratings who are at Leydene we wish A Very Happy Christmas and every success in their activities.

D. J. D.

RADIO INDUSTRY NOTES

Before these notes appear in print, the writer will have joined the long procession of "former contributors," at least as far as this section of the COMMUNICATOR is concerned. This appears, therefore, a fitting opportunity to pay tribute to the Radio Industry as a whole, and to the Radio Industry Council, for the wholehearted co-operation and many individual kindnesses afforded by its members not only to this Journal, but to all Communicators with whom they have come in contact. Special thanks are also due to the R.I.C.'s Press Officer, Andrew Reid, Esq., without whose ungrudging supply of information these notes might never have extended beyond their first issue.

The 17th National Radio Exhibition

This Exhibition (formerly Radiolympia), organised by the Radio Industry Council, and under the gracious patronage of Her Majesty Queen Mary,

opened at Castle Bromwich on September 6th. Some ninety exhibitors, including the R.A.F., G.P.O., and B.B.C., showed the world the latest productions of the British radio industry, which are in process of description in the technical and popular press. No surprising developments were noted, but the steady progress in the applications of known techniques was obvious on every side.

Emphasis, as usual, was on radio and television receivers, and many striking examples were displayed. Several firms exhibited transmitters, both for broadcast and communications work, including facsimile transmission. A complete ship-shore V.H.F. radio system, shown by the Automatic Telephone and Electric Co., is claimed to be the only one of its kind in the world. It is used by Liverpool pilots to obtain navigational aid and docking instructions, and consists of a fixed shore station, a portable transmitter-receiver and a ship's set. On show for the

first time, the Brimar projection Television tube and the associated optical equipment for "big-picture" projection attracted much attention; so did the new "Trix" two-way intercommunication outfit. This is of particular interest to parents; if one unit is placed near the child's cot, and the other in the living room, immediate warning is obtained if the baby is restless or cries. The equipment may equally well be used for two-way communication between an upstairs flat and the front door, or for inter-office use.

Among the numerous and attractive demonstrations, one of the more original was the model television receiver factory shown by Multicore Solders Ltd. This represented a section of a typical television assembly line, at which workers from the General Electric Company assembled radio frequency units consisting of roughly 60 parts, using 150 soldered joints, the operation taking more than an hour, in full view of the public. The completed units were sent to the G.E.C. works at Coventry for testing and incorporation in T.V. receivers.

New R.I.C. Specification

The latest specification issued by the Radio Industry Council is entitled "The Choice of Finishes for Radio and Electronic Equipment and Components" (R.I.C./1000/B). It forms a very comprehensive guide to the subject, and although produced primarily for the industry, will be very valuable to the amateur craftsman who is content with nothing less than the best in his home productions. In general, it covers the same ground as the existing Inter-Services specification, and will in due course be submitted to the British Standards Institution for consideration. Copies are obtainable from the Radio Industry Council, 59, Russell Square, London, W.C.1. The price is 5s. post free, for cash with order.



Scientific Instrument Manufacturers' Association

An interesting exhibition and an associated series of lectures of specialised interest, organised by this Association, was held in London in early September. Although perhaps mainly concerned with the "tools" of research, it contained many exhibits which attracted the attention of Communicators. Space forbids the mention of more than a limited number.

On the Furzehill Laboratories stand, the Type 1684 D Cathode Ray Oscilloscope, pictured here, was a striking exhibit. This is a general purpose laboratory instrument, incorporating such features as a variable time base, two alternative conditions of vertical amplifier sensitivity, automatic synchronisation, and a limiting circuit which prevents over-synchronisation, with four different standard types of screen available. This is the type of instrument the laboratory worker and the radio service technician dream about!

Another attraction was the Mullard Ultrasonic Soldering Iron. This is a new device, for soft-soldering such metals as aluminium which form refractory oxides under normal atmospheric conditions and are therefore extremely difficult to "tin." It incorporates an oscillator producing vibrations at a frequency well above normal audibility; these have the effect of temporarily breaking up the oxide surface in contact with the molten solder, which is thus enabled to "wet" the exposed clean surface and form a joint.

Other interesting exhibits were the Kelvin-Hughes Flaw Detector, giving cathode-ray indication of flaws in welded joints or castings; electronic thickness meters, moisture meters, photometers and pyrometers; a new miniature sound-level meter by Dawe Instruments Ltd., and, by the same makers, a high speed counter, precision cameras, electronic flash units, a new dynamic balancing machine for small armatures, and an "unsteadiness" meter for motion picture work.

Society of British Aircraft Constructors

This Society held a Flying Display and Exhibition at Farnborough from September 6th to 10th, when the latest applications of electronics in the field of aircraft communication, navigation and ground control were displayed.

Prominent among the many interesting items was a pre-view of the new Precision Approach Radar by Standard Telephones and Cables Ltd., giving a remote display on two cathode-ray tubes—azimuth range and elevation range respectively. Messrs. E. K. Cole showed the Cloud and Collision Warning Radar which is to become standard in the B.O.A.C. fleet. Another new device, on view for the first time, was the Ferranti Distance-Measuring Equipment, which gives the pilot accurate and continuous visual information on distance and homing. Marconi Instruments exhibited wireless and navigational equipment, including an interesting demonstration of Direction Finding.

A. R. J.

ROUND THE HOME ESTABLISHMENTS

NAVAL AIR SIGNAL SCHOOL

The Cocktail Party arranged for midway through the Christmas Term as a "Farewell" to the Midshipmen of No. 4 Observer Course, who had successfully completed their training at the Naval Air Signal School, also served to welcome the Officers of No. 5 Observer Course.

This fifth Observer Course differs in its composition from its predecessors for, besides two Lieutenants, R.A.N., one Sub-Lieutenant, R.C.N., and four Midshipmen, R.N., we meet for the first time the rating of Probationary Observer in the persons of two Australians.

No. 1 (New Scheme) Commissioned Observers (Q) completed a five-week course in September, maintaining the high standard set by their (Old Scheme) fore-runners of some fifteen months ago. All six successfully passed the course and the subsequent interview board, but, as only four vacancies existed, two of them must be considered to have been unlucky.

W.R.N.S. Signals and Telegraphists Courses, travelling daily from *Mercury*, continue to flourish, and it was noted with respect that the now traditional lunch-time swim was carried on well into the mists of autumn.

J.O.A.C. and N.D. courses pay fairly frequent daily visits, and the flying programme for these and all other courses is carried out from Hamble by Air Services Training Ltd., with which our Chief Flying Instructor, Lieutenant Cunningham, effects a very smooth and efficient liaison.

The event of the term has been that our Chief Instructor and First Lieutenant, Lieutenant-Commander Phillimore, decided that the 14th October was the date to come into line with the remainder of his Staff Officers.

The wedding ceremony was solemnised in St. Mary's Church, Hendon, at which a strong and suitably armed contingent of Seafield Park Officers and their ladies were present, led by Captain and Mrs. Jameson.

The Wednesday recreational make and mend is a very welcome feature of the weekly training programme, especially in the Christmas Term when Dog Watch games become impossible.

Our cricket team narrowly lost the final of the inter-Part Cricket Cup, postponed until the beginning of this term, and by this defeat incurred the wrath of several Lieutenants, R.A.N., of No. 3 Observer Course, who had previously formed the nucleus of our team and had introduced something of a test match atmosphere into the earlier games.

Now, the soccer, hockey and rifle shooting teams, although obviously enjoying their weekly competitive matches, show no disinclination to mix it with the less skilful but equally enthusiastic aspirants on Wednesday afternoons.

With the approach of Christmas, Entertainment

committees everywhere in the vicinity appear to have been galvanised into action with the satisfactory result that the social programme for December is beginning to look exceedingly promising; it is hoped to hold a Ship's Company Dance in early December.

Finally, we take this opportunity to extend to all Aviators and Communicators our best wishes for the coming season and the New Year.

COMBINED OPERATIONS SIGNALS SCHOOL

We seem to have found our proper name at last, and we hope there will be no confusion between the abbreviations C.S.S. and C.O.S.S.; the former everyone knows and the latter we have newly acquired.

Our various courses have kept us fully occupied and happy this term. We were particularly glad to have the C.C.O.(Q)'s, the W.S.I.'s course and the Senior N.C.O.'s course with us for a few days, all three of which represent the breaking of new ground; it is our earnest hope that we shall see many more of them. The Senior N.C.O.'s course terminated with exercise "Turtle," a landing at Brigade strength of communications equipment, embodying the practical application of the lessons learnt during the preceding fortnight, and although certain circumstances had left us without the best of our equipment, a very satisfactory degree of success was achieved by our enthusiastic Battalions and Companies, although their land navigation was at times erratic. We were fortunately blessed with a lovely summer day, the only one we recollect this summer.

Vice-Admiral Lord Mountbatten did us the honour of visiting the Combined Operations Signal School and addressing the C.C.O.(Q)'s course, and Captain Paul very kindly addressed the R.A.F. Signal Officers' Specialist course while he was attending a course at the School of Combined Operations.

Our tender—L.C.H. 243—has unfortunately had her movements severely hampered by the very unreasonable weather which invariably appears whenever she ventures beyond the Bideford bar.



Visit of Vice-Admiral Mountbatten to Combined Operations Signal School

Our dummy headquarters ship which houses the operational rooms normally housed in a real ship, has now been renamed H.M.S. *Bulolo*, as most of the equipment used in the building was originally installed in H.M.S. *Bulolo*.

Our directing staff are now busily planning exercise "Hermes II," which takes place in the latter half of December, and we all hope to renew many old acquaintances upon this, as upon the last, occasion.

We all wish our departed Commanding Officer, Lieutenant Commander Culme-Seymour, bon voyage and happy commission, and extend a hearty welcome to his relief, Lieutenant Commander Keith-Welsh.

SPORT

At cricket we had a very successful season, maintaining the lead in the Centre league throughout.

At athletics we swept the field, winning the long jump, hop, step and jump, putting the shot, 100 yards, 220 yards, 440 yards, and both relays. Lieutenant Harford, R.N., Sig. Dodds and Sig. Stickles, R. Sigs., and L. Sig. Burton all played a prominent part in these successes against fierce competition from the other four teams competing against us.

At soccer we have a Combined Centre team in the North Devon Junior League and a second team in the Kingsley League, and are at the moment top of the former and in the middle of the latter league.

In conclusion we wish everyone a very hearty Christmas and a prosperous New Year.

F. A. N. A.

R.N.S.S. CHATHAM

"Chathamites" and other Communicators who have passed through, and who still retain a lingering affection for Cookham, will be interested to know that the pangs of leaving our rural surroundings, and surrendering our proud independence are over.

In the tradition of Communicators who spend their Service careers encountering changing patterns and endeavouring to weave something better from the new, we have established ourselves once again as a cog of that mighty and complex machine, the Royal Naval Barracks, Chatham.

All the old barrack duties of the Signal School, and many new ones, seem to have descended upon the heads of the small contingent who at present constitute, what "Draftie" is pleased to call his "Pool" plus, of course, the current L./Sig. and L./Tel. courses.

The new era, or could a comparative old-timer be permitted to say: "The reversion to the old!" (harking back to pre-'42 days, of course) has proved to be not so bad after all. There are, naturally, many new pinpricks, but the honest ones amongst us also admit to compensations.

No doubt many COMMUNICATOR readers are wondering exactly where Chatham Signal School is now located? We might be considered as being in two parts. Our living quarters are in St. Mary's Barracks, entrance off the Khyber Pass, just past

Collingwood Block. The S.S.R.O. and Divisional Office are also in St. Mary's and are haunted and presided over by our First Lieutenant, none other than Communication Lieut. Driver (is there any Chatham Communicator who does not know "Wally"?), energetic as ever, struggling valiantly to produce two hours' work "per man, per man hour" and still with the "weather eye" open for the "idle" dodger.

The Officer in Charge (Lieut. Comdr. Gray) and the First Lieutenant have between them (one pushing, l'other prodding) managed to conjure from the rather dilapidated huts which first met our gaze, tastefully decorated living quarters, painted in shades of pastel green, with a modern bathroom, television hut, and recreation hut, complete.

The arid waste surrounding the huts has been turned into attractive flower beds. Of course, self-help has been, and still is, the order of the day, with Lieut. Driver, C.Y.S. Smith in the S.S.R.O., and C.Y.S. Blackman as Chief Buffer of St. Mary's, ensuring that all available hands continue to help themselves, even when the mood is not upon them.

To reach the Signal School proper (Prince Arthur Camp), leave St. Mary's by the gate into the Khyber Pass, turn left, and walk for about three hundred yards to an enclosed compound, containing wooden huts which were originally occupied by the R.A.F. and latterly by the W.R.N.S. No Communicator will fail to locate "Prince Arthur" as he will recognise the trellis masts from Cookham long before he reaches the compound. Number 1 mast also from Cookham is in the process of erection and liable to be found towering above the camp any day now.

Entering the main gate and resolutely answering "Morse Typing Course" to C.Y.S. Rosenberg (Chief Buffer of P.A.) who will be keeping a vigilant watch on the entrance for "gash hands" the newcomer will observe that a new hedge of young privet bushes encircles the camp. Inside the barbed wire fence, flower beds and small lawns abound, many paths are made, and others are in the process of completion. Outside the D/F room window a site has been prepared for a "fish pond." "Who did all this? We did, of course." All organised by the First Lieutenant in his spare moments.

Time and space are too short to enumerate all the various offices in Prince Arthur, but we have retained our Morse and Copy Typing rooms, our Voice Trainer, two Practical Procedure rooms, Crypto room, C.R.R. Transmitter room, V.H./F. room, D./F. office and T./P. room. These are all in working order.

At the moment we have only two large and three small lecture rooms available for use, but there is room for more when we finally get rid of the Works Department.

Many illustrious Senior V/S ratings, still requiring a Copy Typing qualification for "Chief," may be seen poring over typewriters in a vain endeavour to persuade their "rheumatic" fingers to keep time

with the music, and the baton wielded enthusiastically by C.Y.S. Young (Brigham).

Since V.I. discovered a stock of unused discs and decided to spend his spare moments on duty days recording the latest "jazz hits" from Radio Luxembourg, the Copy Typing room has increased in popularity, and a certain venerable C.C.O. who long ago decided that he was "too old to start now," has frequently been observed sneaking self-consciously from the C.T. room after a "jam" session.

The current L./Tels. course No. 16 started on 30th October, whilst No. 25 L./Sigs. course got under way on 6th November. Having now studied the results produced by No. 14 and 24 L./Tel. and L./Sigs. courses respectively, one can only reflect that it is not that the examinations are harder, nor are the candidates less intelligent, it is just that voluntary has become "unfashionable." The most valuable periods of a course, where much was learned, were always those evening hours, when with and without Instructor the course gathered together to "swot" and argue.

Do we provide too many distractions in the Rec. and T.V. huts? Is it that despite the new pay scheme it just is not worth a little effort? It surely is not true that our future Leading Rates cannot be bothered to make any effort in their own time and expect to be passed through their examinations even if they do not attain the standard laid down in S.T.M.

Chatham still tries to keep their end of "Witex" going, despite the ever-recurring difficulty of finding a team, particularly in the evenings, and a power cut or two.

One feels that the experience provided by this type of exercise is invaluable.

The first batch of R.F.R.'s recalled to Service recently completed a two-week refresher, and the second batch are now engaged on a similar pursuit.

We now await the influx of R.F.R. V/S and Coder ratings for their annual one-week training, and expect to find some of these ratings with us each week until at least next March.

During the Christmas leave "quiet period" we look forward to renewing acquaintance with the long-haired O.D.'s of the Home Fleet during their between-cruise refresher courses.

In the world of sport the loss of S.S. classes, our present small numbers, and the machinations of "Draftie" combine to make the task of producing teams a constant headache for "Schoolie," who nevertheless contrives to conjure up the requisite number of players for our Wednesday fixtures, regardless of confusion caused to the Instructional programme. The only soccer win to the credit of Signal School, Chatham, so far this season was against R.A.F., West Malling, away, who succumbed to the tune of 3-0.

As last year's holders of the R.N.B. Knock-out Soccer Shield, it was a bitter blow to be knocked out selves in the first round this year, particularly as our victors, the C.P.O.'s team, numbered some Communicators among their players.



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With the advent of the R.F.R.'s., some of whom profess themselves willing to "make one" if required, we hope our soccer results will now show a marked improvement.

So, looking forward to Christmas ourselves, our thoughts go out to our fellow-Communicators throughout the world, and we take our leave of them, until the next issue of the COMMUNICATOR, with the time-honoured and sincere wish of a "Happy Christmas and a Prosperous New Year."

COOKHAMITE'S LAMENT

We used to catch the early train
From Chatham to the "Smoke."
Now we join the milling hordes
From Depot, if not broke.

If we're blue with cold and rain
Has put our suits in soak,
We now retire, neath wind proof boards,
And give non-existent fires a poke.

We used to sing of "Cookham Fry,"
Of dripping trees and rain.
But now, it is with many a sigh
We wish we were back again.

For here, although we're all well housed,
And life appears much easier,
There's coughs and colds, and many a grouse,
That now our chests are wheezier.

For what with strikes and shortages,
(Of fuel—coke and coal),
Power cuts—those Nissen huts
Seem much "The Better 'Ole'?"

ANON.

HEARD DURING THE L./TEL. "Q" PROCEDURE EXAM.
"Please, sir! In question 7, does A./T. mean alternatively?"

STOP PRESS

Vacancies for Ex-Communicators occur periodically at Garrison Point Signal Station, Sheerness. Details can be obtained from Officer in Charge, G.P.S.S.

ODD HAPPENINGS

The two Flag Lieutenants (both qualified Signal Officers) who had to rush up to Lascaris Signal Station to answer "Surprise." It was the same day that Lascaris closed down V/S watch before the first Summer Cruise. When they got there all they received was T Q INT. Never has so much talent run up those stairs so fast for so little . . .

* * * *

The signalman (who shall be nameless) who wanted to dip the ensign to another British man-of-war,

R.N.A.S. CULDROSE

Many new faces have arrived at Culdrose since the last item about this station was published in the COMMUNICATOR.

Even the two Wren Tels. photographed in the Christmas number, 1949, have gone "outside." In connection with these, it is quite true that a copy of the photograph was sent to Macleans Toothpaste Company, with the caption "Did You MacLean Your Teeth Today," complete with the topical answer, "We Fly To Do So." We regret to say, however, that the offer was rejected, but their efforts were rewarded with a free sample tube of toothpaste, and a new toothbrush. (Budding Cover Girls take note.)

However, we wish them and all the other "Comms," as we are known down here, success and happiness either in Civvy Street or in their new posts abroad, to which quite a few have been drafted this year.

The Wren Telegraphists are gradually being replaced in our little community by Wren Sigs. trained in Voice and D/F.

So far we have found that the "Buntings" after about a week in the Control Tower familiarising themselves with the "procedure," etc., used by the "flying types," can quite competently take over an aircraft voice channel.

Our aim is then to instal them for training with an "old hand" at the F.V.4 Hut (situated about a mile distant from the Control Tower). There they become fully acquainted with the Aviator's Quote of "keeping your finger out" when trying to get a bearing of those modern jet aircraft.

We have experimented with one "guinea-pig" Wren Sig. (not trained in Voice or D/F), and have found that she has caught on very well with her Q G H' ing.

Unfortunately, we have not been so successful with trying them at .22 rifle shooting. In the inter-Part rifle competition, mixed teams are allowed, and we (the males) believe it should have read "mixed targets," judging by the results. However, on the credit side, the mixed hockey teams do very well.

The other female Communicators, like the Wren Tels., are kept very busy. The "Sigs" plodding through piles of very dull and uninteresting aircraft stores signals, and the "Switch/Ops" plugging away from "Airfield Open" to "Airfield Closed," easing off during the night when they have a chance to cool down.

A further commitment added to the Wren Sigs. and due to the withdrawal of seamen from the station, is that of "Colour party." This duty is performed with the customary solemnity and efficiency of the Service.

The small male staff we have has also had many changes this year. The National Service boys are filling the gaps, and no doubt like everywhere else,

we manage to get them trained in the peculiarities of a Naval Air Station, and off they go, back to Civvy Street.

Generally speaking, Culdrose has done its part this year. In spite of adverse flying weather we appear to have put in more flying time than any other N.A.S. This includes night flying which means, in the summer especially, loss of beauty sleep by the Wren Tels.

It was gratifying to learn, however, that some of the pilots who had been given a "GO" by us, went as far as Korea.

In closing we would like to reproduce our masterpiece signal of the year, which we call "A state of negation":—

TO ILLUSTRIOUS INFO NAS CULDROSE FROM ADMIRALTY. YOUR 231052 AND AM 211605 NEITHER TO CULDROSE. THE REQUIREMENT NO LONGER EXISTS AND THE PROPOSED VISIT IS CANCELLED.

—271759/Sept.

REF: NOT HELD.

ACTION: ANYONE.

The Season's Greetings to all Communicators everywhere.

R.N.S.S. DEVONPORT

At the moment of putting pen to paper, it is learned that Instr. Lieut. and Mrs. Morton have been blessed by the advent of their first child, a daughter. Our congratulations to them both.

We welcome Mr. Stokes and Mr. Salter to our team and hope that their stay will be happy and marked with success.

Weather conditions in the West Country have been deplorable of late. At the moment though, we are enjoying dry, crisp weather. Goodness knows we can do with it.

Our officer in charge recently decided to try out his respirator, and expressed difficulty in breathing. On examination it was found that he had left the plugs in. Consequent upon this, we sent him to Wembury to do a week's A.B.C.D. Course.

Recently, an officer, unknown to him, said that he thought Communications Lieutenant Basil Grindell (our Divisional Officer) was an ex-gunner doing a gash job. Anyone who has seen and heard Lieut. Grindell at Divisions will readily realise that it was not the expression "ex-gunner" which perturbed him, but the "doing a gash job."

A few weeks ago, during our West Country summer, the North Cone was hoisted. In the first dog watch a signal was received cancelling the North Cone and ordering the South Cone to be hoisted. Some minutes later the Duty Officer was confronted by a very harassed signalman, who said that he could not find the South Cone.

One question on the last Leading Tels. "Q" Crypto paper was "How would you indicate to the addressee that a message previously sent to them by your ship had been encrypted with the incorrect

page of the table." One answer submitted was "Send a delivery group!"

H.M.S. "Tyne" Trials

During October we have been actively engaged in wireless trials with H.M.S. *Tyne*. This ship, which has just completed a long-term modernisation/large repair, has been fitted out in Devonport Dockyard as a Wireless Headquarter ship. This means that all her transmitters (and she has 14) are capable of being remote controlled from a nearby receiving station on a V.H.F. link. Briefly, there are the four Type 682's in the receiving station and four associated receivers in *Tyne*. Three of these equipments are used for voice circuits and control any three of *Tyne*'s transmitters. While the fourth equipment, by means of V.F. (voice frequency) channelling equipment, can control 12 morse or T/P circuits simultaneously. A.S.R.F. were conducting the trials and used R.N.S.S. Vicarage Road as the nearby receiving station. The 682's were landed and set up in the T/P Room, and a team of experts buzzed around while we flapped keys, thumped teleprinters, talked for hours into microphones, and tried to make ourselves generally useful. On more than one occasion, the pleasures of Witex had to be foregone in the interests of the trials, but we tried to bear this for the good of the Service. It seemed to be a trifle obstinate at first, and all these Morse/T/P channels did not seem to realise that they were supposed to confine their activities to a channel 120 c/s wide. At least so the experts said. But came the day when they were all smiles and said quite loudly "All send," rather like the water polo referee shouts "All swim." T/P's and Morse keys hammered away, and in the Witex room the results emanating from *Tyne*'s aerials were adjudged to be what had been sent from the T/P room.

Way down here—a far-flung outpost of the Home Station—rumours of another change in the Signal Books are trickling through—any comments?

The Establishment has now entered a team in the Plymouth and District Table Tennis League, so far it has met with average success. R.N.S.S. Sports Teams are meeting with very creditable success in Soccer and Rugger, and are top of the United Services Hockey League.

In conclusion, au revoir Communicators, a Merry Christmas and a Happy and Prosperous New Year to all.

R.N.A.S. "EGLINTON"

It is a temptation to start this article by saying something about the weather here at Eglinton, but everyone must have heard the "buzz" by now. Unusual though it may be, we have had a wonderfully sunny, though cold, spell of late, and with the abundance of red berries on the holly, the local population tell us that we are in for a "brave winter."

The station task on paper does not look as impressive as some, but the Air Anti-Submarine School has just started, and from here fly all the future A/S

crews of the Navy; pilots and observers doing their post-graduate training side by side in the 53rd Training Air Group. In addition, 815, the last front-line Barracuda Squadron, provide A/S air patrols for the Joint A/S School at Londonderry. For these commitments, 12 bays are required in the C.R.R., and we find it difficult on occasions to stretch our communications complement to man all the channels necessary; particularly when carriers are operating in the vicinity.

Our staff consists mainly of W.R.N.S. who man the Communication and D/F channels and the M.S.O. Recent arrivals include Signal W.R.N.S. trained in D/F, and the M.S.O. frequently finds itself providing hands for the D/F and voice channels in the C.R.R. Fortunately, attached to 815 Squadron are a number of Telegraphists "F," who, in addition to flying duties, help us out by manning bays in the C.R.R.

Occasionally the W.R.N.S. have the opportunity of flying and experiencing the difficulties of communication whilst airborne. Wise W.R.N.S. always save paper bags for these trips, as the penalty for disgracing oneself over a parachute is 5s.

As the Safety Lane for aircraft letting down in bad weather is only 10 degrees, being flanked by the hills of Donegal on one side, and a large forbidding hill, called Ben Twitch, on the other, our D/Fs carry a great responsibility.

To reach one D/F, situated in a nearby field, one is forced to "wallow" in inches of mud and face the hazards of a variety of farmyard animals. It is said that two officers visiting this site were very frightened until they saw the W.R.N.S. feed a young bull and stroking its nose. The other D/F on top of Killylane Hill is manned by the only male telegraphists on the station.

The heaviest commitment of the Signal W.R.N.S. is the Telephone Exchange, where strong wrists and a mind good at mental gymnastics are required to cope with calls during peak periods, when the P.B.X. board is a mass of cords. It is difficult to understand why the operators still enjoy knitting when they are off watch.

Two Chief Aircraft Handlers (ex-Chief Yeomen) have been observed to wince as Barracudas have thundered past, screaming "Corpen Peter Starboard Go."

In conclusion, Christmas turkeys are plentiful in this district, but it is necessary for you to place an order before this goes to print.

R.N.A.S. LOSSIEMOUTH

With the passing of summer—did it ever arrive?—and winter just around the corner of the nearest distillery, the fact that Lossie will soon cease (temporarily?) to be the only R.N. master drome (\$4/50 refers) looms ominously.

Early in the New Year when runways, etc., are to be repaired, the male species of the staff are "shifting billets" to the neighbouring site at Milltown to operate the lines of an all-weather drome.

Lossie, however, is not to close down, for the "dear ladies" of the staff under the guiding hands of

the S.C.O., Lt. Cdr. Robertson and Chief P.O. Tel. Bartlett, are to remain in their centrally heated offices and hold the fort by manning distress frequencies and other channels that may be called for.

Many faces have come and gone of late, due to drafting commitments. One of the first to go was Mr. R. W. Evans, A.S.C.O., who left us to join H.M.S. *Jamaica* out in "you know where." P.O. Tel. Osborne had to go (excess of complement) and the latest news via bush telegraph is that he is one of the fortunate to join *Superb* for the twelve-month commission in the land of plenty. Others too numerous to name have departed from the fold, but to one and all we wish a good "commish" and a speedy return to ration allowance.

Mr. Swanson, C.C.O., has assumed A.S.C.O.'s duties vice Mr. Evans and is now peacefully settled in; we have even induced him to play hockey for the Division, although I believe it was against his better judgment.

In the inter-Divisional sporting events we have, considering our numbers, carried on remarkably well. At cricket we were finally placed third after a disastrous start, while at the time of writing the soccer and hockey teams are holding their own.

In line with other N.A.S.'s we have opened our arms to the first of the Signal Wrens, and although only four in number at present, they will eventually compare with the Wren Sparkers in numbers. The ultimate aim is for them to man (or is it woman) the D/F sites and voice channels.

Of our latest newcomers two are Fleet Reservists, recalled for the emergency period, having been civvies for five years; they were at a loss when first confronted with new procedures, but now they are resigned to the fact that "AS" replaces "Q" and X279 and X291 are out, they are emerging from the darkness of the W.S.I.

Being what we are and entitled to the occasional "drip," we would inform any future draftee that we are still without "tickler," and although we trust this ruling will soon be altered, we advise any would-be newcomers to bring their full ration with them.

To all Communicators everywhere, a Merry Christmas from the staff at R.N.A.S. Lossiemouth.



"Er, Chief, didn't you tell this chappie I was visiting the station?"

ACCORDING TO HOYLE



I never attempted to broaden my mind
With Eddington, Russell and Jeans;
The new relativity left me behind
(Though four people know what it means).
I always regarded with loathing and dread
The nebular spectra that shift to the red,
And yet I felt perfectly happy when Fred
Was spilling the beans.

I thought it was Dixon again on the air,
Persuasive and friendly and shy.
But soon he was tactfully telling me where
Cosmologists blundered, and why.
Then gently withdrawing the bolts and the bars
That kept me from Venus and Saturn and Mars,
The sun and the moon and the uttermost stars,
He showed me the sky.

Explaining whence all the ingredients came,
And where they are still coming from,
He led me through chaos, collision and flame,
Then smoothly restored my aplomb
By hinting that Cambridge could hardly defend
The view that our planet will come to an end
Whenever our cousins decide to expend
A hydrogen bomb.

I travelled with galaxies faster than light,
And gathered that science will never
Discover the cause of their hurry, in spite
Of endless research and endeavour;
That new-born creations, appearing in place
Of vanished outsiders, are joining the race
And faster and faster through infinite space
Will hurtle for ever.

And, hearing of neither beginning nor end,
No clue as to Nature's intentions,
No hint of a universe built on the bend,
Or similar crazy conventions,
I wondered what purpose had ever been served
By saying that time had contracted or swerved,
That space, though unbounded, was finite and curved,
In thirteen dimensions.

He spoke with the charm of a Wells or a Verne,
The logic and thrill of a Doyle.
And though I have been so unwilling to burn
My quantum of middle-watch oil
That (since they depend on a forthcoming quiz)
My stars are receding as swiftly as his,
I'm pleased with my Universe, just as it is,
According to Hoyle.

Io. (Tel. W.R.N.S.)

MATTERS EDUCATIONAL

There is still much apathy among Communications ratings concerning opportunities to prepare for and to sit Educational Test One, with the result that advancement is often delayed. A young Signaller or Telegraphist seldom needs much instruction to enable him to pass this simple test in Arithmetic and English, but as the years drift by, school work is soon forgotten, and the older man often finds he has to start again from the very beginning. This is one of the cases where the slogan "do it now" is appropriate.

For the benefit of adult entries—exemption from this test may be granted to holders of a Matriculation or School Certificate, or the equivalent. To enable an application to be forwarded to the Admiralty, it is now only necessary to produce such a certificate to the Senior Instructor Officer of the ship or establishment.

As was advised in an earlier edition of these notes, a number of potential candidates for C.C.O. have taken Magnetism and Electricity as one of the optional subjects in the Higher Educational Test. Some of the successful students of this subject based their preparation almost entirely on the notebooks compiled during their early education in the Boys' Training Establishments.

Enquiries are frequently received from Communicators, past and present, on matters concerning civil employment, particularly in radio. One recent correspondent, describing an interview with a prospective employer, reported that the first question was "What educational qualifications have you in radio?" There is not the slightest doubt that to obtain a good technical or engineering job in industry or under a Government department, a man must be able to compete on level terms with those trained in civil life. As far as paper qualifications are con-

cerned, this is not as difficult as it sounds, but it seems that very few naval telegraphists are aware of the civilian qualifications for which they are eligible, or which of them are necessary for various types of work.

For would-be Radio Officers in Merchant ships, or operators in shore stations, one or more of the Postmaster General's Certificates of Competency must be obtained. No exemptions are obtainable for naval training, and the Regulations and full details are set out in an official publication, *Notes for W/T Operators Working Installations Licensed by the Postmaster General*. This is published by H.M.S.O., price about ninepence, and may be obtained direct or through any bookseller. It is also held in ships and naval establishments as B.R. 168.

Under current regulations, it has been found impracticable to hold either the examinations or courses of instruction under Service arrangements. Suitable courses are held in a number of authorised civilian wireless schools, and last about a year for the average naval candidate. Information as to any possible financial assistance may be obtained during terminal leave from the Resettlement Advice Officer of the Ministry of Labour and National Service, whose address is obtainable from local Employment Offices.

For those who wish to qualify for technical posts in the radio industry, certificates are awarded by the City and Guilds of London Institute in Telecommunications Engineering. There are several grades in the allied subjects of Telecommunications Principles, Radio, and Mathematics for Telecommunications. The papers may be taken one or more at a time in any naval ship or establishment, and the complete examination is expected to be spread over a period of five years. Certain correspondence courses, for the lower grades, are available through E.V.T. officers, and the examinations are definitely open to all, irrespective of the branch of the Service. Some confusion has arisen over this point, because certain Naval correspondence courses are limited to the Electrical Branch, but this does not apply to the courses supplied by the Army Educational department as above. For the higher grades, it is usually necessary to consult civilian correspondence schools, but some financial assistance is usually available through E.V.T. officers.

Although there are not many Communicators who wish to take up a career in Radio Servicing work, the Intermediate examination of the City and Guilds Institute in this subject is open to Officers and ratings who qualified for W/T 2 (Higher) before 1st January, 1947, up to one year after release from the Navy. Those who are successful may proceed to the Final Examination after a specified period of full-time employment in the trade. Private study is usually sufficient for those who have satisfactorily completed the very comprehensive course qualifying for the former status of W/T 2, but most Technical Schools ashore hold evening classes which cover the syllabus

of the Intermediate and Final examinations.

The first step towards attaining full professional status as an Engineer (including general Electrical Engineering and the more specialised Radio Engineering) is to pass or obtain exemption from the Common Preliminary Examination of the Joint Examinations Board of the various Engineering Institutions. Exemption from this examination may be granted to those successful in certain naval examinations, among which are:

- (a) Dartmouth passing-out examination;
- (b) the Higher Educational Test, if it includes a pass in General Knowledge, Practical Mathematics, Mechanics and Magnetism and Electricity;
- (c) the Forces Preliminary Examination, with English, Mathematics and General Knowledge in Part I, and Natural Sciences and Additional Mathematics in Part II.

It is perhaps not sufficiently widely known that there are numerous technical posts available in the radio industry, from time to time, for which properly qualified women are even more suitable than men. It would be encouraging to find that Wren Communicators were taking an interest in preparing themselves for a career on leaving the Service. In view of modern tendencies, it is surprising that so few women make the effort to effect this form of insurance against the chances and misfortunes which may well beset even the most fortunately situated of daughters and wives.

A. R. J.

GREATER COMFORT IN REFITTED CRUISERS

Three cruisers of the Royal Navy, the *Swiftsure*, *Ceylon* and *Gambia*, have completed refit for service with the Fleet. During these refits, a number of amenities for the comfort and convenience of ships' companies have been installed.

Galleys and bakeries are now all-electric, and refrigerated stowage for fresh fruit and vegetables is being arranged in the *Gambia* and the *Ceylon*. Drinking-water coolers have been installed and the canteens equipped with the ice-cream soda fountain bars.

Ships' company bathrooms have been fitted out to the latest standards, including the fitting of stainless-steel wash-basins, each with hot and cold water supply, and with shaving light and mirror over each basin. A number of shower-baths have been provided. Laundries have been extended and brought up to date, and are capable of handling most of the ship's company wash. A roomy cinema is provided in each ship, as well as an internal broadcasting system over which programmes can be relayed direct to mess spaces.

THE SAILOR'S TEN COMMANDMENTS

1. Thou shalt not scrounge, neither shalt thou swing the lead, lest thy resting place be the deep waters upon which thou sail.

2. Thou shalt not take the name of the Petty Officer in vain or thou shalt have thy name inscribed upon the books of the First Lieutenant and shalt embark upon a course of chokey.

3. Honour the Master-at-Arms and R.P.O. all the days of thy service, that thy credits be numbered even as the fishes below thee.

4. Thou shalt not fill thyself to overflowing with beer, or by Royal Warrant thou shalt lose much of thy pay, and the Master-at-Arms shalt number thee amongst his flock, for it is written that he who drinketh to excess shall paint the mast.

5. Six days shalt thou labour and on the seventh thou shalt do twice as much.

6. If it comes to pass that thy zeal and the sweat of thy brow cause mention of thee in the wardroom, and thou art elevated to the dizzy heights of A.B., lo! thou shalt present thy humble body at thy dwelling place and shall crave that thy messmates accept sippers of thy tot all round.

7. Thou shalt not take unto thyself thy comrades' kit, neither shalt thou borrow when the owner thereof is not present or thy sins will be visited upon thee by the quickness of the hand that blacketh the eye.

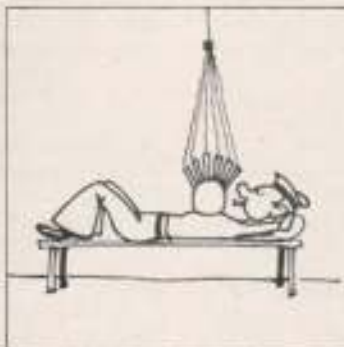
8. Thou shalt not fritter away thy worldly goods by playing Crown and Anchor lest the avenging voice of the R.P.O. be heard to say "Render unto me the names and let thy money remain where it lieth."

9. Thou shalt not kill if the Petty Officer grieveth thee. Thou shalt not smite him neither shalt thou sling him over the side. Thou shalt go unto the head man and crave audience with him and set forth thy grievance with much wailing and gnashing of teeth. He shall open his mouth and words of wisdom shall flow forth and next time it shall be even twice as bad.

10. And when it shall come to pass that thou hast finished thy time, thou shalt embark upon the waters and journey thereon until thou reachest the land of Blighty. There thou shalt take thyself strange garments and shall be known as a civvy in the land, and thou shalt study the dole and the drawing thereof, and so for many years thou shalt take it easy and rest from thy labours.

AMEN.

KNOCKER WHITE



MEDITERRANEAN

On this station we are unable to offer any competition to the Far East for operational excitement, but the past few months have not lacked interest. The last commentary was written as the First Summer Cruise was beginning. Since then the fleet has been almost continuously on the move.

During both the First and Second Summer Cruises, the Commander-in-Chief has flown his flag in H.M.S. *Gambia*, the staff being accommodated in *Gambia* and *Surprise*. Ports visited during the First Summer Cruise included Alexandria, Port Said, Beirut, Athens, Famagusta, and Kyrenia, all except the last two being formal visits. At Alexandria it seemed strange to some of us to find the signal station at Res-el-Tin, with which we were able to maintain very effective V/S Communication, now manned by the R.E.N. There were also a number of Egyptian men-of-war in the harbour, all of whom flew the international code signal "Welcome" as we entered harbour.

From Beirut, numbers of people went on an excursion to Damascus or Ba'albek, both of which places were full of interest, the enormous dead ruins of the old Roman Heliopolis, or the ancient, narrow and very much alive streets of the old part of Damascus.

At Athens where we met units of the Greek Navy anchored in Phaleron Bay, we were joined by *Glow* wearing the flag of F.O. Air, and the Third Destroyer Flotilla. The latter had just arrived from Istanbul and appeared to have enjoyed it greatly.

After this very intensive five days' visit to Athens, the entire fleet congregated in Marmarice Bay, Turkey, for the annual pulling Regatta. The two New Zealand frigates *Taupo* and *Hawea*, on exchange duty with two Royal Navy frigates, had very recently arrived on the station, and *Taupo* distinguished herself by winning the Destroyer Command Cock. *Phoebe* won the Group 1 regatta. The entire Turkish fleet was also present, including the battleship *Yavuz* (ex-Goeben), a number of British and American built destroyers, and minesweepers and submarines. On the last day of the regatta they challenged the British fleet to a race, which they won with ease. The *Taupo's* crew was first of the two British boats, but in spite of gallant efforts came in after both the Turkish boats.

The first Summer Cruise finished with a week's weapon training off Cape Arnaoui in Cyprus.

During August the Commander-in-Chief, Italian fleet, visited Malta, flying his flag in the battleship *Doria*, and accompanied by four anti-submarine vessels who had come for training in British methods. The Italians appeared very keen and quick to learn and were most co-operative. Although rather short of V.H.F. sets, much of their other wireless equipment compared favourably with our own.

The fleet sailed for the Second Summer Cruise at

the beginning of September, the Commander-in-Chief once again flying his flag in *Gambia*. After a short visit to Taormina, *Gambia* and *Gravelines* visited Taranto where we renewed our acquaintance with the Italian Navy. Several units of the fleet paid visits to the Riviera during this cruise, the First Cruiser Squadron, less *Gambia*, spending twelve days there.

Gambia and *Surprise* spent a week at Anzio in late September, whence large numbers visited Rome, and some were received in audience by His Holiness the Pope.

At the beginning of October, the fleet returned to Malta for a chart exercise conducted by "Comsixtask-fleet" and demonstrations, with the U.S.S. *Columbus*, *Midway*, *Dermans*, the Italian Cruiser *Abruzzi*, and many smaller American and French ships. The Commander-in-Chief in *Gambia* with the 1st D.F. and *Vien* paid a five-day visit to Trieste during October, Flag Officer Destroyers flying his flag in *Chieftain*. All concerned were well entertained by the army, who had made excellent and detailed arrangements for the visit.

We are sorry to say good-bye to the two Kiwi frigates, *Taupo* and *Hawea*, who have just left for New Zealand on completion of their tour of exchange duty. Not only did they distinguish themselves in the sporting world, but it was a great pleasure to have them working with us.

There have been fewer exchanges of personalities in the Communication world out here than usual, and to avoid missing out anyone, I am taking the easy course of naming no one.

Perhaps one of the more unnerving incidents during the last cruise was the experience of S.C.O. to Flag Officer Destroyers, sailing past *Gambia's* quarterdeck in a yacht one Saturday afternoon at Trieste. While making a casual semaphore message to someone on the quarterdeck, he found he was being read by no less than seven Communication officers, all of whom were on the quarterdeck at the time. The semaphore was all right but the spelling was decidedly shaky! To those who are about to splutter the size of Communication staffs on the station, I must add that not all those officers were in Communication appointments.

R.N.A.S. HAL FAR

The Old Timers spent the summer telling us that it has been a much hotter one than usual. We were inclined to agree and longed for the cool weather to arrive.

Now that winter has come, and, at the time of writing, we are still in tropical rig, we realise that the summer was extremely pleasant after all. "Not too hot, not too cold, but just right," does not apply to the weather, nor to the Nissen huts in which we live (thus keeping up an old Communicator's tradi-

nion; do we hear rumours of new brick buildings at Leydene?).

It seems that the entire staff at Hal Far (with the exception of the Officers) will be relieved by Wrens early in 1951. We can assure them that they will thoroughly enjoy the life out here, and we are all looking forward to their arrival—all, that is, except possibly those whom they will relieve. The Wrens' quarters will be in the building at Kalafrana which until recently has been the shore Headquarters of Flag Officer (Air) Mediterranean. Redecoration is now in progress, and the quarters will undoubtedly be the most palatial in the island.

On the occasion of a recent Hal Far wedding we nearly forgot to hoist a garland. Quick work on the bushes in the middle of the best Wardroom flowerbed soon produced a presentable article, which the S.C.O. proceeded to hoist. It was hardly up before the Duty Petty Officer and a party of Leading Patrolmen arrived and suggested that he should "cease skylarking and remove this object." After rather a difficult few minutes he was finally saved from arrest by the arrival of a number of other people who managed to persuade the Duty P.O. that this really was an old Naval custom. In future this hazardous operation will be left to the duty Signalman.

The main excitement during the summer has been an excursion into the desert by the S.C.O. and half the staff, for the period of the Fleet exercises at the end of the First Summer Cruise.

The Mediterranean Fleet, escorting a convoy from Alexandria to Malta, was liable to attack by the U.S. Sixth Fleet, based in the Aegean. Naval and R.A.F. aircraft were to be operated from El Adem, some sixteen miles south of Tobruk, to provide fighter cover for the convoy and long-range reconnaissance and strikes against the Americans.

The Naval party from Hal Far was to set up an H/F station at El Adem to provide links with Malta (A.C.H.Q.) and the Fleet, and with the long-range aircraft.

We took four mobile vans, mounted on what must have been the most ancient lorries the Dockyard could lay their hands on, and towing two diesel trailers. Four telegraphists, only one of whom had ever driven before, had to be trained up in the space of three weeks to drive the vehicles.

The vans, when mounted on their "prime movers" (the correct terminology for "lorry" apparently), look top heavy even when standing still on flat ground—trying to get them up and down the ramps into the L.S.T. which was to take us across (H.M.S. *Messina*), with gallant but very inexperienced drivers, turned quite a few hairs grey. It was worse at Tobruk where there was an appreciable drop from the end of the ramp to the jetty. However, nothing actually overturned and we quickly set off for El Adem, steering by the sun.

The convoy came to an abrupt standstill after only a few hundred yards when faced with a lorry travelling in the opposite direction which refused to get out of

the way. After edging each other further and further into the desert, we realised that perhaps we should try driving on the right, instead of the left as in Malta. After this we got on famously for eight miles or so, until two lorries boiled and had to be replenished from our water bottles.

On top of the plateau south of Tobruk we met a strong cool wind, which promptly blew the roof off one of the transmitter vans. The rest of the journey was uneventful. The last ten miles of the road are nearly dead straight through dull brown scrub, relieved only by a few burnt-out wrecks of vehicles, a tangle of telephone and barbed wire, and literally thousands of rusty petrol cans. An occasional Arab still prowls around, with a camel or a donkey on the end of a piece of rope, apparently engaged in looking for any useful pieces of booty, and oblivious of the fact that sooner or later he will probably tread on a land mine.

The airfield is well patronised by both Civil and Service planes *en route* to and from the Middle East, and has grown to quite a sizeable encumbrance. We were well accommodated in the passengers' quarters, the S.C.O. finding himself in the lady passengers' block. He was no doubt disappointed when he discovered later that his neighbours in the same block were Mosquito pilots and not Air Hostesses.

While exercising with the masts at Hal Far, trying vainly to drive securing stakes into Malta rock, we told ourselves it would be very different in the desert, lovely sand, just right for that kind of thing. We were soon disillusioned, being faced with six inches of dry, dusty sand which would not support a pencil, and then solid, impenetrable rock. After three hours' work we had bent most of our stakes and achieved nothing. After a meal and a rest we tried again, and gradually found a few soft spots, though they were anything but satisfactory. The first seventy-eight foot mast was very gingerly erected without any mishaps.

Shortly after this the Station Commander galloped up on his horse to see how we were getting on. He was suitably impressed that we had got the mast up at all, but prophesied that it would blow down in the night. In view of the gale that was then blowing (and seems to blow almost continuously in the desert) this would not have surprised us at all, but it was still standing when we turned out next morning, and the second mast and the aerials were soon up.

The exercise itself was the easiest part of the operation from our point of view, and we just settled down to a steady watch-keeping routine. The receiver van was sited alongside the operations room, and whenever the telegraphist on watch began receiving a "Help" message from the Fleet, he simply yelled "Help" (through the window, an Army officer (a gunner presumably) fired a green Very light, and a flight of Vampires took off. Any further details were passed to them in the air. The fact that they sometimes reached the convoy just as the enemy planes were withdrawing after their attack, was usually due to the convoy being anything up to 90 miles

down the coast, and only once to the gunner being away at his lunch.

Numerous V.I.P.s. enlivened the proceedings by visiting the station during the exercise. One came and had a quick look at us. After studying the vehicles (painted the usual Navy blue with R.N. on the sides), and the telegraphists in white tropical rig, he asked if we were an R.A.F. party. On being told we were Naval and provided the wireless link with Malta, he nodded wisely and exclaimed "Oh, V.H.F.?" We heard later that on his way home his aeroplane force landed in the desert, and he had to spend the night at some remote air strip. Regrettably, even the Navy's V.H.F. could not help him in this predicament.

The exercise ended all too quickly, and we then had about three hours to dismantle everything and get back to Tobruk and embark before dark. What goes up must come down, and the truth of this was amply demonstrated while lowering the masts. Before they were half-way down the ground broke up, the stakes pulled out, and gravity did the rest. This speeded up the operation considerably—in fact, we are considering volunteering as a Communications Field Gun Crew at the next Royal Tournament. B. H. K.

SIGNAL TRAINING CENTRE, MALTA

The long Mediterranean summer officially ended today, 31st October, with the resumption of "Blues." Here, it need hardly be explained, we refer to wearing apparel and not to the national beverage. The drop in temperature occurred so suddenly that many of the natives were taken unaware, and a fair amount of good-humoured badinage passed between the full-boarders and the luncheon members, as the latter, many of whom were still shivering in "tropicals" (not having read their morning generals), emerged from the ancient portico of Ricasoli.

The extent of our activities here, somewhat limited during the summer months through the absence of our sea-going clientele, have rapidly broadened since the return of the fleet, and at the present time we have almost a full house. Recent short courses included half-a-dozen ratings from His Majesty's Pakistan ship *Tippu Sultan*, whose zeal and high standard of practical efficiency reflected great credit on their own training organisation, and incidentally showed up a number of our own personnel in a very poor light. The question may well be asked why so many of our Communicators fail to attain or to maintain their practical standards; the answer surely must be that the importance of steady proficiency in practical signalling at all times is not sufficiently stressed, and in consequence the daily round of exercises is too often regarded as a beastly bore, instead of proving a daily occasion for healthy competition and individual prowess. But perhaps this is too melancholy a theme for the Christmas number, so let us change the subject.

During the summer months there was plenty of

healthy exercise for those who still possessed a reserve of boiler power after the fatigue of classroom and daily round of duty. The lure of the Lido, boat sailing and cricket all attracted a large following, and the boundless energy displayed by many individuals was amazing. Cricket practice at the nets as well as friendly and inter-Part games often continued long after the short twilight had faded.

With return of cooler weather, however, soccer and hockey have come into their own, calling for many a snap decision on the part of Mr. Johnson, between the rival claims of backward buzzer and the inter-Part league.

Our training staff has undergone a considerable number of changes in recent months, including the relief of the S.T.C. "Schoolie," Instructor Lieutenant Whitaker, in mid-July by Instructor Lieutenant Winterbottom, late of Cookham; the former has now returned to the "heavy" side of *Collingwood*. Other arrivals and departures include:—C.Y.S. Harding vice Fowles (to U.K.), C.Y.S. Giddings vice Serford (to U.K.), C.Y.S. Fisher to Malta M.S.O., C.P.O. Tel. Hodge from *Rinella* W.T., C.R.E. Burbidge from *Mercury*.

While welcoming the recent arrivals we take sad leave of our old team mates who did such valiant work here through the difficult post-war period.

SECOND MINESWEEPING FLOTILLA

News of the 2nd M.S.F. has not appeared in the *COMMUNICATOR* for some considerable time, but this must not lead you to believe that we have not been doing our stuff out here in Greek waters.

Last year the flotilla consisted of seven Algerines and three "Isles" class Danlayers under the leadership of Captain K. Mc. N. Water, R.N., an ex-Communicator, and with Captain Blundell as Second-in-Command. Since the end of last year, however, we have been reduced to four H.M. ships, *Fierce*, *Chameleon*, *Plucky* and *Rifleman*, and at the end of March Captain N. A. Copeman, R.N., took the reins, but in spite of the smallness of both the flotilla and the ships, we remain the only operational minesweeping flotilla.

As those of you who have been in sweepers will know, the governing factor for peace time clearance sweeping is the weather, since any mine swept must be sunk; so for the first three months of the year we remained in and around Malta doing occasional exercises with the fleet. Then at the beginning of April we sailed for Salonika to commence a twelve-week cycle. During this period we were ably assisted in our task by four Greek G.Y.M.S., together with two Greek Algerines, H.H.M.S. *Narnachos* and *Polemistis*, which had previously worked up with us in Malta.

Throughout the cycle we always worked a five-day week which sounds rather cushy, but we invariably got under weigh at 0615 and in the evening our anchors often went down, with the sun close to the

foot of Mt. Olympus. Week-ends were spent alternately at Salonika and some unheard-of place such as Vromoskala or Toroni Bay. The Communications staff, especially the Buntings, had to work very nearly watch on stop on, because apart from the usual flag-wagging there were three voice circuits to keep going. The Greek Algerines were each lent a Ldg. Sig. plus one, and the G.Y.M.S. one Sig., and these chaps did a really first-class job; the extra staff was scrounged from the "Big-Ships." The week-ends away from Salonika were spent in various ways, such as impromptu pulling regattas, boxing competitions, etc., with plenty of swimming and sailing, and last but not least a beer-bar was set up on the beach. Salonika does not possess many amenities, but during our last week-end we laid on a combined searchlight (20 in. S.P.) and pyrotechnic display which went down very well.

On our way back to Malta, at the beginning of June, we spent a most enjoyable four days at Izmir, having dipped out on the First Summer Cruise with the remainder of the Fleet.

At the end of June we set off with the *Forth*, 2nd F.F. and four submarines on a convoy exercise on our way to Navarin for the Minesweepers' and Submarines' Regatta. This was won by *Fierce* which beat *Plucky* by one point. After four days the whole force went to Marmarice for the Group I and II Regattas. Considering their size, the sweepers did very well in the Group II Regatta, *Fierce* beating two destroyers in the aggregate scores.

From Marmarice the Fleet went off to enjoy themselves while we went to Malta and dry-dock for a fortnight; but we were quite chummy with three of us squeezed into one dock, *Chameleon* remaining alongside.

The end of July saw us at sea again, but this time mainly for pleasure. We visited Leghorn, Rapallo and Genoa, came back to Malta for a short defence exercise; we then went on to Trieste and Venice and at the beginning of September arrived at Corfu where we met up with our old friends, *Narmachos*, *Polemistis* and the G.Y.M.S. During the last half of September we were sweeping this time in the vicinity of Patras.

By the beginning of October we were back in Malta and did our stuff during the "Ever-Ready" demonstrations, by sweeping a specially-laid exercise minefield, the mines creating a cloud of evil-smelling smoke when detonated.

Since then the flotilla's inspection has been carried out; during this the Communication staffs were given all manner of evolutions to perform, amongst the turmoil of smoke bombs and the smell of eggs being fried on the lower boom.

We now look forward to the dubious prospect of staying in Malta for the remainder of the year, and next spring, no doubt, "5 OBOE" will be seen flying from *Fierce's* upper yard.

Lieutenant (C) Thorne, R.N.Z.N., led the Communication staff until the beginning of May, when he was relieved by Lieutenant (C) Cowlin, Royal Navy,

H.M.S. "FORTH"

After a few weeks away from Malta, once again we find ourselves on the milk tins at Lazzaretto. During the recent summer cruises one thing of note was the Fleet Regatta, in which *Forth* finished second—a good effort for a depot ship. But credit must be given to the Communication Staff, for their efforts in producing the normal two class whalers. The S.C.O. was in the Wardroom gig, three Communication Chiefs in the C.P.O.'s gig, six Communication P.Os, in the Petty Officers' whaler and a boys' whaler was completely manned. More or less one-third of the staff on the end of an oar.

As many may have heard on the radio, the frigates and destroyers have recently been carrying out anti-submarine and convoy exercises on a large scale with the Italians. In these exercises much work has fallen on *Forth* since she is the flagship and has control. As such the greater part of the staff has been employed on liaison duties in the Italian ships. Since the staple diet is spaguetto and vino, most have become very efficient in the manipulating of *da spaguetto*; others prefer the vino. Once again an important job which fell to the Communication Staff was very well executed.

We are now looking forward to Christmas, and some of us to being home. Most of the senior ratings, however, are natives *alias* rich whites. So we take this opportunity of wishing all Communicators everywhere a Happy Christmas and a Prosperous New Year; and to those away from home, a speedy return.

WIRELESS WORLD DIARY, 1951

The fact that the "diary" part of this diary begins on the 84th page is an indication of the immense amount of information which is to be found in it—ranging from "Postal Rates" to an 18-column list of valve-base references.

An item of special interest is an explanation of Part II of the 1949 Wireless Telegraphy Act, but the main bulk of the information contained in the reference section forms a miniature, but comprehensive, radio handbook.

At the price (morocco leather, 5s. 6d.; rexine, 3s. 8d.) it represents very real value, and the excellent reputation which this publication has held for thirty-three years has been more than maintained.

THINGS PEOPLE SAY

The Ord. Tel. (true but nameless) reading Mike Broadcast who, after half-an-hour on the bay said, "How odd. They're using MA serial numbers on the broadcast today"

The R.E.M. who thought an aerial splitter was a new kind of trapeze act.

QUESTION: (*Leading Signalman Qualifying*): "How are zigzag clocks checked?"

ANSWER: "By the chimes of Big Ben, or the last pips of the B.B.C. time signal."



ADVANCEMENT NOTES HALF-YEARLY EXTRACTS FROM PORT DIVISION ADVANCEMENT ROSTERS

It has now become possible to return to the pre-war practice of issuing half-yearly reports on the state of the advancement rosters of the three Port Divisions and A.F.O. 3100/50 contains a great deal of useful and interesting information.

From the number of queries received, however, it appears that it is still not generally understood that only *permanent* service in any rate counts for advancement purposes. Therefore the roster date of those men at the top of the roster for C.Y.S. and C.P.O. Tel., shown in column 3 of the A.F.O., is the date of their *permanent* advancement to Yeoman of Signals or Petty Officer Telegraphist adjusted by the number of months gained by "Red Ink" recommendations and not the date on which they were rated "Temporary Acting."

It will be noted that the rosters for advancement to Leading Telegraphist are still "dry" in all three Port divisions, and advancements are authorised by the Commodores of Depots on receipt of the report that the rating concerned is fully qualified and recommended (vide A.F.O. 311/50) and without waiting for the normal half-yearly reports on Form S507.

RE-ENTRIES—SPECIAL TEMPORARY CONDITIONS

New instructions have now been issued regarding re-entry of ratings in those branches and rates in which there are shortages. Under these new rules, ratings who held the equivalent rating of Able Seaman or above on their release, are re-entered in the A.B. rate and will then be advanced to the rating which they held on discharge, by day-to-day stages. Such advancements are subject to vacancies

existing in the rate concerned and in any case are not to be further than to Petty Officer.

Subsequent advancement will be by current regulations.

Men who have already re-entered and have not yet regained their former rating, are to be advanced by their Commanding Officers in accordance with these new rules, provided they are recommended.

Also, Pensioners serving on N.C.S. engagements who transfer to a "fifth-five" engagement after 30th November, 1950, will be regarded as re-entries and these new rules will apply to them; thus, Chief Petty Officers will be re-engaged only in the Petty Officer rating. Full details of this new scheme are to be found in A.F.O. 3114/50.

CODERS (EDUCATIONAL)

The institution of a new branch of National Service men known as Coders (Educational) (A.F.O. 3113/50) concerns the Communications Branch only so far as their initial training and subsequent keeping up to date in Cryptography is concerned. In peacetime the Instructor Officer (or Education Officer) will be responsible for their employment although they will be attached to the Communications Branch for Administrative purposes.

In war-time and in part-time service they will be employed entirely on Cryptographic duties.

J. S. W.

W.R.N.S. CONTRIBUTION

As Christmas approaches the W.R.N.S. personnel are making their annual gesture of thanks to the Y.W.C.A. by sending gifts and a donation of £4 5s. to their Christmas Fair. The old people of Portsmouth have been sent a donation towards their Christmas Party in addition to the books and magazines which are sent to them regularly.

STOP PRESS

Since the main sports article was written, the draw for the semi-final of the Navy Cup has been received. It is as follows: 14th February, 1951—H.M.S. *Mercury* v. Reserve Fleet, Devonport (at Fratton Park); 22nd February, 1951—R.N.A.S. Culham v. Reserve Fleet, Chatham (at Oxford).

OPERATIONAL

A Naval Air Station, commanded by a Post Captain, had a frigate attached to it for Air Sea Rescue purposes. In the middle of a very busy forenoon's exercises, the frigate made an operating signal "report name of operator." This kind of signal from a much junior ship was not very well received and an official signal was made asking for an explanation of this break from the "Customs of the Service." This latter signal would not appear to have reached the Commanding Officer of the frigate, however, since an operator to operator signal only was received in reply, saying "I heard there were Wren sparkers at Air Stations and I was looking for a girl friend."

HOME FLEET NOTES

It seems but a few days ago that the Fleet willowed its way across the Bay in the teeth of a gale, which, unpleasant though it may have been to the uninitiated (and not a few of the initiated), served to shake out the lethargy induced by those comfortable Home Port billets.

An extensive exercise programme whilst on passage put the Communicators on their mettle, and provided a foretaste of those to come, as yet merely a doodle on the Chief of Staff's blotter.

Our arrival at Gibraltar saw the start of the time-honoured exercise routine, interspersed with an extensive sporting programme, both on British and Spanish territory, and blistered palms and sore backsides heralded the opening of the regatta season.

Under the lee of the Rock we found friends whose native habitat lies further to the eastward, namely, *Glory* and the First D.F. Perchance they thought the Home Fleet should be left in sole possession, for they quickly and quietly stole away to seek the waters of St. Paul's Bay.

Time passed very quickly, Communication exercises galore, swimming, the Training Squadron regatta—won by *Indefatigable* who came straight from quarantine after a polio epidemic—and the brush in the canteen with the "Goon in the Leader who never did know any procedure anyway." So the cruise passed into its second phase, that of "Showing the Flag." The "Five Ton" logs contained all sorts of exotic calls as the Fleet moved southward towards the Cape Verde Islands. In those volcanic islands the fishermen came into their own, for sharks and other killers were, reputedly, simply lying around there waiting to be caught.

The majority of the Fleet anchored off St. Vincent, where the local populace did a fine entertaining job in the face of almost overwhelming numbers. *Cleopatra*, however, went gaily off on her own to Sal Rei on the island of Bona Vista. From all accounts she found there a sailors' paradise; far from the madding crowd, no shops, no beer gardens, no temptation. There the Communicators organised "Back to Nature" expeditions; their handling of the supply problem, particularly liquid supplies, left little to be desired even though it involved the landing from the motor cutter through mountainous surf, an operation carried out with little damage to wind or limb. The return, however, involved a trudge of some four-and-a-half miles over very hot sands, with beer crates *a la* Gold Coast native female, since the surf would not permit boatwork. "From others' mistakes shall we learn"—the second party apparently "borrowed" handcarts from the R.M. detachment and went on safari in style.

Then northwards again to, amongst other places, Casablanca, Madeira and Setubal. The round of visits culminated in a large-scale exercise "Crafty Corsair," in which we were joined by two Dutch submarines, *Tijgerhaai* and *Swaardvis*, and American

Privateers from Port Lyautey. At the time of writing, feelings are running high in the Fleet, back once more in Gibraltar, for *ssssh*—somebody cheated and the question "Who put NODUF on an enemy report" is on everyone's lips. Rumour has it that it was—THE FLAGSHIP.

We are looking forward to a meeting, in the very near future, with the Canadian Special Service Squadron, from the Service and mercenary point of view, a glorious opportunity for another of these ubiquitous large-scale "Exercises," but for the Home Fleet Communicator a chance of meeting one's Canadian opposite number, who is of course a "Communicator" in the full sense of the word. Comparisons should prove interesting and instructive. Familiar names are fast disappearing from the Bridge Cards. *Superb* has gone, with *Swiftsure* now wearing the Flag of C.S.2 in her place, *Vengeance* is shortly leaving to become the Home Trials Carrier. In her place we shall have *Indomitable* who, as recorded in our last notes, is to become the Fleet Flagship in March, 1951. Amongst the smaller craft we now have the Sixth Frigate Flotilla, of which *Loch Insh* and *Loch Alvie* have joined the Fleet, filling the gaps in the Screen left by *Aine* and *Jutland*. Having recorded the daily round thus far, let me turn to a subject that is of major importance, Air communications in the Fleet, or at least the latest developments in that field.

At the moment *Vengeance* is bearing the burden of all Fleet Aviation, on her departure there will remain only 802 squadron shore based at Gibraltar to fulfil Fleet requirements—a far cry from the days in which we had three carriers operational in the Fleet. This, however, is only a temporary state of affairs, we hope.

When the relief carriers join it is possible that a partial revolution will have occurred in Naval air communications. A.F.O. 2681/50 announced the introduction of three new multi-channel transmitters receivers in the existing V.H.F. band for Naval aircraft. One of these sets embodies an automatic relay equipment which may add greatly to the flexibility of V.H.F. communications both with aircraft and between ships out of direct V.H.F. touch. These sets are ten channel affairs, the ARI 5491 contains a pair of them, which has obvious advantages. One of the less obvious perhaps is that aircraft on embarking, disembarking, or on change of operational area will no longer, or seldom, require "Recrystallisation." We should be able to dispense with a horrible word, and the general performance of aircraft V.H.F. will gain by the sets having to be opened and retuned so much less frequently. The air electrical officers and men will have one less labour on their hands, and the Signal Officer and men will no longer be faced with the awkward problem of how to find the eight odd quiet hours required for recrystallisation of the Air Group, once having taken the often controversial decision as to whether or not it is worth it.

The use of the automatic relay at sea will no

doubt need a certain amount of experience and experiment before, if ever, it can be ranked as part of a first-class communication channel. Home Fleet carriers have already done trials on prototype equipments with varying degrees of success. But technical limitations apart, no one can face with equanimity a situation in which perhaps fortuitous shooting down of an aircraft a hundred miles or more away, or a less dramatic but equally effective removal of the air link in some other way, might, because the plan depends upon constant communications between two forces, compel the breaking of H/F silence. The airborne relay will require careful handling from this aspect alone. There will also be the complication that always ensues when a control channel is used extensively for signal purposes, as the relay unit does not provide a channel separate from the linking one itself on which essential control of the linking aircraft can be exercised.

After our dose of ill-disguised instruction . . . to the lighter aspect of life at sea. Have you heard the little story of a certain eminent Signal Officer, who, on hearing the order "Starb'd yardarm 'Main F,'" "Port yardarm 'Little F,'" looked aloft, and in a still small voice, said "But they both look the same size to me?"

And . . . what does one do in a case such as this?

"X" (R) "Y" From "Z."

Set watch on Plat one at 0915.

(2) Plot waves will not be required.

012345.

So, satisfied with sunshine, the Communicators of the Home Fleet, having stocked with nylons, canaries, and the wine of the country, are looking forward to their Home Ports and Christmas. To all those whose livelihood is earned under the shadow of fleet-winged Mercury we send Christmas Greetings and the very best of good fortune in the Coming Year.

FOURTH DESTROYER FLOTILLA

Having seen little of the Fourth D.F. in this periodical, we crave a little space. As it is to be expected, our activities are many and varied. Many being the exercises and varied the time in harbour and sports. The flotilla consists of *Agincourt* (D.4.), *Coruna* and *Gabbard*. The remainder can be seen in various stages of reserve or refit. From a worm's eye view communications are of a very high standard, but we hear from other sources that at times this is not so. However, who are we to argue?

Sport is not a very strong subject. It comes to mind that a certain Communications team lost 11-0 to a stokers (yes stokers) team. We have bright hopes for the future!! The bright spark is the fact that during our stay here in Gibraltar, the Home Fleet cricket championship will be decided between *Vanguard* and the Fourth D.F. At the time of going to

press we wish our team the best of luck.

At the time of writing we are ten days from Portsmouth after a cruise to the South'ard. There is a certain amount of apprehension regarding drafts on arrival. Some must be due for foreign service spare!!! Persons have also been heard to say that it is time some of the *Mercury* stanchions were drafted to make room for others, personally I fail to see how they exist without duty frees!!!

We had one really bright spot in the cruise, it was rather in the same vein as the Telegraphist taking a written exam. for L./Tel. who, when asked to give an example of the Abbreviated P.L. table, wrote, "Admiralty from C in C F.E.S. P.S.B." Our youngest O./Tel. was keeping watch on H/F common. The ship was coming alongside the flagship at night to replenish. Nothing had been heard of her for two hours. He looked up very worried, "POTS, I haven't heard anything of *Vanguard* for two hours, shall I give her a shout?"

FIFTH DESTROYER FLOTILLA

The Flotilla is now whittled down to four ships, *Solebay*, *St. Kitts*, *Sluys* and *Cadiz*. With this number the organisation becomes somewhat simplified as it does not permit Sub-Divisions.

The cruise started off with a very stormy passage to Gibraltar and the cobwebs of the Dockyard were soon blown out of us. It was something of a relief to arrive eventually at Gib. and to settle down to a second summer. Spirits have been running high as a result of a change of air, and the distractions of the Home Ports have been absent and have allowed the training programme to go forward. The large complement changes that are necessarily made at the end of each cruise increase the training effort required and the reaction to this has been very good, especially among the junior ratings. The Senior ratings have an unenviable job, because as soon as they have raised their team to a fairly good standard of efficiency, as they have by the end of a cruise, their staff is swept from under their feet and the round starts once more.

After our initial shakedown at Gib., the "visit" part of the cruise began. We were lucky enough to have drawn Oporto as our first port of call. If we didn't know that we were lucky when we went there, we know now. The reception accorded us by the local British colony and the Portuguese was nothing short of magnificent. The whole place revolves around Port Wine and everyone one meets is a "Port Baron." Trips had been laid on to visit the Wine lodges, where the wine is stored and matured. A great many bottles of port were presented to the visitors, and it is hoped that their Christmas dinner tables will benefit from it. The Boys were "adopted" by British people in Oporto and taken out for the day and entertained very generously in their homes.

After Portugal we went to Casablanca with *Vengeance*, the 4th D.F. and two of the submarines, *Anchorite* and *Affray*. Much bargaining took place

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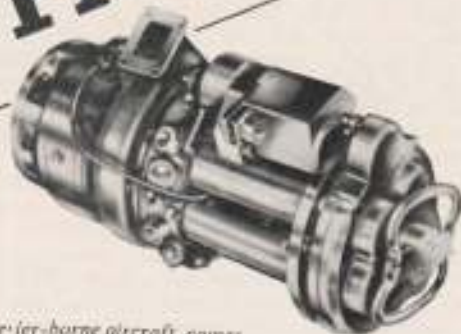
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at the Arab shops and the local cabarets were well patronised.

At the time of going to press, we have just arrived back at Gibraltar and are busy collecting the final rabbits before we sail for U.K. at the end of the month. On the way home we stop off for a few days in Lorient and Nantes, but the day we are really waiting for is 7th December when we arrive at our Home Ports for Christmas leave.

May we wish you all a very Happy Christmas and may the New Year bring more "LD's" and more "QSA 5's."

PAIRS OF PENDANTS

The Flotilla Leader who was told to hoist all Foreign Ensigns. When the Gin Pendant went up superior, she tried to persuade everyone that it was really the South Korean Ensign.

The officer who constantly sends signals to the M.S.O. marked "Unclassified Restricted."

W/T MADE EASY

Reply to an examination question: "We use crystals because you can just plug them in and the set requires no tuning."

THIRD TRAINING FLOTILLA

As this is our first contribution, it will perhaps be as well to tell those who are not acquainted with us that we comprise two "C" class destroyers and four "Loch" class frigates, based (and very firmly too) on Londonderry. Our work being largely connected with the Joint A/S School here, we would like to warn all sufferers of mal-de-mer to steer clear of draft chits in this direction. We find a large amount of sea time ideal for those of us who are saving up; but oh, how very hard it is on one's stomach!

A large percentage of our staffs are from Pompey Division and include such well-known personalities as C.Y.S. "Nick" Carter, C.Y.S. "Oliver" Cromwell and C.P.O.Tel. "Knocker" White (no relation to that other Knocker so well known to our readers)—all of whom seem rather more haggard than when they graced the bar in the Chief's Mess at Leydene. We are still wondering if this is due to the gloriously delightful (?) weather here in Northern Ireland, or through worrying when they can again get back to propping up the aforesaid bar! The last mentioned of this trio has been heard to remark on several occasions, "They're after the last drop of blood," when some of our more scientific electronic devices have been in full use.

But then, perhaps we should have mentioned that our wireless staffs certainly get more than their share of work and large headaches are often prevalent, though results have been encouraging both to ourselves and to the gentlemen who matter ashore. Visual types, too, have very little time on their hands, and often find more to do than their staffs can cope with. Chief Yeoman is annoyed because the gunnery guys have borrowed our beloved "gridiron," but

we have pointed out to him that it very much improved their aim anyway! We are steadily progressing in the art of bows and arrows and have even added marching manoeuvres to our curriculum.

Under the very able guidance of Lieut. Dalrymple-Hamilton, D.S.C., however, and our new C.C.O., Mr. Hammond, D.S.M., we are progressing steadily on all fronts. A good deal of our time not spent at sea is devoted to the training of junior ratings and includes a lot of competitive exercises, which provide good fun in addition to keeping us on our mettle.

To those of our readers who have served in this part of the world, we would like to say that the girls of Waterside and district are as attractive as ever and just as fond of the matelots—especially buntings and sparkers! In fact, if only it would rain for less than 360 days in the year, life could be quite pleasant.

To conclude, may we take the opportunity to send Christmas Greetings and every good wish for the New Year to all fellow Communicators, wherever you may now be serving, from all of us here in Ulster.

H.M.S. 'VANGUARD' AT COWES

Last summer's number of the COMMUNICATOR went to press before an account of H.M.S. *Vanguard's* visit to Cowes for the yachting week could be included; but we feel that mention should be made of it, since the Communication Department lay claim to a considerable share in a very successful week.

On the forenoon of Friday, 28th July, the ship's Communication Officer proceeded ahead in the ship's two M.F.Vs. with P.O.Tel. Meuse and a small party with the not inconsiderable quantity of equipment for the shore signal station. Passing through the Needles channel they arrived alongside Victoria Pier, Cowes, at 1730, and from then on they had no time to spare in getting everything ready by the time H.M.S. *Vanguard* arrived and anchored on the dot of 2100. The second picket boat had also made the sea passage with us from Portland.

Two large APW aerials (directional arrays) were set up for the 682 telephone links and the 612 ET was installed. The APW outfits took some time owing to their size and the need for careful guying, in spite of the fact that they had been assembled on the passage round from Portland. The pier itself did not make matters easy. A 230 volt A.C. supply and two G.P.O. telephone lines had been laid on in advance, but the pier was almost in a state of collapse for it had been abandoned by the town council for many years owing to a shortage of funds. Every step on the rotting woodwork had to be taken with the greatest care. When H.M.S. *Vanguard's* shipwrights came to make temporary repairs for the landing of libetymen there, they also had to tack wood and canvas across several gaping windows in the pavilion to protect the wireless equipment inside from the weather.

Nevertheless, all went well and communication was established before the ship came into sight. The H/F radio telephone link with Portsmouth had already been in use as the ship had steamed up channel.

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Besides all this, special arrangements were laid on for the yacht racing itself. Signaller A. Knight earned high praise whilst on loan to the Royal Yacht Squadron. On the Tuesday it can fairly be said that the Royal London Yacht Club could not have run their regatta without Lieut. (E) R. G. Boddie, the Officer of the Day, loaned by H.M.S. *Vanguard*, and Signaller Knight; for the senior members who formed the sailing committee could not possibly have managed the very heavy programme necessitating the continuous flag hoisting and the gun loading and firing for both starts and finishes, many of which overlapped.

A "Sailing Wave" was also provided, an H/F voice channel, linking the clubs giving the day's regattas, two each day, Victoria Pier and H.M.S. *Vanguard*. On this channel were passed reports of progress and results from which up-to-the-minute situation boards were kept for the information of those in the ship. On the Wednesday when there was a stiff blow from the south-west, which forced H.M.S. *Vanguard* to shift berth almost a mile further away and out of the full tidal stream, this wave was a necessity as a "safety wave." Certain of the larger dinghy classes started from the Island Sailing Club, but almost all came to grief in the tidal race off Egypt Point, and at one time there was a M.F.V., a launch and two picket boats summoned from the ship and two motor boats from the destroyer U.S.S. *Leary* picking up crews as hard as they could go. In fact, it was all that these six boats could do to pick up the crews and the dinghies themselves had to be abandoned, several of them never being recovered. Apart from this one day the rest of the week was perfect sailing weather, in fact the best in the last four years.

All shore stations, 66 sets on sailing wave, the 612 ET and the 682 radio telephone link, were manned by Boy Telegraphists, who undertook their jobs with a great sense of responsibility and with almost no supervision. Particularly worthy of mention were Boy Tels; J. B. Smith and Johns who manned their 66 sets at the Royal Yacht Squadron and other clubs throughout the week most efficiently.

However, it was not all work and no play for the Communicators. All the ship's company were made most welcome in the town of Cowes; there were three dances for them during the week, two organised by the Urban District Council and one by the 76th H.A.A. Regiment.

On Thursday the ship was dressed overall in honour of H.M. the Queen's birthday and at noon a Royal Salute was fired by both H.M.S. *Vanguard* and the Royal Yacht Squadron synchronised by voice wireless. The special cannon used at the Royal Yacht Squadron are fired electrically by keys on the sailing platform, and the Commodore, Sir Ralph Gore, personally fired the Royal Salute whilst listening on the headphones of a 66 set to the controlling orders of Mr. Capper, the Master Gunner of H.M.S. *Vanguard*; this must have undoubtedly been an

innovation for the venerable club.

On our last day, Friday, was the Town Regatta⁴, which included pulling and all-comers races in which many of the ship's company took part. After dark the shore signal station party concluded their hazardous week on the rickety Victoria Pier by having several hundred pounds' worth of fireworks set off all around them. H.M.S. *Vanguard* contributed by firing six hundred old one-pound signal rockets from the fore-castle in two batches of one hundred rockets and a final batch of four hundred. The batches were fired by an electric firing circuit and a strong fire party stood by under cover near the fore-castle. Probably owing to their age a great number of the rockets exploded prematurely and deluged with stars those watching from the bridge, but no damage was done.

After a memorable week we sailed at 0300 on the Saturday morning for Portland so that the first summer leave party could be on their way by noon the same day. J. K.

FONTAINEBLEAU

The leaves have started to fall now and the whole district has taken on a greeny-brown hue that only an artist could describe. Given a fine day with a touch of sunlight, the forest of Fontainebleau viewed from high ground is a magnificent sight. So the forest lives on, and the town, which seems to take its cue from the trees, drowns its life away until a travelling circus comes by, then the whole area springs to life. One such period is the annual Fete de St. Louis on 28th July. Then, and for two days after, the showmen take up one of the broad roads leading out of town, put down their stalls and curiosities on the grass verges, start their radiograms full blast, and the fun of the fair is on. Boxing booths, Salome dancers, dodgems, bearded ladies, lotteries, strong men and shooting ranges all vie to attract the throng.

A good few allied officers and men have gone, and a few more are standing by to go. Communicators may be interested to know that amongst these departures are Rear-Admiral Dick and Lt. Cdr. (C) Moss. With them go our very best wishes in their next appointments, and we welcome in their places Rear-Admiral Cazalet and Lt. Cdr. (C) Pitt.

Our soccer team has suffered slightly from staff changes, the notable casualty being the loss of Lt. Cdr. Moss who made the goalmouth seem a very small place and daunted the heart of many a would-be goal scorer. The loss, too, of Chief Steward Tams during the summer, is being felt, although our two stalwarts, Ldg. Tel. Bowman and Ldg. Sig. Pollard are still making rings round the soldiers and airmen. We had, happily, been able to draft three French and two Dutch matelots into the team, so it is with this truly international XI that we have made not too bad a start in the fight to win the handsome St. Leger Cup for the third successive time, despite the stronger Air Force and Army sides that are being fielded against us.



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SOUTH ATLANTIC

Vice-Admiral Sir Herbert Packer, K.C.B., C.B.E., succeeded Vice-Admiral Sir Desmond McCarthy, K.C.B., D.S.O., as Commander-in-Chief South Atlantic on 1st September, 1950.

The Flagship, H.M.S. *Nigeria*, sailed for the United Kingdom on 6th September to pay off into reserve, after just over two years' commission on the South Atlantic Station. The relief Flagship, H.M.S. *Bermuda*, sailed from the U.K. on 24th October and is due at Simonstown just before Christmas, having "worked-up" in the Mediterranean.

The Commanding Officer of H.M.S. *Actaeon*, Commander the Viscount Kelburn, was relieved on 23rd October and is now on his way home in the *Athlone Castle* and the Fleet Communications Officer, Lieutenant Commander Bush, was relieved in August by Lieutenant Commander Barrow.

The Commander-in-Chief has visited Slangkop Receiving Station and Cape East Transmitting Station, and will be paying a visit to the S.T.C. Klover and Cape South Transmitting Station in the near future.

Opportunity is being taken during the absence of the Flagship to make some improvements to the general communication organisation at Simonstown. A harbour inter-communication wave is being brought into force and preparations are being made to provide the Flagship with teleprinter facilities. Some rearrangement of the responsibilities of the Main Signal Office and Dockyard Signal Office is taking place, which it is hoped will make both offices able to function more efficiently.

Unfortunately it has been necessary to postpone any further advancement courses for Leading Rate because the instructional staff at the S.T.C. were *Nigeria* ratings; and therefore returned to U.K. in the ship. However, training continues apace with a full weekly exercise programme.

The Squadron regatta, in which ships of the South African Naval Forces took part, was again supported by a W/T tote, on the same lines as last year, and its efficiency can be judged by the fact that some £300 was placed in bets during the day, and the money was exactly correct at the final check—much to the delight of the Fleet Supply Officer!

We wish all Communicators a very happy Christmas!

M.S.O. SIMONSTOWN

Those who enter the Admiral's offices in Simonstown, gaze in wonder at the amount of activity that is going on in and around the small wooden "Aviary," which constitutes the Main Signal Office, Simonstown. For big things are afoot, and the M.S.O. is beginning to emerge from a "Bow and Arrow" Tower, into a reasonable 1949 model of an M.S.O. Dockyard: Mateys are bustling around like ants (unusual for a Dockyard Matey), rewiring here, installing benches, tables, etc., there, with paint

flying everywhere. Even our mast, which I had begun to think was an ornament, is going to play its part in this "modernised" M.S.O. In fact, our former members "Wouldn't know ye old place now."

By the time this goes to press we hope to be working in top gear, and not like the Yeoman's car "forever changing down."

The excitement, or perhaps I should say the consternation, of all this upheaval and the general re-organisation internally of Signal Distribution, etc., in Simonstown gave rise to the following:

NIGHTMARE

Type the lockers, hoist the pads,
Scrub the ormigs, dish the snags,
Burn the Yeoman, code the waste,
Sail the Dockyard all in haste,

Sign the safes, haul taut the mast,
Stop the "Bo'sun," ring the blast,
"Wet" the logs and file the keys,
Drink the Aldis, wait one please.

Wind the Telex, book the clock,
Paper the "Prep," bend on the stock,
Mend the Dial and phone the make,
The bell at six—At last awake.

M. S. OGRE.

S.T.C. KLAVER

Our 1950 programme of training Signalmen and Telegraphists for the Leading Rate had perforce to end when the last class of Ldg. Tels. (Q) passed out in July. Congratulations to the seven successful candidates and especially to those of the South African Naval Forces who worked extra hard to make up some leeway and lack of experience as compared with their R.N. classmates.

Readers may recall that in our last article in the Summer COMMUNICATOR we mentioned the impending departure of our Flagship, H.M.S. *Nigeria*. By the time our last classes passed out, the Flagship's Company was contemplating (probably with mixed feelings) her departure from South Africa. The S.T.C. Instructors were withdrawn and returned to their ship, and the School paused, as it were, to get its second breath and review its position to date, and the results of its first eighteen months of active operation.

Prior to the Flagship's departure and to the accompaniment of many expressions of regret from all who knew Sir Desmond and Lady McCarthy, the Commander-in-Chief said good-bye and was relieved on 1st September by the new Commander-in-Chief, Vice-Admiral Sir Herbert Packer, K.C.B., C.B.E. Lady Packer is already well known to many at the Cape and may be remembered as the author of two particularly well-known books, "Grey Mistress" and "Pack and Follow." We respectfully extend them a cordial welcome from all Communicators on the station and hope their stay at the Cape will be an enjoyable one.

Nigeria, looking very smart as officers and men lined the decks, with her 500 ft. paying-off pendant streaming from the main, pulled away from the wall on the afternoon of 6th September, and many who went to see her off watched intently as familiar faces gradually became smaller until at last features were no longer distinguishable and the ship slid silently through the breakwater entrance. Turning round and firing a 15-gun salute to the new Commander-in-Chief, *Nigeria* slipped away silently into the haze and was gone.

In wishing *Nigeria's* ship's company a happy leave on arrival in Devonport, it is an opportune moment to express the S.T.C.'s appreciation to her F.C.O., Lt. Cmdr. Bush, R.N., Instructor Lt. Parkyn for his invaluable assistance in teaching wireless theory, also to C.P.O. Tel. Spencer, Yeoman Truscott and Ldg. Tel. Clinton—all of whom worked untiringly for the S.T.C.

To Lt. Cmdr. Barrow, R.N.—our new F.C.O.—we also extend a hearty welcome, and with him look forward to the arrival of the new Flagship *Bermuda*, due here by Christmas. Meanwhile we are not idle—new ideas and plans for exercises, training and communications continue to keep our depleted staff fully occupied, and we look forward to a period of renewed training activity in 1951. *Happy Christmas to All, Tot Selva.*

J. T.

SLANGKOP WIRELESS STATION

The rains and a poor soccer season have departed. Cobras, puff adders, the "south easter," bush fires and the like have returned to life and we are back in tropical rig and, on occasion, in cricket attire.

We have been visited by our new Commander-in-Chief, Vice-Admiral Sir Herbert Packer, K.C.B., C.B.E. Other visitors have included Commander the Viscount Kelburn and Commander Norman, Commanding Officers of H.M.S. *Actaeon* and H.M.S. *Nereide* respectively. Commander Norman was interested to know when we were getting our super-deluxe cinema, tartly observing that this must be the only item left for the Amenities Fund to provide. (Not a bad idea, considering the nearest cinema is some ten miles distant.)

We have received a prolonged visit by members of the Dockyard Department who have redecorated right through the living quarters, laid some corticene, repaired and painted the tennis court and are in the process of providing a concrete practice cricket pitch. The Chiefs and P.Os. mess has been supplied with a domestic refrigerator, greatly improving the quality of the beer.

The Squadron Regatta took place at Simonstown this year instead of at Saldhana, and although we did not provide a crew, P.O. Tel. Brooks and Tel. Hopper ran the wireless tote for a few hours on board H.M.S. *Actaeon*, whilst her wireless staff were busy pulling a whaler around a very choppy and wet Simons Bay.

P.O. Tel. (Spike) Hughes and the "Joy" of his life were "seen off" at the Capetown Docks by his retinue prior to his "retirement," but it is strongly rumoured that the new Pay Code "bait" may have been well swallowed by Spike ably assisted by "Joy." Ldg. Tel. (Stripey) Gall and Ann have also departed to pension; we shall miss their help at our social evenings and Stripey's gardening efforts have produced excellent results. Among others who have departed hence are "Eddie" Suter, badly missed in all station activities; "Tonk" Green, probably still dripping about that last taxi fare, and "Tony" Bulch with his ten-ton kit of radio spares. P.O. Tel. (Drip) Brooks is about to depart for depot, later to take up residence at "The Mitre," Ipswich.

Our young "canoe building" Telegraphist has given up and bought a boat outright from a local fisherman and has started a lucrative crawfish business. His unpleasant habit of leaving his catches to crawl around the quarters had a bad effect on the O.C. who thought he had D.Ts.

Cape South Transmitting Station (Klaver) has also had a visit from the Dockyard Works Department. The Chiefs and P.Os. Mess has been enlarged and redecorated to provide lounge facilities, a very useful amenity when the S.T.C. is open and the mess becomes somewhat crowded with Instructors.

Cape East Transmitting Station (Faure) has been visited by the new Commander-in-Chief. P.O. Tel. Dicks has been unfortunate in contracting polio but is now in the convalescent stage, and we heartily wish him a full and speedy recovery.

KRANJI W/T

Almost the entire ship's company has changed during the last six months leaving us in the unenviable transitional state which has seriously affected us, not only in the world of sport, but also in the "Snags Cabooosh" of the C.R.R. Football and hockey are still very shaky, while tennis enthusiasts are practically non-existent. However, as the new company settles down we hope to regain some of our former dash.

The burden of our watchkeepers has recently been greatly eased by the installation of an air-conditioning plant in the C.R.R., a windowless, bombproof building. During installation the average working temperature in the office was a damp 100 degrees. We are pleased to report that as a thing of the past, the temperature now rarely rises above a dry 90 deg.

Since the outbreak of war in Korea, traffic through the office has reached a new record; despite rather frightening numbers of requests headed "int ZDK," we feel the situation has been kept well under control. On 27th June we opened a new Broadcast (F.E.) on five frequencies at only half-an-hour's notice.

Air travel has recently played a big part in the life of the Communicator on draft. Ratings have been flown to Singapore, and thence onward to Hong Kong and Tokyo; some of our more fortunate associates have been flown in the opposite direction.

NEW TALLIES

Some of the rag-ribbons seen around lately don't mean a thing to many of us—yet. The bows, of course, are 'tied' as tiddley as ever and many O.I.'s wear specimens that would bring a gleam of envy to the eye of even the most ancient three-badger. It's the names that are unfamiliar; though the unknowns of to-day may well be the 'Renowns' and 'Enterprises' of tomorrow.

The name 'Redifon' may also fail to ring a bell with many in the Communications Branch. It's a fairly new tally in marine and shore-based radio that's sprung up since the war. You may forget

it shortly after you've read this—but not for long. There's a lot of Redifon equipment already in use all over the world, and those who have to use it seem to like it.

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We do a lot of other stuff too that's at the top of its class. So when you come across the name 'Redifon' on a piece of gear, have a good look at it and see if you think we're shooting a line. We doubt it.



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Although this mode of travel is new and exciting to most of us, it has one serious disadvantage—if your kit reaches you inside six months, then indeed, you are a lucky man.

Owing to the close proximity of bandits (some fifteen miles "as the crow flies") the ship's company has frequently been exercised in the defence of the Station. The practise alarm is frequently sounded during the forenoon, accompanied by the pipe,

"Bandits have penetrated the perimeter fence at — and have set fire to —" The afternoon watch can then be seen doubling to the armoury, whilst the daymen man the fire engine. Only one shot has disturbed the tranquility of the station to date. This was fired accidentally by the Instructor in the course of a lecture entitled "Precautionary measures to be observed in the handling of firearms."

PERSIAN GULF

CHANGES IN COMPLEMENT

We have recently had a welcome addition to the ranks of the Communicators in the Gulf. Captain R. H. Courage took command of H.M.S. *Flamingo* early in October. He is no stranger in these parts, having played polo in Abadan before the war during periodical visits of the East Indies Flagship in which he was serving.

We are anticipating a further welcome addition in the shape of a tiny communication staff for Bahrain Main Signal Office. Leading Signaller Davis has volunteered to be drafted ashore when H.M.S. *Flamingo* goes to Ceylon to recommission (we are not sure whether the beer in the canteen or a girl friend in Manama is the attraction), and two telegraphists are expected shortly, fresh and eager, from Devonport Barracks. Until now the Resident Naval Officer, Bahrain, has depended on Royal Air Force channels for keeping in touch with the outside world, except that when Senior Naval Officer, Persian Gulf and staff are ashore (as at present during the refit of H.M.S. *Wild Goose*) we land a Leading Telegraphist and two Telegraphists from ships. Leading Telegraphist Pye and Ordinary Telegraphist Shirley from H.M.S. *Wild Goose* and Telegraphist Fields from H.M.S. *Flamingo* have been holding the fort this time. We shall miss their efficient and cheerful service, but it will be good to get a permanent communication staff.

THE BROWN DUSTER

At the beginning of August, H.M.S. *Wild Goose* visited Qatar. The Senior Naval Officer, Persian Gulf, exchanged calls with the Shaikh and we prepared to fire a salute of seven guns on the latter's departure (he ranks between the Rulers of Bahrain and Kuwait who receive eleven guns and those of the principal Trucial Sheikhdoms who receive five). To our horror, we found that the Qatar flag as supplied by Naval Stores was red with a serrated white border next to the mast, whereas the flag flying from the Ruler's ceremonial dhow was a tasteful shade of beige (with the same border). We apologised for not being able to use the correct flag, adding that brown bunting was not a naval store item. We discovered afterwards, however, that the error was not so bad because the

Qatar flag used to be red until the day when a treaty was made between Great Britain and the Shaikh of Doha (the capital of Qatar). The story is that when the Shaikh was asked where his flag was he produced an old red flag, so faded that the colour was taken to be brown. Thus Qatar came to have one of the few if not the only national flag coloured brown.

ARABIAN ARMISTICE

The Id Ul Fitr, a big Moslem feast day at the end of the fast of Ramadan, fell this year on 16th July. This was the day chosen by the Shaikh of Bakha (an independent village on the western shores of the peninsula leading up to the straits of Hormuz) for an attack on the nearby village of Shaam which belongs to Ras al Khaima, one of the Shaikhdoms whom His Majesty's Government is bound by treaty to protect from external aggression.

Within a few days this hostile act reached the ears of the Political Resident Persian Gulf in Bahrain, and H.M.S. *Flamingo*, who happened to be at Qas Island off the Bahrain coast, was despatched to Shaam to put an end to the conflict and bring about a settlement between the two sides. When the ship arrived at Shaam there was no fighting in progress, but Bakhas' men with the Shaikh at their head were in possession of part of the village. The Shaikh was persuaded to come on board H.M.S. *Flamingo* who took him to Ras-al-Khaima, whose ruler also came on board. How much coffee was drunk while the two rulers argued about their rights, what were the many causes of the dispute, and how the Commanding Officer, H.M.S. *Flamingo* managed to keep the Chieftains at peace is not relevant to this tale. It is enough to say that within a few hours he had arranged a truce between them, whereby each ruler undertook to return any stolen property, to stop his people from creating quarrels, and to refer any future disagreement to the political authorities. When Senior Naval Officer, Persian Gulf reported this affair to the Admiralty the First Sea Lord himself was kind enough to reply by signal:

"What a pity that all peace treaties cannot be made as quickly and efficiently as seems to have been done by *Flamingo*."

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A.S.R.E.

The opportunity to serve in an Admiralty Establishment which is largely civilian in character is given to only a few Communicators. Some remarks on the way in which the Admiralty Signal and Radar Establishment works may be of interest, therefore, to those of us who never get nearer to the Establishment than Leydene.

A.S.R.E. plays a major part in six main functions in the provision of Radar and Communication equipment to the Fleet. These are:

- (i) The formulation of policy and plans based on:
 - (a) Staff requirements.
 - (b) Financial provision.
 - (c) Available manpower and resources in A.S.R.E. and industry.
- (ii) Scientific research and the development of a trial model.
- (iii) Sea trials and evaluation.
- (iv) Engineering development for production.
- (v) Logistics of supply.
- (vi) Post Design services:—
 - (a) Installation and test.
 - (b) Improvements dictated by sea experience.
 - (c) Advice and assistance to the Fleet, handbooks, etc.
 - (d) Help to Training Establishments, Admiralty Departments, etc.

The Director of Radio Equipment and the Chief of the Royal Naval Scientific Service are jointly responsible to the Controller for the programme of projects carried out at A.S.R.E. Allocation of projects to the programme is decided by the Controller at an annual review.

Under a small co-ordinating staff at the head, the Establishment is divided into three main divisions, each headed by a Senior Principal Scientific Officer and an Application Commander. These three divisions tackle projects in the Gunnery Radar, Navigation Direction Radar and Communications fields respectively. In addition a fourth division is tackling problems of Merchant Ship Radar, working for the Ministry of Transport.

As well as these development divisions, there are a large number of important sections dealing with the problems of production, basic research, modifications to existing equipment to correct faults or to expand its use, ship fitting of newly designed equipment, layout of equipment in ships, to mention only a few. The Naval Application Officers must maintain close liaison with all these sections in their own specialist sphere.

The appointment of Captain Superintendent is at present held by Captain L. G. Durlacher, O.B.E., D.S.C., R.N., who is well known to our readers. The Chief Scientist, Mr. C. Horton, C.B.E., has served for most of his career in the Royal Naval Scientific Service at A.S.R.E. The Deputy Captain Superintendent is at present a Gunnery specialist, Commander R. E. Hutchins, D.S.C. The Deputy Chief Scientist,

Mr. C. Crampton, O.B.E., headed the Communications Division of A.S.E. during the War.

Since the formation of the Electrical Branch, a Captain (L) has been appointed as Assistant Captain Superintendent. The appointment is at present held by Captain (L) L. S. Bennett, R.N., who taught many of us the principles of Radio at R.N.B. and at Leydene. Under him the maintainer is well represented by Electrical Officers throughout the Establishment.

Getting back to the development of the hardware, this is done on the project system. For example, the development of U.H.F. Communication equipment is one project, development of an H.F. Common Aerial Working System is another. Each project is allocated a group of scientists, engineers and all necessary staff headed by a project leader. A specialist executive officer and an electrical officer are attached to each group to give user and maintainer opinion.

There are, of course, far more projects than can be tackled by our limited scientific effort. Again, the limited workshops and drawing office effort means that a strict priority system must be enforced to get the work done on those projects which are being tackled, and the money made available is also limited. In spite of this, there are fifteen projects under way in the Communications Division alone, and some of you in the Home Fleet have already seen the new ship-ship U.H.F. equipment at sea.

So, as you wrestle with the 60EQR or swear at a hot 86M, spare a thought for our difficulties here. We know and appreciate the problems of the communicator at sea, grappling with equipment which is either obsolescent or American or both. We are giving urgent study to solving these problems, and, in addition, we are making every effort to reduce these and similar problems in meeting the more complex communications requirements of the future.

Above all, just because this article is all about Radio, don't think that we forget V./S. Is the hunting topper getting bigger and better equipment too? Order your next copy of COMMUNICATOR early for our next gripping instalment.

EN ROUTE

The writer happened to be the Duty Commanding Officer at a Naval Air Station during a period of combined air exercises with ships of the Home Fleet. At about 0200 the telephone rang and a very angry P.M.O. proceeded to pass me a signal concerning aircraft movements, which had just been dictated to him over the telephone by the local Area Combined Headquarters. Since the P.M.O. lived ashore in a private house some miles from the establishment this seemed, even at 0200, very odd signal routing. The duty Wren telephone operator at the Air Station was questioned. "Oh yes," she said, "A.C.H.Q. had rung up with an operational immediate. In view of its obvious surgical implications she had transferred the call without delay to the P.M.O.'s house."



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GOING THE ROUNDS IN "MERCURY"

SPORT

The Greeks looked to Mount Olympus with fearful reverence in their eyes; it was the home of their gods. The peoples of India and Tibet gaze upon the snows of the Himalayas in awe, and think with the trembling hearts of the Giant Snowman.

We may well wonder whether similar feelings fill people's minds in our sister-establishments in the lowlands of Portsmouth when they look northwards and upwards towards *Mercury*.

For we are mighty in sport. Not almighty, because we don't win all our matches all the time. But we win often enough to rank as one of the foremost local naval establishments of our size in the field of sport, and we are a continuous thorn in the side of those who expect to carry the day by sheer weight of numbers to choose from, and reputation.

There are many factors which have made this so. First and foremost is the will to win and, secondly, the fine standard of fitness which only comes after much hard work. But we must add the other essential factors: the unbounded enthusiasm of the supporters and the hard work of the secretaries and team managers who run each sport. What would we have achieved, for instance, if there were not men like "Jackie" Condon, C.Y.S. Roe, Jock Aitken and the many others who have worked so energetically for success?

Cricket

Although last summer's gone the way of all summers, we still have the wet weather and our cricket successes to remember it by. We played 27 matches, won 21 of them, and of the remainder we drew 3 and lost 3.

There is no doubt about our standing among the "giants" of the Command. *Dryad*, R.N.B., *Excellent* and *Dolphin* lost to us and, on our surge of successes, we met *Collingwood* in the final of the Command Knock-Out Competition. *Mercury's* reasonable total of 132 was not enough and we were soundly beaten by 8 wickets by a good side.

Before listing a very few of the individual successes, we would like to mention the Vice-Captain, Yeo. Sig. D. Dobson, without whose keenness, cheerfulness and tireless opening bowling, the side would have been the poorer.

BATTING

	Average
Tel. Woodgate	42.7 in 9 innings
L.Sig. Barrow	40.6 " 12 "
Commander Wells (Captain)	37.6 " 7 "
Lieut. Thrum	30.0 " 7 "
Lieut. (S) Colvin (Secretary)	20.9 " 9 "

BOWLING

	Wkts.	Runs	Av.
Tel. Woodgate	45	201	4.4
C.P.O. Tel. Baister	6	35	5.8
P.O. Tel. Pitchforth	19	116	6.1
P.O. Tel. Blacklock	64	401	6.1
Yeo. Sig. Dobson	47	392	8.2

Our congratulations to everyone who contributed to the success of the season. We wish luck to those who have gone and we look forward to playing again with those who remain.

Soccer

The 1950-51 season has been a milestone in the history of soccer in *Mercury*, even before it is over.

Playing, as usual, in the U.S. League, Division II, we started the season with a narrow defeat by *Dryad*, 4-3 away from home. The next League match was drawn 3-3 at home against the R.A.O.C. (last year's champions), and since then we have won five league games to place us right behind the League leaders, *Dryad*.

In the Junior Challenge Cup we have won the first round, beating the Sick Berth Staff 10-1.

In the U.S. Charity Cup we paid a visit to Whale Island and, in what was described in the Press as the finest game seen at Whaley for many years, we were narrowly defeated by 4-3. But in the Navy Cup we have achieved such fame as may not be equalled for years. Playing against U.S. League Division I teams, we have beaten the Reserve Fleet 4-3 in the First Round, H.M.S. *Vernon* (the League leaders) 2-0 in the semi-final, and at Fratton Park we again met H.M.S. *Excellent* in the Command Final and beat them worthily by 5 goals to 3 (on Wednesday, 1st November.)

It was a great day and a great match, made tremendously exciting by the fact that twenty-eight years had passed since a Signal School team had last played on Pompey's famous ground. In the season 1922-23, the old Signal School met and defeated H.M.S. *Excellent* 1-0 in the final of the U.S. Charity Cup.

In this season's match the whole of *Mercury*, Officers, Men and Wrens, were solidly behind our team, and excitement grew as the 1st November approached.

On the great day, in addition to private and public transport (the Southdown buses run right outside No. 1 Gate nowadays), ten coaches packed with green-and-white rosetted spectators left the Camp from 1300 onwards for Pompey.

There can never be a more outstanding display than our lads gave in this game. *Excellent* scored first in twelve minutes, but our chaps were playing



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H.M.S. "MERCURY" 1st XI

November, 1950

WINNERS OF THE PORTSMOUTH COMMAND AREA NAVY CUP FINAL

Standing—L.Tel. Allen, Sig. Turner, P.O. Yates (P.T.I.), Tel. Bethell, L.Tel. Wilkins.

Seated—Lieut. Condon (Manager), C.Y.S. Roe (Captain), Captain Inglis, Lt. Comdr. Phillips, P.O. Tel. Blacklock, C.P.O. Tel. Baister (Trainer).

Front—L.Sig. North, A.B. Bennett, O.Sig. Patten, L.Tel. Thompson, L.Sig. Woodhall.

magnificently as a team and we equalised with a fine free kick taken by Wilkins, and later went ahead with two goals by Bethell and Thompson.

Excellent reduced the arrears, but Bethell scored another to make it 4-2 at half-time.

Early in the second half Thompson made it five, and *Excellent* scored a penalty with fifteen minutes to go. The second half saw this fine *Mercury* side at its best. They were the fitter team and they played with exhilarating spirit and determination.

We now enter the last phase, and although we know we will lose some of the players, the present team's great achievement will provide the highest incentive for many years to come.

One of the most outstanding features of the 1st XI is its fitness. This has been attained primarily by the seven-a-side inter-Part League which was won for the second year running by Sparkers "A."

This formidable team of seven had won Section "A" and the Buntings had won Section "B," both without losing a point, and they met each other on Bramall Lane in the final. (They shared seven ship's team players between them.) It was a terrific struggle and it was only after extra time that the Sparkers won by 1-0.

The Commander presented the seven-a-side Cup and medals after the game. The Cup is the previous

eleven-a-side Cup which has been transferred to the seven-a-side competition. This has been made possible by the fine Silver Cup which Rear Admiral Crombie presented for the Eleven-a-Side League when he gave up his appointment as Captain, H.M.S. *Mercury*. We are grateful not only for his generous gift, but also for the great encouragement he gave to soccer during his time in command. Competition to be the first team with its name on the Crombie Cup will be fierce indeed, and we can look forward to some thrilling natches later in the season.

Rugger

The wave of enthusiasm for games is infecting our Rugger enthusiasts as well. The Rugger Secretary has been inundated with names of people keen to play, to such a degree that he can vary the team week by week, according to our opponents' strength. In spite of the counter attractions of other sports, there are more ratings than ever before who want to play. There is no truth in the rumour that this is the result of Jock Aitken's efforts at Shotley five years ago. In those days, if you wanted to keep in with the C.S.B., you *had* to play rugger.

Our ground this year is nearer Leydene, only a few hundred yards on the right of the road to East Meon, and it is in fine condition. It is not as high above sea



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level as we would like, but even so, our visitors have been impressed with it.

Of the games played so far, the best have been against the Royal Marines and *Siskin*. The latter were given an object lesson in hard scrummaging and to heck with the size of the opposition. Although the Royal Marines beat us, we were not disgraced. Our opponents were much heavier, but it was only outside the scrum that they had the advantage of us.

Results so far are: Played, 6; Won, 4; Lost, 2; Points for, 78, against 30.

Our hardest games are yet to come when we meet teams like R.N.A.S. Lee and Ford, but while we can field such teams as we have up to now, we shall give a good account of ourselves.

Hockey

Hockey is the Cinderella of the games we play on large rectangular fields. If that is so, it is amazing how many fall for the attractions of the ugly sisters. There must be some secret yearning in each of us to vie with the stars of soccer or gain a reputation for prowess on the rugby field. The net result is a dearth of adherents to hockey. It is a pity because it is a fine game which offers much that its rivals lack.

But we do not field teams as strong as we would like. In spite of this the results to date are by no means discouraging: Played, 8; Won, 3; Drawn, 1; Lost, 4; Goals for, 23, against 22.

If instruction and sickness do not mar our efforts to field the best possible teams, we may expect to hold our own in the Command Competition.

Swimming and Water Polo

Swimming is the sphere where the Wrens do their bit so well to keep the name of *Mercury* bright. In the Command Championships, Wren Thompson carried off two individual events, and with Behague, Wright and Chadwick won the Women's Relay. For the men, Sig. Britton won the back stroke in a very good race. But in Water Polo we are still striving to keep our difficult position in the Command "A" League among the large establishments with their sumptuous baths ready for practice whenever they wish. All our matches and practice games mean a long trek and this is bound to tell upon enthusiasm and support. We hope optimistically that one day we may have our bath at *Mercury*. Perhaps then we shall have a change in our long history of defeats in "foreign waters."

Shooting

One of the interesting things about shooting is the size of the bull. If the bull were as big as the goal in soccer, a football would need to be about three times the size of the First Lieutenant's senior pig to keep the odds the same. Perhaps it's just as well that there is no goalkeeper in shooting. It is in these differences from other sports that the chief interest lies. And there is no question that the interest exists; there is a great following, with the Wrens in the van.

About fifty marksmen and women competed in the 22 Competition on the outdoor range. The com-

petitors were divided into two classes, so that everyone had a chance to compete with people of similar ability. The Class "A" monthly spoons went to Commander East, Lieut. Main, the G.I., P.O., Tel. Begg (fresh from his 303 successes with L./Tel. Kemp at Bisley) and Wren Wagstaff. The latter has reverted to "Miss" Wagstaff and we wish her good shooting in civvy street; she is a great loss from the Wren team.

In Class "B," P.O. Tel. Allen, Tel. Strover, A.B. Ivory and Wrens Murphy, Heywood and Harvey qualified for spoons. Those three Wrens, with Wren Russell, won the inter-Part Knock-Out Cup in a close victory over the Wardroom and the Petty Officers. This is a fine effort in a sport where women and men can compete under identical conditions.

We are doing well in the U.S. Junior and Senior 22 Leagues and in the Hampshire Small Bore League, but we shall be glad when we have our own covered range in *Mercury*.

The journey to our present range at Hornsea is a disadvantage in competition shooting and we look forward to being able to shoot on our own ground.

Instructor Commander East has left us and we shall miss his enthusiastic work as Shooting Secretary. He has been primarily responsible for our recent successes and we wish him good luck in his new job.

Fencing and Basketball

The average chap in *Mercury* does not hear much about these two sports, but there are the keen few who keep them going. Basketball is a new sport up here and now is the time to get in "on the ground floor." We need more players for our League team. Why not find out about this game which is sweeping the Western World; it may be the game you are waiting for. It is a fast, lively sport, and if you are one of those who think it is the same as netball, you are the sort of chap who will spend his life mistaking pillar boxes for Leading Wrens.

Fencing, too, wants more support. *Mercury* has a name of considerable honour in this sphere. Last year we sent two fencers to the Royal Tournament, and one of them, Wren Grundy, who learnt the sport from scratch in *Mercury*, carried off the W.R.N.S. Championship. There are seven men and women training under the P.T.I. to improve their skill, and we are confident that they will uphold our past success. Why not come along as well and learn how to fight with the historical weapons—Foil, Sabre and Epee.

"MEONMAID"

1950 was a disappointing sailing season, largely due to the inclement weather which seemed to take a delight in doing its worst at week-ends. Nevertheless, a fair amount of sailing was done, both at week-ends and mid-week in the dogs. In spite of being at sea in several gales it was fortunate that little damage was done to the yacht or her gear. This says much for Watch's good work on the rigging.

All those interested in *Meonmaid* will be very sorry



None better serve

Of all the nations who link their heritage with the sea, Britain can justly claim the strongest tie — for no other land has been better served by ships or found such favour with the tides. And though time has seen great changes in our fleets, that fine British craftsmanship — which in the past has stood us well — is still a proud asset, and serves, to-day, with equal distinction in

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to hear that Watch has been forced to retire due to arthritis. His keenness and excellent work have done much to keep the yacht in good trim over the last four years. We wish him a happy and well-earned rest.

Meannaid was placed fourth in the final result of the four points races for the Monarch Bowl. It was again won by *Sea Wraith* who was first in every race; a very fine achievement.

A nine-day cruise to the French Coast and Channel Islands by Commander Bromley Martin, Instructor Lieutenant Jenkins and two ladies was the only long one of the season. Winds varied from force 7 to light airs, and the sea-sickness rate from 0 to 75 per cent nevertheless a good time was had by all.

Meannaid has again made the journey to *Mercury* without mishap and will be refitted here in readiness for the 1951 season. Lieutenant Commander D. C. Pelly will be taking over the onerous duties of sailing secretary and will no doubt write more and better articles for the COMMUNICATOR.

ENTERTAINMENTS

As predicted in the last edition, the Sports Day Dance at the end of June was enjoyed by all, although the supply of "scrumpy" on the premises was not quite sufficient to quench the thirsts of all the afternoon's sportsmen, or the menfolk after steering their partners up and down the cinema "hill." Fine and warm weather allowed us to use the First Lieutenant's greensward outside the guardroom for sitting out, and coloured lights rigged in the trees overhead, turned our now considered arctic domain into almost an equatorial one.

Unfortunately, wet and dismal weather partially marred our Children's Party at the end of the term. However, after an enormous tea in the canteen, there was no stopping the 170 children when they spotted the slides, swings and rocking horses on the Broadwalk. Many party frocks and trouser seats must have suffered in the next hectic half-hour before the children were lured back to the cinema to see the Punch and Judy show, and some of the Petty Officers cook a spotted dog "Quest" in disguise.

Our annual dance in aid of the Trafalgar Day Orphan Fund was held this year in the cinema instead of Petersfield Town Hall. We had as our guests twenty-five W.R.A.C.s from Huron Camp, Hindhead, who always kindly invite us to their monthly dances, and members of the ship's company from H.M.C.S. *Magnificent*, on a week's visit to Portsmouth. Thanks entirely to a large raffle for gifts kindly donated by the different messes, we were able to send a worthwhile cheque to the Fund.

The Strand Repertory Company visited us again early in the term with a thriller "Murder Without Crime" which was well produced and acted in their customary style. They now have a permanent date with us for all their productions, and we are looking forward to seeing them again in January with "The Chiltern Hundreds."

The next occasion our new curtains were drawn

was not such a memorable evening for the Entertainments Officer or Committee, whose lives were hardly worth living the following morning. Still, we've learnt our lesson, and the vetting of every touring company is now an essential duty of the Committee.

With the advent of the long evenings, the cinema is much in demand in the dogs for rehearsals for the Christmas pantomime and the Theatrical Company's next production "Men in Shadow," not forgetting the *Mercury* Dance Band, and just lately the Sports Officer's experiments with Basket Ball and Badminton.

A *Mercury* Dance Band is a definite requirement, and it is with sorrow that we are shortly to lose most of our musicians. We sincerely hope incoming drafts will produce fresh instrumentalists to take their place.

"Radio Mercury" still comes to life every Tuesday evening with "Mercury Favourites" and again on Mondays during the winter with some form of competition. The first series is the inter-Mess Knock-out Quiz Competition. The C.P.O.s are determined not to allow the Wardroom to win again this year, and the New Entries, fresh to the list of competitors, have started off well with a very close win over the Signal School Mess.

Film fans, if they are here long enough, are now getting an opportunity to see old and popular films they missed or want to see again, thanks to the willing co-operation of the Admiralty Film Booking Department.

Finally, we end again with another date for your diaries—Thursday, 21st December—our children's Christmas Party.

Amos!

LONG COURSE NOTES

At the moment of going to press, we are in the middle of a fortnight's radar course at *Collingwood*, a vast place to put it mildly, and we are homesick for our life amongst the clouds at Leydene. Talking about being in a cloud we have just finished, after six and a half months, our radio theory. It nearly finished us. However, we are still reasonably sane although one or two rather odd things do happen now and again. One of the course has developed an unfortunate varicose vein on his forehead, in the shape of a cosine curve, and another refuses to be parted from a pet alligator called Bellini Tosi.

We have had two excursions to sea since our course began. Both were great fun in spite of a nice drizzling rain that soaked right through to our silk underwear. Still it washed the flags. The first exercise was for our benefit and the second for the benefit of the Portsmouth local flotilla. A great thrill occurred in the second exercise when M.G.O. ("man overboard" for the unlightened) was hoisted in all seriousness, and distinct disappointment was felt, when it was found that in actual fact the man was still hanging on to the guardrails by his teeth.

We are over half-way through the course now—another six months to go—the powers that be can be heard saying, "Now with the next long course we will



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—"Up to now it has generally been "Of course with the last long course we managed to—but—"

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Finding a certain amount of difficulty at reading the more conventional types of signal, e.g. flashing or buzzer, etc., we have bent our great minds to the cultivation of more subtle methods of communication, capable of foxing the enemy in the hour of battle. To name but a few, we are now fully qualified to advise our Captains on:

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or Tom Toms.

Many is the hour in the dogs that we have practised, until no one can beat a tom-tom better than us.

We also excel at "signmanship," which is the art of gazing intently at a flashing light on the horizon, and giving the impression that you can read what is being made. We have discovered early on in our career that the following expressions are invaluable in an emergency:

When some indistinct flashing is seen—"Give him a T," or just after the other ship has given up, "He wasn't calling us sir."

Alternatively, "We're being cross modulated, sir," up the voice pipe from the W.T. office has its uses.

April, 1951, when we finish, feels a long way off, however, if we don't make it at least we ought to know the theory of mending a fuse at home.

CHIEFS' CHATTER

Since the last "chatter," the 1950 C.C.O.'s class has passed out, with two regrettable failures and the members of the class have now gone their different ways. We will soon be greeting the new faces of the 1951 class, only one of whom is a present member. The greeting of new faces will be more frequent now that the new scheme for "W.I.'s and S.I.'s" requalifying has recommenced. There are very strong and varied opinions on Instructional Technique as a result of the first two courses, but this is something we have experienced for a few years without any appreciable variation.

C.P.O. Tel. Baister has now taken over the Presidential chair, C.P.O. Tel. Johnson having taken advantage of the new Admiralty scheme for married quarters. To him we express our thanks and gratitude for his services, also to the retiring secretary Chief Writer Duines, who pessimistically expects a draft. His place has been taken by C.P.O. Tel. Filmore. Other officials to greet new members are C.Y.S. Breeze (Vice-President) and C.P.O. Tels. Sherrington and Turner (Barmen).

Our representatives in the outdoor sports are down to a minimum: C.Y.S. Roe is captain of the successful Establishment soccer team, C.P.O. Tel. Baister is a backroom boy assisting in training and tactics. To complete individualities C.Y.S. Hilton is a member of the ship's hockey team. In the seven-a-side soccer we managed to win three and lose three—

pension pains were all too obvious.

The Social and Dance evenings are going with a swing, one being held monthly. Many new innovations have been introduced which are considered tops and all present enjoy themselves.

Rear-Admiral Crombie has left us and we regret his departure and welcome Captain Inglis who, we feel sure, will continue the general improvements of life in *Mercury*.

C.P.O. Tel. Roy was overheard to say that when our present Padre qualified, he honoured in Deuteronomy but had a "rescrub" in Genesis. Is this true? C.P.O. Tel. Roy should know, having done a foreign commission up the Jordan with John the Baptist—or was it a static water tank???

To all Communicator Chiefs wherever they may be serving we wish a Merry Christmas and a Happy New Year.

COMMUNICATION TRAINING COMMENTARY

During the last term three major events have occurred in the training side of H.M.S. *Mercury*. Firstly, we have begun a considerable reserve training programme. (Ce) officers, cryptographic officers, R.N.R. Officers and Royal Fleet Reserve ratings of all categories have been arriving for refresher courses! We have been very pleased to see a number of old faces again.

Next we welcome the first arrivals of the new Coder-Educational branch who are now doing their cryptographic training here. Although we will not be seeing much of them during their National Service training, they will all be joining the R.N.V.R. Coder branch on finishing their service. No one knows, at the time of writing this article, what badge they will wear, but we hope they will get one soon.

Finally, a number of Signal and Wireless Instructors are arriving to do requalifying courses. These are the wartime V/S.I. and W/T.I. non-substantive rates who are coming in to get the latest information and then to fill instructional billets. These courses will go on until the end of 1951.

The National Service ordinary signalmen and telegraphists are coming in lower numbers, but we still have quite a lot under training. The short service ordinary rate training has now finished and all our regular entry are now boys.

The annual W.R.N.S. (Ce) course is going on at present and should be finished by the end of the year. The present students will all be more proficient at Morse than their predecessors.

Otherwise *Mercury* training still remains unaltered. We have had our maintenance difficulties like removing the mast for a refit, redesigning all the aerials and plugging up leaks in the roofs of the Nissen huts. We are still carrying out wireless exercises with numbers of people at home and abroad, including our Dutch and French allies. Finally, the training staff would like to wish all their friends in all parts of the world a successful 1951.



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G3BZU

Radio G3BZU, the Amateur Station, has been a very silent part of the COMMUNICATOR, but at long last has found its way back again.

"Ham" Radio is shown as a very poor hobby in *Mercury*, in fact enthusiasm is negligible, but nevertheless G3BZU is still to be found every evening disturbing the ionosphere with its 25 watts either on 3.520 mc/s or 14.080 mc/s. The Rig is a CO:PA 6U6/807, the Antenna being a full wave (on 14 mc/s) end fed, running S.E. by N.W. Results have not been exceptionally good though, especially on 14 mc/s. Africa and Europe are FB but across the water—no joy! The only American station worked in the past two months was a W4 in North Carolina which, funnily enough, turned out to be the U.S. Marine School—very appropriate! As for rare DX, well there just have not been any, unless ZEs and ZSs are included as such.

At present a new Rig is being built for 28 mc/s and should be active, we hope, before Christmas. This comprises a CO:DBR:PA, the Oscillator being a Pierce. Maybe better results will be obtained on 28 mc/s—but that remains to be seen!

Now for something of greater interest. It has been suggested that a special Navy Amateur Magazine be run, not just for the Communication Branch but for all "Hams," but, this obviously cannot be done unless given great support. So please, whether you are just interested and want to learn or whether you are an old-timer and can help in any way, write to the Editor of the COMMUNICATOR. His object is to endeavour to see how many are interested. If, and only if, support warrants it, can this Magazine be even contemplated. Very 73's B C N U A G N.

THE ADVENTURES OF GZU/P

As Nan 10 Class filtered out of the cinema on the evening of Wednesday, 18th October, few of them had any idea of what was in store for them in the next twenty-four hours.

The quarter-master's pipe, "Nan 10 Class fall in outside the Officer of the Watch's Hut," was destined to give them a very interesting evening's "entertainment." As they doubled down there most of them were thinking, "Crums, are we in the 'rattle' again?" When they fell in and were reported, they were greeted by Lieutenant Main, who said, in a very matter-of-fact way, "Right, away you go, and be back here in five minutes' time with a couple of blankets packed, and enough equipment to last you for twenty-four hours!"

Doubling up to their living hut most of their thoughts were, "Why the ——— should they pick us for this perishin' caper?" However, after talking about it for a short while, nearly all of us began to see the interesting side to the "escapade," as we thought it would be at the time.

As Lieutenant Main began to explain we began to

show more interest, and by the time he had fully elucidated we were quite enthusiastic. Apparently we were to march out of *Mercury* as soon as possible with rations and equipment for twenty-four hours. We were proceeding to a field in Hambledon near the Training Commander's house, and there we were to set up portable radio equipment and establish communication with H.M.S. *Mercury*.

The party set off in a very cheerful mood, and made a queer looking train setting off down the Hambledon Road at a comfortable marching pace. There was a party of eight marching at the head in double file, immediately followed by two pairs of chaps carrying the transmitter, receiver, and modulating unit. In the rear came two large hand-carts being heartily pushed by two chaps apiece. C.P.O. Tel. Crossman who was also with the party then followed on with our C.O.

Having marched about half-a-mile down the road and rounded the first bend out of the wood, what should we see but five cars all lined up with luggage boots wide open, and beaming drivers eagerly awaiting our custom. So, nothing daunted, we piled in and were promptly whisked away to Hambledon. Unfortunately there was not enough room for all of the party to be carried by the Long Course Officers' Transport Company, so five of us had to push our "barriers" all the way into Hambledon, and it was some walk!

The main party on arriving at our field set up camp, where some chaps showed that they were better able to cope with a wood fire and a thirty-foot whip aerial than with Morse and procedure. By the time the "retard party" arrived at the site, things were well under way, and water was boiling ready for a "cupper kye." At about eight-fifteen a familiar cry was heard, "Hands to supper," and we went.

By this time we were in communication with *Mercury* and a few short exchanges were made. Our watch organisation had been worked out and everything was going fine—then it happened. Our transmitter "fell over." Unknown to us it was internal trouble, and try as we may, we could not rectify the fault, whatever it was. Eventually we got our receiver going and were just in time to hear *Mercury* broadcast that they were sending transport at 2300.

It was a very disappointed and fed-up crowd that quickly turned to in breaking camp, and funnily enough we had everything packed and ready to load on the lorries in record time.

We finally arrived back at *Mercury* somewhere in the region of midnight and were finally turned in at about one o'clock on Thursday morning. Naturally, on Thursday morning proper, we were bombarded with questions about our exploit, and although some of our descriptions were a bit flowery, it was quite an experience to "tell the boys" about.

I think that all of us looking back on the experience will agree that we learnt quite a bit and into the bargain enjoyed ourselves considerably, even if we did lose some sleep.

P. J. W.

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