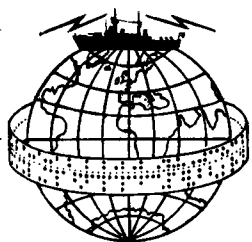


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THE COMMUNICATOR



VOL 17 • No. 3

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THE COMMUNICATOR

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

CHRISTMAS 1964

VOL. 17. No. 3

CONTENTS

	<i>page</i>		<i>page</i>
EDITORIAL	133	SHOPPING GUIDE	145
CHRISTMAS FARE	133	LETTERS TO THE EDITOR	145
LOOKING BACK	134	JOIN THE R.N. RESERVE	146
THE WAY ALOFT—1964	134	NO. 3 WIRELESS DISTRICT R.N.R.	147
EX-R.N. TELEGRAPHISTS 1918 ASSOCIATION	135	UNCLASSIFIED D.C.I.s	148
MEON MAID II	136	PRIZE CROSSWORD	149
FORCE EIGHT BY NIGHT	136	R.N. AMATEUR RADIO SOCIETY	150
WIN A RADIO SET COMPETITION	139	GOING THE ROUNDS IN "MERCURY"	154
ADVANCEMENT TO LEADING RATE	140	SHIP-SHORE NEWS	156
FORTHCOMING COURSES	141	COMMUNICATIONS GAZETTE	185
SIGNALS CELIBATES	142	MOON DRAFT	189
MALTA INDEPENDENCE	143	DRAFTING	191

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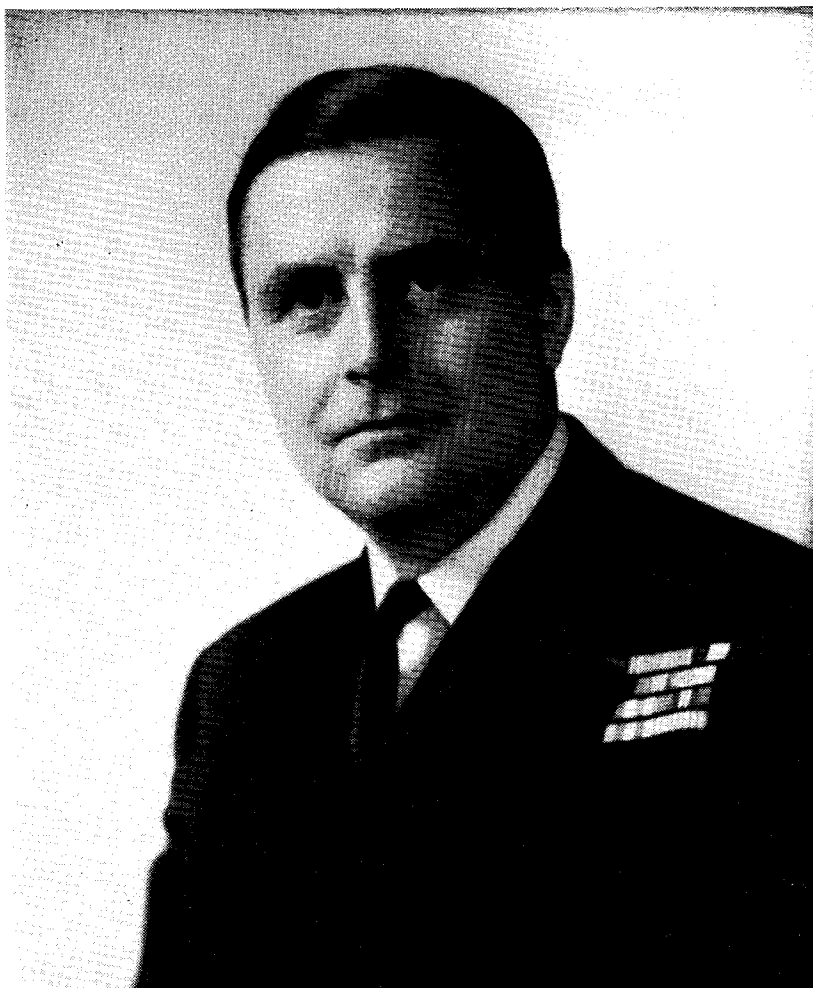
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CAPTAIN N. E. F. DALRYMPLE-HAMILTON
M.V.O., M.B.E., D.S.C., R.N.

- | | | | |
|------|---|------|--|
| 1946 | Qualified Lieutenant (C). | 1957 | J.S.S.C. |
| 1946 | Flag Lieutenant to C in C E.I. | 1958 | <i>Scarborough</i> in command. |
| 1948 | <i>Mercury</i> . | 1958 | <i>Britannia</i> as Executive Officer. |
| 1950 | Third Training Flotilla. | 1960 | Promoted Captain. |
| 1951 | Promoted Lieutenant Commander. | 1960 | Service Adviser to the U.K. High Commissioner Ghana. |
| 1952 | <i>Birmingham</i> . | 1962 | S.O.R.S. Portsmouth. |
| 1953 | Staff of F.O.R.Y. in S.S. <i>Gothic</i> . | 1963 | <i>Tenby</i> in command. |
| 1954 | R.N. Staff Course. | | Captain (F) 17th F.S. |
| 1954 | Promoted Commander. | 1965 | Director Naval Signals. |
| 1955 | F.C.O. Far East. | | |

EDITORIAL

Fortunately, in *COMMUNICATOR* circles a change of control doesn't lead to sweeping reforms and a new staff. My co-editor and I, however, have introduced a few changes, which, we hope, will make the magazine more attractive and readable. We like to feel that *THE COMMUNICATOR* is more sophisticated than a school magazine, more interesting than a political journal and more informative than a Sunday newspaper colour supplement.

We have tried to strike a compromise between the necessary inclusion of articles of a professional nature and the requirement for items with a more

personal flavour. To satisfy the latter need, we have introduced more information about ratings' movements, a list of useful D.C.I's, shopping lists, dates of courses and examinations and two exciting competitions.

We should like to repeat our predecessor's remarks on the independent nature of this magazine. Everyone's support is needed. This means that everyone should buy at least one copy of *THE COMMUNICATOR*.

We wish you all a happy Christmas and good reading in the New Year.

D. GUNN, Lieutenant-Commander.

CHRISTMAS FARE

"Christmas comes but once a year, and when it comes, it brings good cheer". So says the old rhyme, and naturally everyone tries at Christmas-time to enjoy as much good cheer as he can.

But we are in danger of losing Christmas! That may seem a crazy thing to say, but what we must preserve has nothing to do with feasting ourselves and generally having a good time. It is the essential Christmas—Christmas as a festival of the Church, and of the family.

There's a story of two taxi-drivers who had a minor accident round about Christmas. "Where the devil d'you think you're going"? demanded one of them. The other driver, noticing a sprig of holly on his car, replied, "What's the good of 'olly on yer bonnet, if you don't 'ave 'olly in yer heart"? What indeed? And what's the good of any of the other trimmings of Christmas if we lack the spirit that gives them birth? Far too often our idea of Christmas is that it's a time for over eating, and over drinking, for a succession of late nights, and a deluge of presents and Christmas cards. This attitude was summed up by the man, who, on seeing the crib in the window of Woolworths remarked, "Good Lord, what next? They're even dragging religion into Christmas"!

But it takes more than eating and drinking to make a happy Christmas. What is the real Christmas fare, without which Christmas cannot be Christmas at all? In the first place, our family feeling is fed. The bonds of love that join families together are drawn closer. The home is more home than at any other time. All who can, try to get home for Christmas, and those who can't, go home in spirit, and there are more completely happy family gatherings at Christmas than on any other day of the year.

That's the first course of our Christmas fare, and it is very good feeding, because it leaves no hangovers.

But the most important course is unselfishness, which is the deepest secret of Christmas happiness. Before Christmas, we think of others. We plan for their pleasure, we save up for the presents we want to give, and so deny ourselves quite cheerfully for that purpose, because we are looking forward to what is the purest joy of Christmas, and that is not getting but giving. In other words we think more of No. 2 than No. 1.

The scrambling world at Christmas time, turns its back for one day on its hard principles, and finds that it's really "better to give than to receive".

What does all this mean? It means that for one whole day we are really being Christians. It is the spirit of Christ that is abroad, and the plain fact is that the happiest day in all the year is when we are being and doing what Jesus called us to be and do:—being brotherly and peace-makers, and denying ourselves and living for others.

And so cutting out the commercial racket of Christmas-time, let us face the fact that the things of Christ are the real Christmas fare. We soon get tired of roast-turkey, and mince pies, but of these other things we can never tire, and some day, please God, it will be Christmas day the whole world over and all the year round.

May God bless you, and all your families this Christmas-Tide.

JEFFREY FULTON

Chaplain H.M.S. *Mercury*

LOOKING BACK

by CCY Dellenty

Sat supping a glass of ale and yarning on old times with other members of the Communication Branch, I wonder how many times the words "Remember old . . ." are used in the conversation.

It is a feature of the lower deck that the grapevine exists for passing round buzzes and that it is also very useful for locating lost chums but alas when the conversation turns to Signal Boatswains and Warrant Tels, the system falls over, and we are left with the information of current interest within the back pages of THE COMMUNICATOR.

I have often sat and wondered where those legendary figures are today. Is Jackie Condon still recruiting players for his famous Wanchai Wanderers in some far corner of the world, ably supported by that walking stick? Is Dicky Dance still wondering why the driving band of the first electric duplicating machine supplied to ACHQ Hong Kong MSO had to break when he was leaning over it?

There are so many famous characters, alas, now lost to the Service, and I sincerely believe that the Service has lost something by their going.

We go down the list to Chief Yeoman of Signals (what an ancient title) and remember with fond affection Sammy Dagnell and his rifle range building up at St. Budeaux, Stormy Midwinter and Jan Puddicombe, not forgetting those terrible twins Oggie Leythorne and Oggie Roach and last but not least the Long Course friend 'Uncle Dennis Coles'.

All in their days chased their staffs to perform bigger and better feats of communicating. Perhaps at the time we detested the sight of them, but as you grow older you realise the wisdom of their ways.

No article could ever be allowed to go into print without a mention of our beloved Samuel George Smith. What a memory he had! I don't think he ever in his life failed to put a name to a face. His famous "'ang your 'ats on the 'ooks in your 'uts" still remains to this day a laugh line when yarning.

Where are they, those old friends?—Somewhere, perhaps, there is a great Valhalla where CSB's and Warrant Tels sit swopping bigger and bigger yarns with their cronies. "Fair dry day sir, now when I was in the *Galatea*" etc.

If by any chance any of them should read this article (if it is ever printed) or perhaps even if the Editorial Staff can dig deep into the archives, we should love to find out just where they are and what they are doing.

Even if they read it and wish to remain anon—Good luck to you sirs and a Happy Christmas.

Somewhere out there they sit,
Remembering days gone by,
Older, greyer, wiser I'm sure,
Noting times that have gone with a sigh.

Nelson—Rodney, Iron Duke too,
To select perhaps—just very few,
Ships that rest within their mind,
And with each one—a yarn we find.

Then clear the decks, for off we go
Their former prowess again they show,
Blue Nine—White Six and all the rest,
Their medals gleaming on their chests.

Aged in years, but never in mind,
Somewhere out there I'm sure we'd find,
Those Gentlemen we all once knew,
Who to the Signal Schools—remained so true.

THE WAY ALOFT—1964

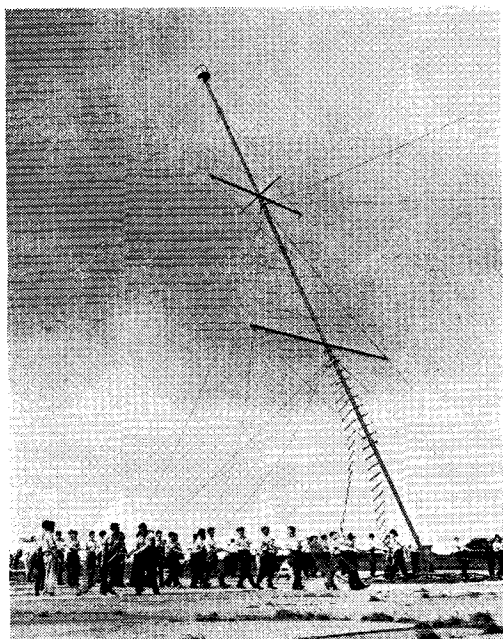
by Sub Lieut. (SD)(C) A. M. Gordon

As most COMMUNICATOR readers will know, *Mercury* and *Dryad* were jointly responsible for presenting the Royal Navy's "Second Display" at the 1964 Royal Tournament.

The display presented took the ceremony of Mast Manning, as done at *Ganges* and *St. Vincent*, one stage further, by using a portable mast which had to be carried into the arena, rigged in full view of the audience, and then manned by 24 juniors (all electrical or radio mechanics from *Collingwood*). The whole operation was done to the accompaniment of music provided by the band of the Royal Corps of Signals (the resident band for this year's Royal Tournament).

The idea of presenting this phase of juniors basic training in the form of a display has been toyed with for some years and when it was finally decided to present it this year, Commander R. A. M. Hennessy, M.V.O., D.S.C., R.N., was appointed to *Dryad* as O. i/c Display Team with the task of investigating the possibilities and ironing out the difficulties of constructing and erecting the mast. After some considerable effort and exhaustive enquiries by Commander Hennessy, Accles and Pollock of Birmingham agreed to construct the mast to the specifications he had drawn up. This firm not only built the mast with special steel and considerable enthusiasm, but also maintained a great interest in the whole project throughout. In fact the designers from Accles and Pollock travelled to Gosport and Earls Court to see how things were going, and offered helpful advice and assistance on numerous occasions.

It was on a rather dull and drab April morning that the finished article arrived at *Sultan*, which had proved to be the only suitable place for the display team training. The intention was for forty ratings to carry and rig the mast, prior to manning, in what was thought to be a reasonable time of approximately three minutes. However, it became quickly apparent that with only forty men, all that could be done was to raise the mast some six feet in the air and then heave in vain. It was then thought that the whole scheme would have to be shelved as impracticable



Will it? Won't it? The mast 83 ft high and requiring a pull of six tons, going up for the first time

when, rather fortuitously, some ratings from *Sultan* came wandering past and were "persuaded" to lend a hand. We found that the mast could be carried and rigged quite easily with some 65-70 hands and so after a quick call for help to C.N.D., all was well again. After a few practice runs the time taken to do the whole operation rapidly tumbled from three minutes to one minute ten seconds, which was better than had been dreamed possible.

The next problem was whether the mast would be stable enough to be manned with reasonable safety, and our thanks are due here to the dockyard riggers, who were the first to venture "Way Aloft".

By this time thirty juniors had been drafted to *St. Vincent* where they underwent a rigorous programme of mast climbing and P.T., so that after a week they were not only fitter, but could move around the mast at *St. Vincent* with the agility of monkeys.

A fortnight before the display team were due to move to Earls Court the juniors had their first crack at the real thing, and it was not very long before they had lost their apprehension of this rather thin and fragile looking mast. Training advanced rapidly and when the time came to pack up and go, all was ready for the final test at Earls Court.

The display, which was a great success, was met with loud applause and the button boy received congratulations from the Royal box after each performance. In fact, one button boy (who shall be

nameless), now has the reputation of being the only junior to ask for and receive from Earl Jellicoe, the then Minister of Defence (Navy), a LARGE whisky and soda

As the Communicator attached to the Display Team I should like to offer the thanks of *Mercury* to Commander Hennessy, Lt. Cdr. E. Newton, our rigging expert, and Lt. M. Highwood his assistant, for presenting on our behalf a very successful and impressive display. Both Commander Hennessy and Lt. Cdr. Newton retired immediately after the Tournament (not, I hasten to add, through exhaustion . . .) and I would like to wish them the very best of luck in civilian life.

EX-R.N. TELEGRAPHISTS 1918 ASSOCIATION

Memories of Comrades and Ships of the Great War were revived when the 32nd A.G.M. and dinner of the ex-R.N. Telegraphists 1918 Association was held in London on 3rd October last. It was surprising and certainly very pleasant, to find that we could still muster as many as sixty-eight of those who were serving as long service sparkers in November 1918. In fact, the attendance might have been still greater but for our exceptionally good summer, which caused several of our members to extend their holidays.

Among those present were five new members who had only recently learned of the existence of our Association, two of them having read the article published in the Summer edition of *THE COMMUNICATOR*. We were also very pleased to welcome nine guests.

It is sad but of course, inevitable in an Association whose members' ages range from sixty-two to eighty years, that some of them are unable to join in our annual gathering because of age or infirmity. News of twelve such members was read to the meeting. We wish them well and it is hoped that some of their more fortunate comrades will write to them and so help them to recall happier days. Greetings were received from a further twenty-three members who were unable to be present.

At these reunions it is not uncommon to see a face, or hear a name, which stirs vague memories of the past, but it becomes more difficult each year to associate a name with a face. For this reason, a regular feature at our dinners for many years has been a "Muster by the Open List", each member rising in turn to announce name, occupation and home town. This routine causes many an "Old Ships" bell to ring!

After an excellent dinner and enthusiastic response to toasts, members carried on with the old custom of "Cracking Old Ships" until pipe down.

A happy evening indeed, perhaps tinged with regret that we must wait a whole year for our next reunion.

GEORGE EAMES, Hon. Sec.

97, Culverley Road, Catford, London, S.E.6

MEON MAID II

End of Season Round-up

by Lieut.-Cdr. J. P. G. Bryans

What a Summer! The oilskin days can almost be counted on the fingers of one hand. The sun has shone for *Meon Maid* both literally and in the way of success. She has taken part in thirty-one races throughout the season and has finished with 13 firsts, 7 seconds and 5 thirds. This boils down in hardware to nine cups, £66, one ladies' vanity box, one bottle of brandy and two bottles of Arden for Men! In between the races MM has been fully booked for weekend cruising and she was down in the Channel Islands for ten days during Summer leave. The return trip from this cruise was made in a force 7-8 South Westerly during which the boat fell off the top of a particularly large sea. History will never relate whether the bottle hit the deckhead or whether the impact forced the neck down into the bottle! The only certainty was that it was quite a thump and the mate's feet smelt pretty good for the remainder of the trip.

The Ocean Racing season produced some interesting and exciting races but MM is hard put to keep up with the new generation of boats. Eighth in the Lyme Bay race and fifth in the Channel race were best results. These races are now full of interest as the entries get larger every year and there is nearly always some one in sight as a spur to greater efforts.

Cowes week produced some excellent sailing weather for the three days MM was there. First day—light airs, second day—force 2 to 3 and the last day 4 to 5. *Hestia*, the little Dutch boat, was our deadly rival. MM was first across the line each day and won on the first day but was pipped at the post into second place on the other two.

In September MM took part in the Cowes—Deauville race organised by the Royal London Y.C. This was a splendid weekend which resulted in the rather bizarre articles at the end of the list of prizes, and made a pleasant change from Cherbourg.

With only three more weeks of the sailing season remaining at the time of writing, thoughts turn to the laying up period. There is a lot to do after a heavy season's racing. Many hours will have to be spent in preparing *Meon Maid* for 1965. If you are in *Mercury* or are joining shortly and would like to sail in *Meon Maid*, come and give a hand to ensure she is ready to make next season as enjoyable as this one has been.

Results of Major Races

Lymington—Poole, First; Poole—Lymington, First; Dryad Cup, Second; RORC Lyme Bay, Eighth; RNSA Regatta, First; Cowes—Poole, First; Poole—Cowes, Second; RORC Morgan Cup, Not Placed; Round the Island, Third (Div. III);

RORC Cowes—Dinard, Not Placed; Household Brigade, First; RORC Channel Race, Fifth; Cowes Week, First, Second, Second; Cowes—Deauville, Second; Hamble-Yarmouth-Hamble, Third; Monarch Bowl, First.

FORCE EIGHT BY NIGHT

by Stuart Rusby

Reprinted by kind permission of "The Guardian".

A south-west gale is forecast for this area . . . So the loudspeaker blared from the Cherbourg Yacht Club as we made ready for sea. We knew about the gale, for the BBC broadcasts had said that it would occur sometime after midnight. It was now 6 p.m. and we had 60 miles to go before we reached the lee provided by the Isle of Wight. Normally we wouldn't have moved from our secure anchorage but the yacht was required by someone else for the weekend. "I leave it to you", he had said on the telephone, but there was a feeling of disappointment and of a challenge to be met. Someone said, "Of all the boats here, *Meon Maid* can do it most easily".

This was true for she was a well-proved ocean racing yacht, with high freeboard and fine equipment. She was strong and the crew knew her well. She was fitted with D/F equipment and echo-sounder, and all her sails and rigging were in excellent condition. So we moved out slowly under engine past the sheltering yachts in the basin. "Best of luck" they said on a near-by motor yacht. In the inner harbour we hoisted the main with six rolls, and the working jib, and set a course for the outer breakwater.

About two miles out the wind had grown to Force 6 and the seas had steepened. Above the wind and waves we heard the engines of a French patrol boat forcing through the roughening seas. She came close astern of us and stayed near for a few minutes; then, satisfied that we appeared to be all right, she turned for home and left us to sail on into the darkness and increasing wind.

For six hours we sailed, averaging about seven miles in each hour. It was a race against time, which we nearly won. Soon after midnight, and about twenty miles from St. Catherine's light, the wind grew stronger. This was our gale arriving, and there was still some way to go. I ordered two more rolls to be put in the main and Geoff, Mike, and Peter did a wonderful job on the foredeck. Lashed with safety lines, and under Geoff's calm guidance, they got the boom turned as the wind grew. Now St. Catherine's light was occasionally visible above the waves, and we gratefully took a bearing to estimate our position. By 2 a.m. the gale had reached Force 8 with the seas breaking angrily about the open cockpit. The boat was doing magnificently; she told the crew that she would not disappoint them.

But with a following wind at full gale force she was being overdriven. Roaring along to the north

she felt like a skater delicately balanced on ice; too far one way, and she careered hard up into the wind; too far the other, and the boom arched dangerously against the night, threatening to gybe. We took in still more turns on the roller reefing, and changed the jib for a storm sail. This seemed to calm her a little, but she was still able only to run before the wind. Things looked rather more serious as driving rain started to obscure the lights. Only Nab Tower to the north-east kept faintly leading us, and even that was lost at times in the general chaos of spray, wind, and sea.

From our estimated position it looked as if we were too close to the Isle of Wight, and that our northerly course would run us across the rocks of the Bembridge Ledge. We couldn't steer her round farther to the east to avoid the ledge and move nearer the Nab for fear of gybing. So we had to get her round by going up into the wind and letting the boom out on the port side. Just then I remembered some words spoken on a neighbouring boat in the harbour, . . . "See Meon Maid's backstay runners, nearly lost the match". Each time we went about there was the chance of not being able to make up the backstay runners in time on the weather side, so that when the wind came on the sail on the new tack there would be no back support for the mast. Balancing her carefully head to wind we felt the force of the seas far more than on the run. In the lurching, pitching motion, we threaded the weather runner over its block, and forced hard to get the lever made up flat on deck. Above the roar of the gale we heard it bang down, and the wire was taut. Elated, we got her to go across the wind, and let the boom out on the port side. Now we had to make ground to the east, so that when next we turned north we could clear the ledge.

Although visibility was poor, our Nab light had not deserted us, and soon it was possible to make out the dark Culver cliffs of the island coast. "The land looks rather close", Geoff shouted, and we became again a little fearful of its nearness. Once more we went about in those confused and anguished seas, and once more Geoffrey miraculously set up the runner as the boat laboured unwillingly to put her bow across the wind. Then we saw a light, a friendly light from a near-by coaster, moving slowly north-east behind us, seeking, like us, the shelter that the Isle of Wight could provide if we could make Spithead. How much we enjoyed that sight, for we knew then that we were near to rounding the ledge. "Black conical buoy to port"—another friendly mark in a bewildering sea, the Princess Shoal buoy. Unlit, but still just visible in the greyness to port. Coming nearer as a welcome guide in the storm, the coaster passed us, her stern light led us on. We followed near behind her, confident in our position from the Princess buoy. Soon we saw a flashing white light on the port bow, the light we had waited so long to see, the Bembridge Ledge buoy. As dawn drove the full darkness away *Meon Maid* worked her way up to the last mark on her way home. What a lovely

sight to see, this red and white can buoy, doggedly protecting ships from the rocks which ran to the shore. How grateful for these dependable marks we were. We smiled at each other, and thanked the buoy, for we knew then that we were home.



QUENCH THY THIRST

Making your own Home Brewed Beer

Bring one gallon of water to the boil. Stir in 4 lb. of malt extract and 2 lb. of brown sugar. Place 1 oz. of hops in a small bag and immerse in the boiling brew for thirty minutes stirring constantly.

Remove hops and pour the boiling mixture into a polythene container containing three gallons of cold water. Sprinkle 1 oz. of bakers yeast into mixture and cover with a cloth.

Leave to ferment for twelve days.

Bottling

After fermentation syphon liquid into thirty pint screw top bottles which have been rinsed through with a mixture of two Campden tablets and a pint of water. Follow by a fresh water rinse. Pour one teaspoonful of sugar into each bottle and securely screw on tops. Leave bottles undisturbed for one week before 'Quenching Thy Thirst'. Ingredients are easily obtained from chemists/grocers . . . Cost 5d. a pint.

ACKNOWLEDGEMENTS

Cartoons on

pages 137, 142, 183 Sheba Comcen

page 163

Singapore Comcen



by courtesy of Associated British Picture Co. Ltd.
URSULA ANDRESS

WIN A RADIO—FREE

This Competition could win YOU a super de-luxe Transistor Radio

Absolutely FREE to enter—Do it Today

Below are listed 16 points about radios, each one being allocated a letter from A to P. All you have to do is select the six points which you would consider the main ones if you were shopping for a portable radio, and list their letters in order of importance in the table provided. Up to 12 selections may be entered in the table.

There is no limit to the number of entries that may be submitted from any one person, but only entry forms taken from THE COMMUNICATOR Magazine will be accepted.

All entries should be addressed to The Editor (W.A.R.) to arrive no later than 1st March 1965. All entries will be kept unmarked until this date when they will be attended to in a random order.

The best entry, as decided by the Editor, will be adjudged the winner. The decision of the Editor is final.

The result of this competition and details of our next competition will be announced in the EASTER edition of THE COMMUNICATOR.

- A Low battery consumption.
- B Built in telescopic aerial.
- C Leather carrying case.
- D Long, medium and short wave coverage.
- E Private listening earphone.
- F Capable of VHF FM reception.
- G Socket for car aerial.
- H Tone controls.
- I Automatic tuning to Radio Luxembourg.
- J Large loudspeaker for good tone.
- K Appearance.
- L Output for Tape Recorder.
- M Size.
- N Weight.
- O Capable of mains operation.
- P Good tuning dial.

[illegible]

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ADVANCEMENT TO LEADING RATE

by Sub Lieut. (SD)(C) C. H. Sanders

Without a doubt, many candidates for LRO fail their Fleetboard because either they have not been correctly informed of what the requirements are particularly of the need for self study and good practical operating standards and also of what aids are available, or, if correctly informed, they do not trouble to take heed of the advice given.

Currently the three distinct types of potential RO1's are:—

- Those recommended up to 23rd November 1962.
- Those old style (T), (G) and (W)'s recommended since 23rd November 1962.
- Cross Trained RO2's who have done Sub Specialisation courses and have since been recommended for LRO.

At the moment, the bulk of the ratings to be examined are those of (b) and it is with these we shall deal.

Procedure

After a rating is recommended, the fact is recorded on his Communication History Sheet S1246H, and his Divisional Officer's Record Sheet S264 is written up. An Application and Recommendation S442 is raised in triplicate. One copy is despatched to CND in order to establish the basic date. The other two copies are placed in Certificate of Service S459 until details of a suitable Fleet Board Prep. Course or Fleet Board become known. When the next Half Yearly Returns of Recommendations for Advancement S507, are rendered by the ship, the rating's name should appear on the back, with dormant points awarded.

The candidate studies the Fleet Board Question Pamphlet. These are held in bulk by Administrative Authorities and consist of a range of questions designed to cover the LRO's syllabus. These questions are used in examination papers using one quarter each time.

If a Rating can be spared for a Prep. Course (4 weeks)

A Communication Rating's Recommendation to Qualify Professionally for Higher Rating S1303a and the two copies of S442 previously filed in the S459 are despatched to *Mercury* or the STC concerned, who confirm or otherwise, the booking of the place on the course. The Candidate joins on the day prior to the course bringing his S459, S1246H, Advancement and Conduct Record Sheet S239 and S264. During the course he is awarded a Certificate of Competence in appropriate practical subjects.

On the Monday following the course, he sits the one day Fleetboard. The results are rendered on a

Communication Rating's Examination Return S1124 by the Examining Authority to

- (a) CND who takes Advancement Roster action.
- (b) Captain H.M.S. *Mercury* for record purposes.
- (c) The rating's ship who when rendering the next S507 now places the rating's name at the front, if a successful result is achieved, or removes the name altogether if the rating has failed.
- (d) Ships Administrative authority. On Foreign stations CINC also receives a copy.

The Examining Authority enters the results in the S1246 and records the pass in the S459. All documents are then returned to the ship or establishment concerned.

If he has passed ETLR and is eligible in all other respects, a rating may be rated RO1 from the date of the Fleetboard; his S459 is amended and the ship renders S161's for statistical purposes.

Failure in a starred subject means total failure (with six months to wait for re-application). The subjects for (G) and (W) are their respective Organisation and Technical/Interview, for (T)'s Fleetwork. Failure in one or two unstarred subjects involves a re-examination within six months of the Fleetboard and a loss of two months seniority if

successful. Failure involves the normal wait for re-application which is six months from the date of the original Fleetboard.

Do not be deceived into believing that failure merely puts you six months behind your contemporaries. It is six months plus all the months between your original Recommendation and the Fleetboard you failed. You lose heavily financially and advancement to PO is also delayed.

If the rating is to take Fleetboard only

CINC's promulgate dates. Ships with candidates extract the two S442's previously filed in the S459 and render to CINC. After selection by CINC, candidates normally join establishments conducting the Board on the day before the examination, bringing their S1246, S459 and an S1124, signed by a Qualified Communications Officer showing satisfactory practical results obtained in any one week during the previous month. (G) and (W)'s also bring a list of equipment to which they have had access in their respective ships.

The Fleetboard, and the procedure afterwards is exactly the same as if the candidate had done a Fleetboard Preparation Course.

FORTHCOMING COURSES AT H.M.S. "MERCURY"

Course		Commence	Complete
CY	No. 1	4th January	26th March
RS	No. 1	4th January	4th June
LRO (W) FBPC	No. 1	4th January	1st February
LRO (G) FBPC	No. 1	4th January	1st February
ICS Officers		21st January	21st January
ICS Senior Rates		25th January	26th January
LRO (T) FBPC	No. 1	8th February	8th March
LRO (G) FBPC	No. 2	8th February	8th March
RS (W)	No. 1	8th February	9th July
LRO (W) FBPC	No. 2	8th February	8th March
ICS Officers	—	18th February	18th February
ICS Senior Rates	—	22nd February	23rd February
RCI	No. 1	1st March	10th September
Fleetboard "A"	(Shore)	9th March	9th March
LRO (T) FBPC	No. 2	15th March	12th April
LRO (G) FBPC	No. 3	15th March	12th April
ICS Officers	—	18th March	18th March
ICS Senior Rates	—	22nd March	23rd March
Fleetboard "B"	(Ships)	13th April	13th April
TCI	No. 1	3rd May	13th August
LRO (G) FBPC	No. 4	3rd May	31st May
CY	No. 2	3rd May	23rd July
RS	No. 2	3rd May	1st October
EWI	No. 1	3rd May	2nd July
LRO (T) FBPC	No. 3	3rd May	31st May
LRO (W) FBPC	No. 3	3rd May	31st May
RS (W)	No. 2	3rd May	1st October

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

SIGNALS CELIBATES

This is the third and final article written by a member of the Long Course twenty years ago, reprinted by kind permission of "PUNCH".

The scene is the stone-balustraded terrace of Basegram Hall. Above us, full of dull clickings, buzzes, oscillations, wiring diagrams and Wrens, broods the Hall itself, casting a shadow over the summer day. Small wonder that we look so dejected. We are still on our Signals Course and are doing an S.F.X.

The trouble—or one of the troubles—about being at Basegram Hall is that you do things for weeks before you know what they are. So with an S.F.X. I did one every day until a careless word, dropped in the wrong quarter, revealed to me that it was a Standard Flashing Exercise.

Flashing (or "Bobbing" if you wish it to appear that you have been in the Navy for some years) is the process of making Morse by light. It is of course extensively employed at sea, where it is rarely seen by signalmen until the Officer of the Watch says "Bobbing Bunts", and then turns away (if he can't read it himself) or tries to correct the signalmen (if he can).

Once the signalmen on the bridge are aware that a ship is calling them they spring to an enormous lantern which is almost invariably placed behind an even larger obstruction, and they beat up and down on the handle like a tom-tom. The Yeoman watches them for a minute or two, mouthing oaths to himself, then says: "Come along. Get him on the six-inch, then". The six-inch is a smaller lantern from which a ship can always be seen perfectly, but when wanted it is always stowed in the wheel-house or Signal Office.

Eventually communication is established on a very small lamp indeed, and the signalmen, who have been cursing each other, now direct a steady stream of oaths towards the sending ship. They curse it for having too bright a light or too weak a light, for making the message too fast or too slow, for making bad Morse, for directing the light badly and for making the signal at all.

The contents of the message are called out in a curious language, so that in its early stages it may read as follows: "From Charlie in Chokey. Detach and proceed. Time from orange 1717 annie rotchet". This has the great advantage of meaning little to anyone except a signalman: but in time it comes out of the machine in respectable guise, save for the signalman's thumb: H.M.S. "Wombat" from Commander-in-Chief. Detach and proceed. Time of Origin 1717.

However, all this is fairly advanced technique and nothing to do with a Signal Course at Basegram Hall. Here, as we read our S.F.X. our concentration is so great that none of us has any idea what any signal is about. It is not only that the eyes water and bulge from the head, but the least sound becomes an

intolerable distraction. And the terrace of Basegram Hall is full of sounds, chiefly those of birds. Legitimately, a signal read there should read somewhat as follows:

H.M.S. "Caustic" tweet-tweet from Captain miss. Miss again. Damn. Tweet-tweet. Blast. Something boats crews are to. cow shifting in a field. unless crews are. tweet-tweet. miss. and now we have music while you work once again. miss. something rig of the day. ends.

The above, moreover, takes no account of any additional sabotage by members of the Course.

During an S.F.X. the class divides into pairs, of which one victim reads the signal and the other writes it down. The one who writes has his back to the light and the pairs are so spaced that they cannot hear one another. It is, in fact, so carefully thought out that it is quite a shame that the system has flaws. These are (a) The man writing down gets interested in bird-life in the valley and forgets to write down. (b) That a hundred yards would be too little if everyone is to avoid hearing what Lieutenant Copping is saying.

This would be fine if Copping were a good reader of Morse, but unfortunately he isn't. If he says B for Baker, you can be fairly certain that the letter is F for Fox or, if he has recently taken a Wren to a dance, L for Love. This fact, coupled with the abuse that is hurled at Copping, transforms the exercise into a sort of surrealist fairyplay. Thus:

Copping: D O F—no, I mean L not F: no, it's G. DOG.

Crimp. Shut up, Copping.

A Cow: Moo.

Copping: Who me? T O B—no D — G H P Q. Ha Ha fill it in afterwards.

A Dog: Wuff-wuff.



Chorus (whispering): Sip sip sip sip.

Flake: TOWARDS.

Copping: Yes, that's it. TOWARDS.

Chorus: SHUT UP? COPPING!

Copping: Who me?

At this point the situation tends to get out of hand. Lieutenant Flake says it is monstrous, and Lieutenant Gapp, who is very temperamental, strides away into the woods in protest and peers at the rest of the exercise from a beech tree half a mile way. The only person who is totally undisturbed is Lieutenant Copping himself—as befits a man who has been known to read a paper volume called "The Keen Boy's Guide to Wireless" in the wardroom of Basegram Hall.

Since all our exercises are marked it may be wondered how the prevalent confusion affects our percentages. It is true that we manage to collect an occasional word from someone else at the end of the exercise when the Yeoman's back is turned. But in any case there is no need to worry. The Yeoman collects our papers and bears them off to a fastness within the Hall, where he has a system of working out marks that transforms the worst exercise into immediate respectability.

When he returns your copy is still the same and very depressing indeed—but scrawled across it is the magic symbol 79%. We think he does it with a slide-rule.

In any case the S.F.X. represents the end of the working day. As the shadows fall through the woods we walk down the hill and turn in to the hospitable parlour of "The George".

"Ah, Yeoman", we say, "what's yours? A beer? Six pints, please, Mr. Collins".

Perhaps—You never know—that has something to do with our marks.

MALTA INDEPENDENCE

by LRO(G) Burke

At 11.59 p.m. on the 20th September 1964, the British Flag was lowered at the Independence Arena, Floriana. In its place rose the red and white Maltese Flag with its symbolic George Cross. After 164 years of British rule, Malta had become Independent.

It was on the 5th September 1800 that the 35th Regiment of Foot (now the Royal Sussex Regiment) is traditionally credited with first hoisting British Colours. They did so on the battlements of Fort Ricasoli after defeating the occupying French and at the invitation of the Maltese. The British Flag was in fact first hoisted by a Maltese military leader named Vincenzo Borg (known as "Brared") on the 9th February the previous year during the siege of Valetta. This may seem to be "hair splitting" but it clearly shows that the British invested Malta at the invitation of the Maltese and not as their conquerors.

In the 64 years of British rule, Malta has been a fortress. Her economy has been primarily geared to Britain's military needs in the island. Her fortunes have risen and fallen in step with the fortunes of war. Now Malta must diversify her economy if she is to succeed in a modern, competitive, highly industrialised world. She will be greatly helped in the first ten years by the British financial aid she will receive and by the continued presence of British Forces, although these forces are being reduced, on the island; but she will only be helped; to succeed, she must help herself.

Firstly, her excellent natural harbours and dockyard facilities must be utilised to the fullest extent. She is excellently placed geographically being virtually in the path of ships using the Suez Canal and of tankers in particular, plying between the Gulf and Northern Europe. Already she is doing well in this field. Her recently enlarged drydocks are rarely without customers.

Malta, as Britain, is not self-supporting. She must therefore export in order to help to pay for her imports. To do this she must industrialise. Apart from the dockyard she already has several light industries including a factory which assembles Triumph cars under licence; but her industries must be extensively and quickly increased. She must compete with her immediate neighbour Italy and the rest of Europe. Initially she may be able to do this, because labour and therefore production costs are lower in Malta than they are in Italy and other industrial European nations. As this advantage will help her, it could easily be nullified by the very prosperity it could bring. Production costs must be closely watched.

The third field in which Malta can compete is the extremely profitable industry of tourism. She has the climate and location for this industry and, in addition, a fascinating and evident history. New hotels have recently been built and more are to be built in anticipation of the expansion of the tourist boom. Also, there is a casino and several night-clubs.

Evidently, therefore, Malta is on the right track. There are of course, a multitude of minor but nevertheless very important details which must be dealt with. Service is a major factor in tourism. Considering that she must compete with the sophisticated French and Italian Rivas, the general standard of cuisine and the service must be continually improved. In order to build a successful industry, the tourist must leave feeling that he has had value for money, that he will come again next year and that he wishes to recommend his holiday to his friends and acquaintances.

Thus Malta stands at the threshold of an entirely new era in her long and colourful history. How she will deal with her new political and economic environment is her own concern and only the passage of time will show.



by courtesy of Warner Pathé Distributors Ltd.

SUSAN FARMER

SHOPPING GUIDE

Tape Recorders and Record Players

These items contain electric motors normally designed for 230 volts 50 cycles supplies—i.e. that supplied for domestic purposes in the U.K. Modern H.M. ships have 115 volts 60 cycles sockets fitted in the messdecks. This difference in power supplies does mean that electronic equipment containing motors cannot normally readily be used onboard without steps being taken to deal with the voltage and the cycles per second supplied.

We can avoid any power supply problems with equipment by simply purchasing battery fed items. However the drawbacks are the cost of the batteries and generally reduced overall performance. If we intend to continually use between ship and shore undoubtedly battery driven equipment must best meet our needs.

In order to operate mains fed equipment onboard we must ensure

(a) The correct voltage is fed to the amplifier section. This is achieved by altering the internal transformer tappings if they are designed to cover a 115 volts input or failing such a feature an external transformer 115 volts input, 230 volts output must be used.

(b) The turntable or tape reels must revolve at the correct speed. The motor itself will revolve faster when supplied with 60 cycles. Local technical assistance can usually be obtained for the fitting of a smaller pulley wheel to the motor. Should local assistance not be available write to the manufacturers for advice.

In the case of a tape recorder no such modification need be made if two completely different sets of tapes are employed for ship shore use.

Good Buys

TAPE RECORDERS

(Mains)

Roebuck Electrical Industries Ltd. 4 track. 3 speed. Price 39 gns.

(Battery)

Phillips E.L. 3586 Twin track. $1\frac{3}{4}$ speed. 3 or 4 inch reels. 6 U2 Batteries. Price 25 gns.

RECORD PLAYERS

(Mains)

Bush SRP 31D 4 speed. Bass and treble controls, two speakers. Wired for stereo. Price 26 gns.

(Battery)

Phillips A.G. 4126 4 speed. 6 U2 Batteries. Price $15\frac{1}{2}$ gns.

Handleys Ltd., Palmerston Road, Southsea can give assistance to Communicators in the Portsmouth area. Any advice or assistance from our readers in dealing with other GOOD BUYS is warmly welcomed.—EDITOR.

Reminder: Ensure you receive the permission of the Electrical Officer before using any equipment onboard.

LETTERS TO THE EDITOR

The Peak,
43, Hambledon Road,
Clanfield,
Portsmouth.

Dear Sir,

Some weeks ago I was loaned a copy of the "Communicator" to read an article on the "Old Semaphore Lines". I found this most interesting as for a number of years I have been interested in Local History and often when looking at maps have noticed the word "Telegraph" or "Telegraph House".

At the Portsmouth end of the diagram with the article there is marked "Beacon, Compton, Bedhampton" in a line. Are these on the top of Clanfield (or Chalton) Down, near the windmill, and on Portsdown, opposite the George Inn? It seems that when making the Survey Map this could not have been a mistake.

On a map of 1830, an enclosure map, a plot near the old Windmill on Clanfield Down is marked as Government property and one of the houses there was known locally as Telegraph House. From there one can see Portsdown plainly. I am not sure if Bedhampton could be seen from Compton.

I wonder if it is possible to get further information as to why the spots near the windmill and opposite the George Inn in Portsmouth were marked "Telegraph" and why the plot or enclosure near the windmill was marked "Government property" if it was not a part of the old Telegraph Line. In fact you may be able to find someone interested enough to test out the Compton to Bedhampton route, and the Clanfield Windmill to Portsdown route. It could be interesting.

Yours Faithfully,
O. B. Adams.

By Editor: The author of the original article is now dead. Comments or information from our readers would be much appreciated.

Le Nouveau Château,
Invergordon.

Sir,

Anglo-Saxon's letter of the last issue is quite outrageous and, in my opinion, merits a strong reply. The continental influence, gentle and refined, has enriched our monosyllabic naval vocabulary.

Rendezvous, an enchanting word, evokes visions of a night encounter (exercice) under starry Mediterranean skies. Other words of continental origin such as manoeuvres, liaison (military sense), reconnaissance, hors d'oeuvre and vingt et-un have ancient associations with the Navy.

Can "meet" or any other Old English word of one syllable be as expressive as these?

FRANCO-SCOT

Editor's Note: There are several very expressive monosyllabic words of old English origin but their use, I believe, is restricted to vulgar circles.

JOIN THE ROYAL NAVAL RESERVE

by Staff Communications Officer, ACR

This is quite frankly a recruiting article but I'm sure it will be of great interest, particularly to those of you who will shortly be leaving the Royal Navy at the end of your present engagements or going to Pension.

Firstly, the need for a Reserve. The country requires a large number of trained Communicators to fill the many extra billets needed in an emergency or in the event of war. In addition, as part of our contribution to the cold war, our country takes part in peace time, in many large-scale N.A.T.O. Exercises. I expect many of you already know all about these exercises.

To meet this need for rapid expansion we have the Royal Naval Reserve and W.R.N.R. These men and women are all very keen Communicators. Some of them are ex-R.N. ratings, but many join direct from civilian life and qualify as R.N.R. Communicators in their spare time.

The peacetime organisation of the R.N.R. is briefly as follows. There are 11 R.N.R. Divisions situated in the major sea ports. All forms of naval training are carried out there including communications, and each Division has a Coastal Minesweeper attached to it for exercises and cruises. Inland there are thirty-two Wireless Training Centres or Units in many of the larger towns and cities where communication training only can be carried out.

In addition there are Headquarters Reserve Units attached to the Main Headquarters round the country where men and women up to the age of fifty-five can join. These Centres and Units share an R.N. Instructor between two or three and have full facilities for training and operating live equipment. There are W.R.N.R. Units at all eleven Divisions and in several of the Centres.

The training commitment is as follows. Attendance at the Training Centre for an evening (two hours) forty evenings a year. In addition, a fortnight's continuous training four years out of five is required and this can be done on course at *Mercury*, in a Headquarters or at sea in a R.N. ship or R.N.R. Minesweeper, who make a number of foreign trips annually. Expenses are paid for evening attendance and of course full pay with marriage allowance for the continuous training.

There are excellent opportunities for advancement, particularly for ex-R.N. ratings and there are quite a number of ex-R.N. ratings who have achieved R.N.R. commissions. At present there is one in command of a Divisional Minesweeper!

We are very keen to meet ex-R.N. sparkers and buntings—they can join at any time up to the age of forty-five. Their skill and experience are invaluable and they are a tremendous help with training.

What's in it for you? Well, apart from the obvious one of being of great service to the Royal Navy and your country, I will tell you the reasons given to me by the many ex-R.N. ratings I meet on my visits to Divisions and Centres. They have found that after a few months as a civilian they miss many of the advantages of naval life—the comradeship, the opportunity to travel—and of course the pride in being a practical operator—once a Communicator, always a Communicator.

The R.N.R. is an excellent way of keeping in touch with the Royal Navy—of making new friends and you may well find it a help in getting advice on settling down and finding a job. So after a few months in Civvy Street why not pay us a visit at any Division or Training Centre. No obligation to join, but you will be shewn round and given a large welcome and a glass of beer. I promise you will not regret it.

R.N.R. Centres and Units

London, Southend, Maidstone, Reading, Exeter, Bath, Gloucester, Birmingham, Northampton, Nottingham, Leicester, Derby, Nuneaton, Peterborough, Dunstable, Manchester, Warrington, Preston, Sheffield, Leeds, Bradford, Swansea, Sunderland, Stockton, Norwich, Ipswich, Hull, Grimsby, Lincoln, Aberdeen, Newport Isle of Wight, Bexhill, Portadown.

Headquarters Reserve Units

Northwood, Plymouth, Portsmouth, Rosyth, Chatham, Inverkip. For full details of addresses and conditions of service apply to:

The Resettlement Officer, H.M.S. *Mercury*, Leydene, Petersfield, Hants.
or

The Admiral Commanding Reserves, Old Admiralty Building, Whitehall, London, S.W.1.



Our Wrens in Gibraltar

NO. 3 WIRELESS DISTRICT, R.N.R.

by CRS A. G. Johnson

Stand on the opposite side of the road from the R.N.R. Wireless Training Centre, 61, Coton Road, Nuneaton and what do you see? An old brick building with faceless windows, a forecourt covered with dying weeds and littered with debris, old ornamental railings leaning drunkenly—precariouly. You will wonder why the ratings of the Nuneaton training centre look upon it as their Valhalla. Let their story be told.

Way back in the late 40's Nuneaton flourished in two rooms in the Admin. block of R.N.A.S. Bramcote. Two rooms were thought to be too small for the numbers then attending and it was thought wise by those who are paid to be wise to split them up and so a new unit was formed at Coventry. A tragic decision; both units declined—but rapidly. Coventry was closed. Nuneaton was ousted from the Admin. block to a Nissen hut and from one Nissen hut to another and down plummeted the numbers until two were left—CRS Alan Muscutt and LRO Joe Jackson who were joined by LRO Ted Larkins. A classroom was sought and obtained but were it not for District week-end exercises carried out at Bramcote, Nuneaton unit would have been closed. A tragedy for a once proud unit. The army took over the Air Station and 'difficulty' was the password.

In desperation they moved to a children's room at the back of a pub. It was in this pub that hope was reborn. The three stalwarts were joined by Dick Stirley, Arthur Trevis and Ken Painter.

Buzzer, procedure and typewriting were taught. Beer was consumed and, buzzer, procedure and typewriting deteriorated but where were they to go? Word came that the local Sea Cadet Headquarters had a room to offer. This was quickly snapped up and they moved in. Left to their own devices, the lads quickly set to and cleaned the place.

It was dirty, damp, riddled with dry rot and uninhabitable.

A few weeks hard work and training started, accompanied by the strident discord of Sea Cadets bugling, always bugling. Equipment available was a T.C.S., B28, B29 and a buzzer oscillator. "Gash" tables and a few chairs were scrounged from Nottingham. A carpet and a couple of easy chairs were provided by Ted Larkins and warmth was extracted from two convector paraffin heaters. Later, to our profound surprise a Type 618 (unheard of luxury) was acquired from Peterborough and this was really salvation. Nuneaton took to the 'air'.

The numbers grew to nine with the arrival of Reg Harris, Les Morris and Alan Clayton.

As the numbers grew the dampness spread, dry rot spread and fungus grew all round. The training

of 9 'bods' became a strain. Lesser mortals joined and left but the 9 remained as witness to what man can endure for a cause. These 9 by their unbounded enthusiasm, regular attendance and smart appearance in uniform caught the eye of visiting officers and permission was given to seek new premises. Jubilation! But it took a long long time. Premises ideally situated and suitable as a Wireless Training Centre are as scarce as modern W/T equipment but at long last, forsaking all the inferior places and with infinite patience and with no small amount of ingenuity, premises were acquired. The 9 were joined by Tony Viner, Keith Warwick and Tony Williams which proved too much for the floor riddled with dry rot. Eventually the Commanding Officer of the District decided 'enough' and a withdrawal was quickly carried out to previously unprepared rooms. The twelve with the patience instilled by the original two have not much longer to wait.

So, as you stand opposite 61 Coton Road—between faceless windows—a door. Enter and you find activity, activity that will produce one of the most up to date R.N.R. Training Centres in the country with an 89Q, 618, B40's, B41's K.H.E. etc. Comfortable furnishings etc. The drab exterior conceals a jewel. Alan, Joe and Ted, this albeit condensed, is your life.

A.G.J.

RACAL RECEIVERS

The name RACAL is derived from the names of the first two partners of the RACAL organisation, Raymond G. Brown and G. Calder Cunningham. The history of the Organisation is one of the success stories of the electronics industry.

RACAL started manufacturing radio equipment at a small factory near London in 1951. Three years later the move was made to a new and modern factory in Bracknell. Since then there has been a continuous growth of activity with which the organisation has kept pace by increase in personnel and space. Indeed, 1,300 people are employed by RACAL and the working area now occupies more than 25,000 square feet.

Much of the success of the organisation can be attributed to its enlightened development and production policy. The well known R.A. 17 receiver in service with the R.N. is a perfect example of this policy. The patent, originated in South Africa, was acquired under licence and was then developed commercially by RACAL. The resulting equipment has an excellent performance record. In October 1964 RACAL were able to celebrate the 10,000th sale of this receiver to all parts of the world. It can be considered as the keystone of the RACAL success story.

A MAJOR BREAKTHROUGH

by Sub-Lieutenant T. McLean

In our headlong rush into automation to meet the demand for bigger and better message handling systems, have we perhaps, overlooked a cheap and simple breakthrough which may be equated to the first four minute mile; electrons altering course to move from negative to positive; jam jars replacing tins and the discovery that a man could write with his left hand, transmit with his right hand and still sweep out an office! The keynote is simplicity. As with all ideas on the grand scale, the mind boggles at the daring and simplicity of it. The breakthrough, I refer to is the use of Trained Animals!

To take just one example of the untapped potential that exists, think of the reputation this country has for being a nation of dog lovers. If we recruited but a fraction of the dog population this would provide enough operators to meet the communication needs of all three Services, and still leave some over for commercial organisations such as Cable & Wireless and the National Coal Board. The N.C.B. have of course already modernised—they use ponies. Recruitment could be made selective by limiting the intake to dogs with, for instance, two feet long pedigrees—a method previously used in the selection of Signal Officers! To stay abreast of the democratic age however, lowly breeds and mongrels would be admitted on IQ (Inherent Quality) rating. Dog Operators would then be further categorised according to breed and aptitude set against Precedence and Security classification.

A rough workable division might be, Flash & Emergency run by Greyhounds & Whippets, Operational Immediate by Alsatians and so on. Deferred could be entrusted to Dachshunds, who could also be used for carrying long messages—the first hundred in the head and subsequent parts concealed in suitable parts. Exclusive and Top Secret would undoubtedly be limited to Poodles and Corgis, whereas all breeds of Spaniel would deal adequately with Confidential and below. Russian Wolfhounds and Pekinese would automatically qualify for special handling duties.

There are endless possibilities which need not of course be limited to dogs. Dolphins are intelligent fish which could be used for long haul shore-shore and ship-shore message handling, and for overland routes there is a large selection to choose from:—Gazelles, Giraffe, Kangaroos and, to provide a secure system, the latent ability of the Uzulam bird could be developed.

The advantage to be gained and the opportunities to be taken are enormous. Consider the cost of two elephants in a Comcen, for Trunk Calls: against that of a Strad—there is no comparison!

Simply by recruiting dogs we would solve the recruiting problem, slash the Defence Budgets and provide dogs with a purpose in life, which would overcome their 'street corner' mentality for ever. A

by-product of this would be that street corners would be more habitable for humans.

These notes merely nibble at the amazing opportunities we appear to have so far missed, but before someone raises a Staff requirement, led me add the caution—Patent has been applied for!

UNCLASSIFIED D.C.I.'s

- (U) 486/64 Flags—Procedure for use of Flags at launching of Ships.
- (U) 492/64 L.F.S.—Billets available.
- (U) 605/64 Pay and Allowances. Assistance to wives visiting abroad.
- (U) 706/64 Recreation. ROTHIE MURCHUS HUT—Use by the three Services.
- (U) 737/64 Married Quarters in the U.K.—Allocation to officers and ratings.
- (U) 818/64 Pensioners—Employment—Shore Wireless Stations and Maritime Headquarters in the United Kingdom.
- (U) 810/64 Accommodation. Limited number of surplus married quarters at former Naval Air Stations.
- (U) 851/64 Removal Expenses and Disturbance Allowance—Change in rules.
- (U) 881/64 Advancement—General—Reduction of "Time to Serve" Qualification for Advancement and Specialist Qualification Courses.
- (U) 926/64 W.R.N.S.—Ratings—Introduction of Engagement for Six Years' Service and Incentive Bonus.
- (U) 981/64 Navigation—The International Regulations for Preventing Collisions at Sea (1960). Date of bringing into force.

EDUCATION

Examination Dates for first 6 months of 1965

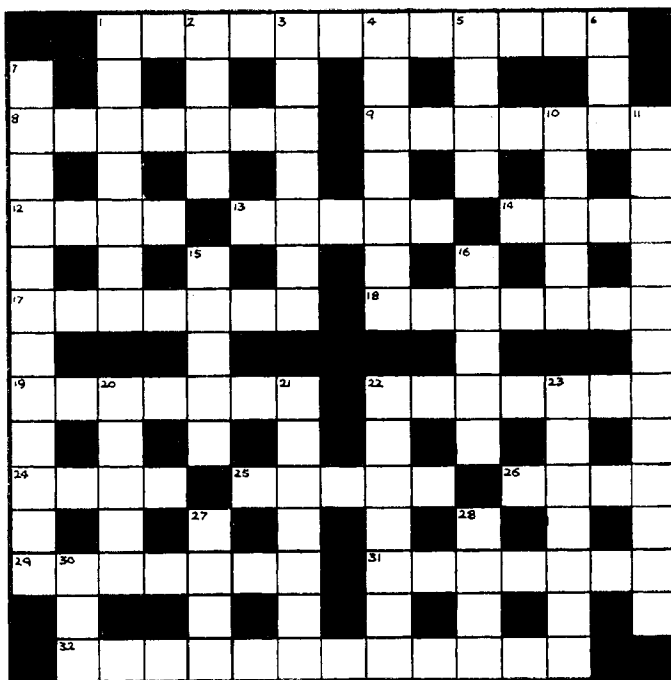
- | | |
|--------------|------------------------------|
| GCE/HET. | 29th and 31st March. |
| | 1st and 2nd April. |
| ETLR & RMETI | 30th March. |
| | 6th July. |
| GCE (Forces) | 16th—13th July., |
| | Ordinary and Advanced level. |
- Current syllabuses for the GCE/HET examinations are shown in D.C.I.(U) R.N. 220/64.

Further Education

Details of the Evening Classes conducted by the various Further Education Centres can be obtained from your local Town Hall. For many courses you may enrol just for one term. Classes generally are from 1900 to 2100. Quite apart from the three R's you have a choice of many other subjects such as: Car Maintenance, Metalwork, Wood Carving, Judo, Woodwork, Typewriting, Cookery and many others.

PRIZE CROSSWORD

All entries should be addressed to The Editor to arrive no later than 1st March 1965. All entries will be kept unmarked until this date when they will be attended to in a random order. A prize of £1 will be awarded for the first correct solution found.



ACROSS

1. Ten clams peer for substitutes. (12)
8. You may express yours, for what it's worth. (7)
9. "U". (7)
12. Sounds edible, but is just a gathering. (4)
13. An extension to the Royal Academy of Dramatic Art is of use to navigators. (5)
14. These should open the doors. (4)
17. These can cause much irritation, yet may be eaten! (7)
18. The written communication of an apostle. (7)
19. A pact in four rings. (7)
22. One is very poor to be so stricken. (7)
24. Dicken's Tim was. (4)
25. To grind one's teeth. (5)
26. Clench this, if you are ready for a fight. (4)
29. Eric, he's the wealthiest man inside. (7)
31. This Ancient has many verses. (7)
32. The United States of America have such a banner. (4-8)

DOWN

1. Aim, in rent, to get some clothing. (7)
2. A nip can cause anguish. (4)
3. Perennials last much longer! (7)
4. Flightless bird adrift. Who does he copy? (7)
5. Give out. (4)
6. Your superior! (3)
7. Not a rum comic! (12)
10. Unconcealed, when 22 is topped and tailed. (5)
11. Hercule Poirot takes the lead in more than one. (7, 5)
15. Make fast the halyard to this. (5)
16. They went to sea in this, they did. (5)
20. Inverted headgear includes in, and forms frightened confusion. (5).
21. There should be no pauses on this train. (3, 4)
22. Letter boxes are a familiar sight for him. (7)
23. Kings and Queens have done so for many years. (7)
27. Three-quarters of this drink carries a sting! (4)
28. Of the mouth. (4)
30. This communications system is integrated. (1, 1, 1)



ROYAL NAVY AMATEUR RADIO SOCIETY

PRESIDENTIAL ADDRESS

I am delighted to be able to continue as your President for another year.

One thing I have particularly noted during the last year is the immense keenness displayed by you for your hobby—both in the practical work and also in the thirst for knowledge.

I consider that Amateur Radio fulfils all the requirements of a true craft, individually and collectively:—

First the germ of an idea;
then much paper work, circuit diagrams, browsing through text books etc. to produce drawings;
then the making of the chassis and metal work, installation of components and wiring;
then the first switch on—and proof—the fuses blow!

Finally, if the fuses are still intact, the rig goes on the air and you have the immense satisfaction of making the first contact.

But this is not the end, because before the paint is dry, one starts designing again.

Running parallel with this constructive work you have the help and comradeship of your fellow “hams”, who are always ready to offer good advice and who are never slow to air their views.

I would like to congratulate those members who have gained their morse code proficiency certificates, as well as those who obtained their Mercury awards. These have been issued to ‘hams’ in all six continents. This has really been a most successful year and we have just enrolled our 250th member.

We are adding some new equipment to G3BZU during the coming year in order to improve the H.Q. station and we shall enter in as many contests as possible.

The R.N.A.R.S. will also organise, as a fifth birthday celebration, a “Mobile Rally” in H.M.S *Mercury* next May at which all members will be most welcome.

I will finish now and let you get on with the main business of the meeting. May I wish you 73's, with 88's to the YL members, of course, and may you have lots of DX in 1965.

by Captain D. V. Morgan, M.B.E., R.N.

With the last edition of *THE COMMUNICATOR* for 1964 the Society can look back on a period of activity unparalleled in its four years existence.

At the time of going to press we are looking forward to our annual participation at the Radio Society of Great Britain's International Radio Communications Exhibition which is held at the Seymour Hall in London. This exhibition always provides a good venue for members of the Society to meet each other and for all amateurs in general to make firm friendships through personal QSO's.

As usual at this time of the year, those members able to attend the Annual General Meeting will be able to draw their own conclusions as to the amount of work that the committee has undertaken during the previous year, and will also be told of the plans for 1965. A general summary of the Society's work will be given at the A.G.M. by the Chairman and a copy of his report will eventually reach all members when they get their own copies of the A.G.M. minutes. A look through the previous two issues of *THE COMMUNICATOR* will enable members to catch up on the most important events that have taken place so far.

The highlights of our activity during the past three months has been our participation at the August Bank Holiday Navy Days in Portsmouth Dockyard. In close co-operation with the Portsmouth and District Amateur Radio Society, the R.N.A.R.S. put on a display of amateur equipment in action that would have satisfied the most ardent “ham”. Four active transmitting stations were established adjacent to the Signal School exhibit, and the general public were able to hear contacts in progress ranging from a school teacher in New York to a local amateur sitting in his car watching the motor cycle scramble near Petersfield in the August sunshine. Activity, under the call sign GB3RN, was carried out on the 1.8 Mc/s, 3.5 and 14 Mc/s, 70 Mc/s and 144 Mc/s amateur bands, and it was a pleasure to work many R.N.A.R.S. members during the three day period.

In September the Society held the first of its “on the air” activity periods on the 80 metre amateur band. During this three hour period many members were heard or worked by the H.Q. station, and reports received since indicate that the general level of activity was very high. This has spurred the committee into thinking along the lines of another activity period early in the New Year—possibly on the H.F. bands to allow overseas members to participate. As a result of this activity period

several U.K. amateurs have now gained the necessary points to claim the Mercury Award—only the QSL cards are now needed!!

This award continues to be claimed by amateurs from all over the world and the recent list to hand shows that it is now being displayed on the walls of radio shacks in each of the continents. The latest awards have gone to the following stations:—ZD7BW (St. Helena), VQ2W (N. Rhodesia), W5RU (USA), 5N2JKO (Nigeria), DJ7LQ (Germany), CR7IZ (Mozambique), DJ6BW (Germany), VK4SS (Australia) and PY4AYO (Brazil). Two Short Wave listeners—in New York and Plymouth, Devon—have also managed to raise the necessary number of points to claim this award. Well done . . . !

A recent copy of the U.S.N. Naval Communications bulletin lists over 260 active amateur stations onboard U.S.N. ships. Several of these can be heard regularly on the DX bands here in U.K. A regular signal on 14 Mc/s is the station onboard the Nuclear Aircraft Carrier U.S.S. *Enterprise*—W7WJ/MM—which, when last contacted by the H.Q. station was cruising off the coast of Morocco. One of our correspondents also reports having regularly heard K4CSY/MM onboard the U.S. Submarine *Tusk* operating whilst crossing the Atlantic. One such QSO was being conducted when she was operating at a depth of 65 ft!!

Our own negotiations for an extension of the current Maritime Mobile licence facilities are progressing, though somewhat slowly, and it is still hoped that an announcement will be made in the near future. The licencing department have been exceptionally busy issuing the new U.H.F. licences and also the new form of A.T. licence. This latter document is quite lengthy and contains a great deal of new information over the current licence.

In the Maritime Mobile field G3IZD in the Near East and G3NIR in the Far East continue to be very active. G3NIR (H.M.S. *Dido*) will have just concluded a trip to the Pacific visiting Fiji, Tonga, New Hebrides and New Caledonia by the time this appears in print.

Another proposed shipboard A.T. operator is R/S "Harry" Julian who is at present southward bound for the Falkland Islands in H.M.S. *Protector*. Harry is following in the footsteps of "Ken" Randall—G3RFH/VP8HF—who was in *Protector* during her last season in Antarctica. He hopes to be active with a VP8 callsign when he reaches the area and is at present building a Vanguard transmitter from a kit received onboard prior to sailing. Harry reports having copied our October code proficiency transmission whilst the ship was at Gibraltar.

Another one of our correspondents from the Rock is R.E.M. "Alex" Shearer who is now active under the callsign ZB2AI. Alex sent in a report on the October code proficiency transmission also, reporting signals from G3BZU as RST 56/89 with some

commercial QRM. He comments that several of the local R.O.'s managed to copy the 20 W.P.M. run, but backed down when the speed went up to 25 W.P.M.! Alex will be returning to the United Kingdom late in November for discharge and he hopes to get G3SWK activated with the least delay on arrival.

The results of the Radio Amateurs' examination, held in May, have long since been announced, and we note that four of our members have now received the converted "pass" slip. Three of them now have their own personal callsigns—G3TIF, G3TJY and G3TJD. The fourth—Jack Toothill—only needs to pass the morse test before he will also be active. We congratulate them on their passes and wish those taking the November examination the best of luck.

Our membership increases slowly and we are able to record several new callsigns amongst our new members. They are G3THU, G3SZW, G3RDR, G3IVX, G3SXF, G3TXM/YL and G3BEC. Also another S.W.L.—G 3423.

It was with regret that we learned that one of our members—Jack Partridge of Totnes, Devon (G2KF)—passed away on 18th June. Jack was one of the old timers who really made history when in December 1923 he made the first "two-way" contact between England and the U.S.A. Using a power of 100 watts on 109 Metres he made contact with U1MO of Hartford, Connecticut. He followed this a year later by making the second only contact between England and New Zealand. In 1925 he actually made contact with the cruiser *Durban* (GFUP) whilst she was at anchor off Hong Kong. During the Great War, Jack was a member of the R.F.C. and later the R.N.A.S. Those who ever made contact with him, either on the air or personally, will remember his ever cheerful nature, and will wish to joins us in extending to his widow our heartfelt sorrow at her bereavement.

In a recent letter from Jack Jekway—G3ODJ—we learn that he is practically a resident of ward 21 of the Boscombe Hospital in Bournemouth. Jack suffered a hip injury which put him out of action in Hong Kong, where he operated as VS6CL, and has been causing him trouble ever since. On the rare occasions that he has been able to get home G3ODJ can be found on 80 metres with a converted 19 set.

In September the committee lost one of its staunchest members when Dave Pilley, G3HLW, left the area to take up an appointment in Leicester. Dave had been on the committee since 1960 and was the organiser of the popular Code Proficiency transmission radiated monthly from G3BZU.

One of our members—David Jolly (G3TJY)—tells us that he is a civilian instructor with the R.N. Auxiliary Service. This Service he likens to a Maritime version of the Civil Defence. David says that this Service offers unlimited scope to any ex-R.N.

person who might be looking for a worthwhile spare time occupation with a nautical flavour. The Society now has five members of the R.N.X.S. on its roll.

By the time this appears in print the present committee will have handed over to a new crew for 1965—this includes your present scribe. The committee for 1965 will be as follows:—

<i>Chairman</i>	Commander A. J. R. Pegler, Royal Navy, G3ENI.
<i>Hon. Secretary</i>	Sub. Lieut. (SD) (C) D. D. Davies, Royal Navy, G3SJQ.
<i>Hon. Treasurer</i>	Lieut. Cdr. H.M. Balfour, Royal Navy.
<i>Members:</i>	Lieutenant (SD) (C) A. E. Howell, Royal Navy, G3JKI R. Sharpe Esq., G3AWY. Radio Supervisor G. Perry, G3SJC. Radio Supervisor M. Puttick, G3LIK.

Looking for a good buy? Several of our members have given good reports of the CODAR range.

All at H.Q. wish our members at home and overseas, at sea or on dry land, a Happy Xmas and a prosperous DX season in 1965.

Extract from Revenue Account—1st November, 1963 to 30th October, 1964.

Excess of expenditure over income for the period	£21 13 11
Balance Creditor	£84 15 6

PERSONALITY PIECE

Miss Audrey Goode, G3SVV

Among those members of the fair sex who are members of the R.N.A.R.S. is Audrey Goode of Leicester. Audrey is twenty-three years old and is employed as a civil servant in the Inland Revenue department—not on the taxes side though.

She was educated at Wyggeston Grammar School for Girls where she found her interests biased towards the sciences and although her present work has nothing to do with science she has always kept up her interest in physics.

With the help of G3RDO, a local amateur, Audrey put her knowledge of physics, plus her newly acquired radio learning, to good use by passing the Radio Amateur's Examination at her first attempt. After passing the morse test (12 WPM) in February of this year the callsign G3SVV was issued to her and she has been busy making a name for herself on the air.

Although she admits to sometimes using her microphone for local "ragchewing" Audrey tells us that she by far prefers "Brass pounding".



Miss Audrey Goode, G3SVV

Looking at her photograph one cannot imagine Audrey wielding a soldering iron and reading circuit diagrams, but she tells us that the construction of an all-band transmitter is now her latest task.

Her present station consists of a "home-brew" Top Band transmitter with an H.R.O. receiver. The new transmitter, when finished, will extend her contacts to a worldwide basis. The aerial in use is a 130 ft. end fed long wire to a mast at the bottom of her garden. A small receiver has been constructed so that she can monitor the amateur bands—presumably whilst watching "Emergency Ward Ten"—when she would be alerted of anything interesting happening on the air and get her main rig fired up.

Audrey's interest in Amateur Radio led her to become a member of the W.R.N.R. (wireless branch) and recently she has completed two weeks training at Devonport. Her comments about the W.R.N.R. are "... much different to Ham radio but still very interesting".

Her other interests include climbing, and having already conquered Snowdon her ambition is to work a portable station from the top of Ben Nevis. This she hopes to do in the spring of next year!

Audrey would be pleased to offer a welcome to any members of the R.N.A.R.S. who happen to be in or near Leicester (G3HLW note).

Her achievements to date, particularly in the field of construction, are most creditable and prompt Headquarters staff to wish her good luck in the future and more power to her brass pounding elbow.

BRITANNIA RADIO CLUB G6VJ

Situated at the Britannia Royal Naval College, Dartmouth, Devon. Club call sign G6VJ. C.R.S. Hill (G3SGQ) and Mr. Roy Ashby (G3NBR).

Situated in idyllic surroundings on the banks of the River Dart lies the famous Naval College.

Among the many recreational pursuits available for the use of the cadets and ship's company are the facilities of the radio club.



Britannia Radio Club, R.N.C.

Run by Roy Ashby, a civilian science laboratory assistant, and C.R.S. Ron Hill, this club is situated fairly high up in the college buildings.

Equipment used at G6VJ consists of a DX 100 transmitter—made up from a kit—rated at 150 watts input, CR 100 and B40 receivers, a T.C.S. transmitter/receiver and a trap dipole for multi-band operation.

At present about 15/20 club members meet every Thursday evening at 2000 and get initiated into the mysteries of “ham” radio.

Contacts from G6VJ range on a world wide basis and also include working many mobile amateurs both local and visiting the area. G3SGQ says he will soon be mobile (on *Fearless O.M.*?).

The College has been the site of two successful mobile rallies which now look as if they will become regular features on the “mobile rally” calendar.

SELF PORTRAIT OF A “HAM”

What is a Ham? A Ham is a very ordinary person. It could be a he or a she. You could never spot one in a crowd. A Ham is the most victimised person in the world—if you doubt this, ask him. On every street corner, in every government office, before every television screen are his tormentors. There is always someone prepared to blame him for poor reception on his radio, interference on the “telly” and erecting unsightly aerials thus lowering the rating value of their property. The equipment he so lovingly builds becomes a source of jealousy to his wife—a “not getting out into the garden and digging”, “not getting to bed and sleeping” and a “not taking the kids out for a drive” source of trouble. He is often accused by his wife of directing towards his equipment endearments which should be hers alone. His voice echoes through the cold house (because the fire is unlit—DX to be worked) with such phrases as “just a few more milliwatts darling and we’ll get that Pacific island for sure”.

The five o’clock in the morning alarm ringing on a Sunday morning annoys the little woman immensely. When she snuggles over to that half of the bed where she should find warmth and comfort and finds nothing—woe betide him.

A Ham is a natural “rag-and-bone” man, though he will call himself a collector of “spare parts”. In a friend’s shack he finds that a hard-to-get, much wanted component will stick to his fingers and, try as he may, he can’t get it off. He is the natural dustbin for neighbours’ unwanted, broken-down, burned-out bits of rubbish which the dustman won’t take away. He accepts them readily and sets to work stripping them down enthusiastically; and when he’s finished, he wonders what on earth he is going to do with all the bits.

Of necessity, a Ham is a friend to all other Hams. They find strength in their adversity. Even so, he would cheerfully cut down his best friend’s aerial to get a few more points in that DX contest. He makes Aerial Tuning Units, Bandspreaders and fancy aerials which look like something from a science fiction novel.

A Ham is a born sticker on walls. On the walls of his shack he has all sorts of maps, certificates, cards and photographs (which his wife gave up, when she realised there was more to life than Mickey Rooney). Very prominently displayed in the most eye-catching spot will be that QSL card from a most difficult to get country, which is the envy of all his friends. He will be genuinely surprised when they refer to this card as “nothing really O.M.”

The Ham is in a world of his own. He needs no one at his side to help him enjoy his hobby. He has had so many electric shocks that he is immune to them. In his lifetime he has used sufficient solder to re-roof a cathedral. The capacitance built up between his ears over the years, together with the inevitable coil of solder which he carries in his pocket, puts him on the natural resonant frequency of all other hams. In short he is just an ordinary bloke like you and I . . .



GOING THE ROUNDS IN "MERCURY"

Term dates for 1965

Spring Term 4th January —15th April
(Good Friday) 16th April
Summer Term 3rd May —13th August.

Trains/Transport Reminder for Communicators Joining

From the 25th October 1964 to 28th March 1965 inclusive, British Railways will be operating a reduced train service on Sundays on the Portsmouth/Waterloo line. Stopping trains will run hourly as follows.

Depart Waterloo at 0340 (arriving at Petersfield at 0537), 0757 and then hourly (arriving at Petersfield 107 minutes later) until 2057.

The last train at 2150 is a fast one, calling at Woking at 2218, Guildford at 2227 and thereafter stopping at all stations before arriving at Petersfield at 2310.

Depart Portsmouth at 0608, 0730 and then hourly (arriving at Petersfield 30 minutes later) until the last train at 2130.

Transport from Petersfield Station departs at 2200 and 2310 for *Mercury* and 2100 and 2310 for Soberton.

CHIEFS' CHATTER

More changes this term: George Mayers relieved Dolly Gray as President and Andy Anders relieved John Petchey as Vice President.

The Darts League continues to occupy each Thursday evening and at the time of going to press we were three points behind the leaders with two games to play. Geordie Ryan has a good chance of winning the Aggregate Trophy.

The hockey team (combined Chiefs and P.O's) has started the season in its usual style with a couple of 9-0 victories. There seems little opposition in *Mercury* so they have to look to civilian teams to get a decent game!

We have had our annual visit from the RNR Instructors. They make the older members of the mess feel young and certainly swell the bar profits. The Army sent us fourteen very sociable W.O's and Sergeants of the Royal Signals Yeomans Course. We have also entertained a number of Belgian, Danish, German and French CPO's of various NATO courses. Ins. CPO (CA) Beazley (*Bellerophon*), CPO Ck(O) Fraser (*Sultan*), CPO Roberts (*Ausonia*), Outs. SCPO(V) Moyce (*Pembroke*), CPO Ck(O) Robbins (*Pembroke*), CPO Ck (S) Robinson (*Dolphin*) . . . other details in Drafting article. Stop Press. CCY Ryan won the Individual Darts Cup.

P.O.s' PATTERN

by RS Grafton

A big "Hello" once more to all our Members old and new. During the term many members have joined us and many more have left. CY Ayden has become our ambassador to the newly formed Kenya Navy. CY Kingsley has relieved CY Bryden as Mess President. Our good wishes to both.

With the cricket season at an end we are very pleased with the results obtained by the members of the Mess cricket team who has won for us the Knock-Out Competition, also our section of the League, remaining unbeaten throughout. The individual honours go to our bowlers RS Snape and RS Ginns—well done! Mess football is going down very well. The organisation is left to the Pres. who is himself an eminent footballer. With lots of support we should make our mark this season. Played 4. Won 2. Lost 1. Drawn 1.

The Inter-Services Darts League (Senior Rates) which started last May has just completed its first season. The mess came 3rd and were only 4 points behind the winners, S.N.C.O's R.M.B. Eastney and the runners up, P.O's R.N.B. Portsmouth. This League could be ours. Any member about to join who throws an arrow, please inform the Pres.

The 'social life' of the mess has greatly improved with lots of good "do's". RS Lowthe has relieved CY Gore as the Social Secretary.

All members are welcome to attend our Social Evenings which are held generally on a Thursday.

We wish all our members, wherever you may be, A Very Merry Christmas and Prosperity in the New Year.

SIGNAL SCHOOL MESS

by LRO(T) Denning

Without "snivelling", "backhanders" or any trace of a "brown nose", I have achieved the ultimate in HMS *Mercury* by relieving LRO (Dick) Morely of the coveted seat of the Signal School Mess President.

Since my term of Office commenced, the Mess has enjoyed one dance and is preparing to enjoy an End of Term one.

At the moment, the lead in Inter Squadron soccer is held by Sommerville Squadron, who also hold up the "lads" end in hockey by lying third behind the C.P.O's and Wardroom.

The Mess complement has fluctuated due to "Fallex" and its aftermath of traffic analysis. Now it is returning to normal and all await eagerly Christmas festivities.

For the past two weeks we have been glued to the "goggle box" watching with enthusiasm for medals from our "Puff and Pant ratings" at Tokyo. They did well; well enough, we think, to warrant the following congratulatory Telegram which was sent on behalf of the Signal School Mess "Nelson's Signal complied with—Splice the Main Brace". Not bad, we thought (for Buntings) considering that it was sent on Trafalgar Day.

CROSS COUNTRY

Mercury X Country team has done fairly well this season so far, most of the team consisting of the New Entry Divisions. S.A.(S) Gilbert has done well in Captaining the team, coming first of the *Mercury* runners in each race. Teams we competed against were *Victory*, *Vernon*, *Excellent*, *Collingwood*, *Dolphin* and 16 Railway Regt. In the Aggregate we came 9th out of 13 teams. This was fair as we fielded a weak team due to the absence of many of our regular runners on "Fallex".

In the Inter-Squadron Autumn Cross Country, 56 runners took part and results were as follows.

1st Leopard } both New Entry Squadrons.
2nd Puma }

1st Runner home S.A.(S) Gilbert 17 mins. 14 secs.

2nd runner home JRO Thomas 17 mins. 42 secs.

Mercury are fielding a Senior and Junior team in the Portsmouth Command Cross Country Championships to be held at *Dryad*.

SOCCER

With the loss of some of our better players *Mercury* are about holding their own in the League. Record to date. P. W. D. L. F. A. Pts.

5 3 — 2 18 16 6

The 2nd XI however are not yet yet finding their true form.

Record to date. P. W. D. L. F. A. Pts.

5 — 1 4 5 13 1

Mercury are out of the Navy Cup, having lost 2-0 to R.M. Poole in a very exciting game.

SQUASH

To date we have played 6 lost 6. Racquets broken 6. This doesn't make pleasant reading but one can be assured that all the games have been played with much zest and enjoyment and with a hope of better things to come.

THE MERCURY CLUB

Since last term the Club Committee has undergone many changes; we would like to show our thanks in print to CRS Almond the ex chairman and RS Beasley the ex vice-chairman and welcome CRS Manns and CY Kingsley in their place.

Recent entertainments have shown an increased attendance and a greater interest from senior rates. This is very pleasing and we hope this increasing interest will be maintained.

The Committee are at all times trying to think of new ideas for your pleasure and will always welcome constructive ideas for entertainment from any member in the Club. When your ship is in "Pompey", please come and see us.

Tombola is played every Tuesday evening and a mystery prize is given in addition to normal Tombola dividends.

Thursday night is Dance Night; these evenings are

proving to be very popular. Keep up the good attendances remembering

BIGGER ATTENDANCE—BETTER ENTERTAINMENT

Finally, the Committee would like to thank the NAAFI Manager, Mr. Elliot, for the excellent transformation of the Dutch Bar into the now familiar Spanish Bar and for his general help and advice to the Committee. Also a word of thanks to his staff for keeping the Club clean and giving excellent service at the counters.

The Club Committee wish all readers a Very Merry Christmas and may your footsteps be guided to our portals in 1965.

W.R.N.S.

Personalities. The Portsmouth Command now has a Superintendent for the first time with the appointment of Superintendent Betty Brown. Second Officer D. Thurston has relieved Second Officer D. P. Swallow as Gl. Chief Wren N. Spencer and P.O. Wren Culpan have recently joined the instructional staff.

The present Wrens Advancement class:—Ldg. Wrens Macleod and Bowyer, Wrens Pycash, Walters, Keenan, Brown, Stirling and Perley completes shortly.

Congratulations to the tennis team on winning the Tennis Cup in the recent Portsmouth Command Championships.

IDLE THOUGHTS... WITH APOLOGIES TO OMAR KHAYYAM

by L/Wren P. A. Sucksmith RO(M)

Awake! For somewhere in the dead of night
A call is heard. Prepare to write—
On loaded pad, all squared and neat—
Each symbol made, each word aright.

The moving finger writes and having writ
Moves on. Nor all thy piety nor wit
Shall lure it back to cancel half a line,
Nor all thy tears wash out a single dit.

I sometimes think that never glows so red,
The face, as when some startled killick's head,
Looks o'er your shoulder whilst you write.
You plaintively explain—"That's what he said".

Ah, make the best of what we yet can hear,
Before some idiot with a deafer ear,
Breaks in on us with selfish haste
To blandly state "No traffic 'ere".

Lo! Some we've heard the loudest and the best
Are soon replaced. Gone for their test
To higher rate at Leydene House:
Then, one by one, put silently to rest.

SHIP — SHORE NEWS

H.M.S. AISNE

"Armed we seek no enmity"

by RO2(T) Nicholson and RO2 Wells

We commissioned at Portsmouth on January 9th, and have so far served on the Home, Med. and Far East Stations. After the inevitable work up at Portland, we spent a weekend at Portsmouth before going up north for a month's trials, during which we managed to get visits to Liverpool, Greenock and Campbeltown. We arrived back at Portsmouth in mid April with the sound knowledge that we had completed a very successful trial.

We left U.K. for the Med. on May 11th, in company with *Falmouth*, *Cassandra*, and *Lion* (FOFH). After spending Whitsun at Gibraltar with the 23rd E.S. and 29th E.S., we arrived at Malta on the 22nd of May.

The end of June saw us at Argostoli for MEDFOBA with the squadron and *Lion* and *Surprise*, flying the flags of FOF MED and CINC MED respectively. A refugee camp was built ashore and a Comcen was erected. We sailed from Argostoli having deservedly won the Med. Fleet Cock.

After a 3 day visit to Bari, we sailed for a 5 day visit to Venice, flying the flag of FOF Med. The highlight of the visit was the Beating the Retreat and Ceremonial Sunset by the Royal Marines in St. Mark's Square. During this, RO2(T) Penny had the honour of lowering the White Ensign from one of the massive flag poles at one end of the square, and a 10 foot ladder was required to enable him to reach the halyards.

A three week cold period awaited us on arrival back at Malta, with the honour of being the last ship to be maintained alongside the Big 'A'. LRO and RO2's courses were arranged with satisfactory results.

In August we were due for a visit to Villefranche, an event we almost missed due to the situation in Cyprus. However, we did arrive one day late. A carnival was held on the last day, and on sailing the following morning, the ship was covered in highly coloured streamers and confetti.

A visit to Split introduced us to a local Yugoslav drink—a powerful plum brandy called Slivovitch aptly nicknamed 'Liver Bitch'.

On our return to Malta, we had hardly begun preparations for the Malta Independence Day Celebrations when we received our sailing orders for the Far East. Our feelings were very mixed, as a number of the ship's company had their families out in Malta.

Leaving Port Suez, we soon noticed the difference in climate with wireless office temperatures well over 100°.

After a 22 knot passage, the squadron arrived at Singapore on September 26th. We had the weekend alongside before taking up patrol duties.

We hope to be home in mid January.

From *AISNE*

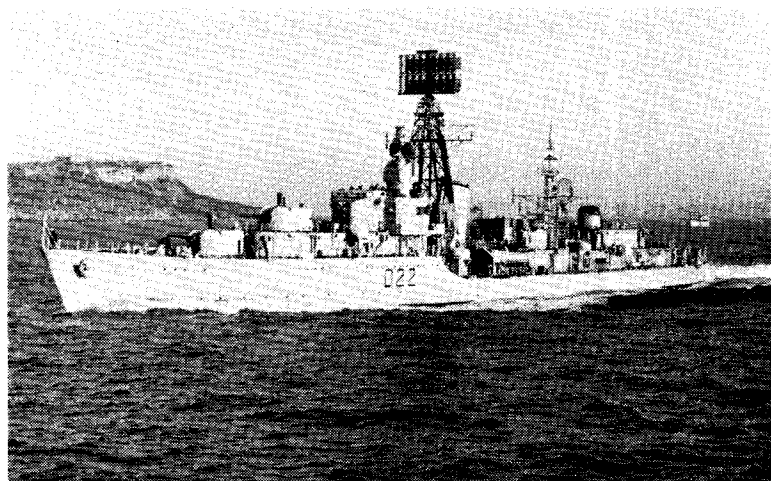
To CINC MED

Request permission to dive at 24G.H.

From CINC MED

To *AISNE*

Your . . .Z. Approved, but do not go below periscope depth at this berth.



H.M.S. Aisne

H.M.S. ARK ROYAL

by RS Bywater

This article comes to you as the last reports of windy hammers and dockyard maties' boots echo throughout the ship. Streams of stores and fuels pour inboard while the Communicators are despatched far and wide in the last minute search for more knowledge!

The mighty 'Ark' is at present bound to the wall by thousand lines at Devonport, but a few more weeks should see us disturbing the water around the Eddystone. On November 12th our Commissioning Ceremony took place with *Ark Royal* joining the Fleet once more.

The staff is headed by Lieut. Cdr. Copp, assisted by Lieut. Schofield and guided along the straight and narrow by CCY Cull and CRS Edge. With over 50 Communicators onboard there will be many 'old ships' amongst the readers. Do not be shy, come and look us up some time but do not blame us if you come for a chat and finish up with a General Service Commission.

A word of grateful thanks to *Mercury* and the STC Devonport for all the refresher training facilities that have been provided during our refit.

H.M.S. AURORA

by LRO(G) Allan R.

Aurora, a Leander class frigate, is Captain F the Second Training Squadron at Portland. I joined from Cape Naval Radio South Africa and can assure you there is no comparison between past and present jobs. Still I suppose we must all go to sea sometime.

We are an ICS fitted ship. This bewildered me at first, as it would anyone straight from shore. After a few weeks at sea and actually seeing the advantage of ICS, I am all for it.

With 3 more work up weeks to go, followed by a short trip to Gibraltar for our Xmas rabbits, we go to Chatham for a small refit. On completion, we return to Portland to assist with the work up of other ships.

The Comms. staff send them best wishes for Xmas and the New Year. May I extend my own personal greetings to all serving in Cape Naval Radio, H.M.S. *Afrikaner* South Africa.

H.M.S. BRIGHTON

by RO Brown

After sailing from Chatham (two months late), we made our way to Gibraltar to join *Dreadnought* for trials. Thanks to the generosity of the submarine Commanding Officer, parties of ratings were taken on board each day and given the opportunity to find out what makes a nuclear submarine tick. Apparently, these trips were enjoyed by all who were able to take advantage of them.

From Gibraltar we had a quiet trip to Malta to rejoin the rest of the squadron. During the course of the trip we discovered that a porpoise had sneaked

up on us and was busy scratching his back on our bow. Our arrival in Malta caused somewhat of a stir amongst the rest of the squadron. Rumour had it that they'd even forgotten our name.

After a fortnight in the Malta area, we sailed for Nice and Ville Franche. Shortly after we returned to Malta, our sailing orders for Singapore arrived. A very surprised squadron found that it gets very warm galloping down the Red Sea. It was at least a week before we ceased to call Singapore dockyard 'Maties' Jose.

During a recent patrol, we stopped a rather suspicious Indonesian fishing boat fishing without nets. We wish you a very Merry Christmas.

H.M.S. BULWARK

by a *Bulwark* Communicator

Bulwark, used by the Royal Marine Commandos as an enormous lorry, is considered by many to be a 'taxi', set aside for the use of the Royal Marines. Are we really the crew of a 'taxi'—or are we bus conductors? The reason I ask, is because as the weeks go by we are gradually wearing a furrow in a particular strip of water, namely that between Singapore and Borneo. Rumour has it that *Bulwark* requires no Quartermaster or O.O.W. at sea. The ship is capable of arriving at 'B' from 'A' quite easily on its own.

Our role of Commando Carrier means we transport and support our own squadrons over and above the Commando and Army ashore—helicopters, ammunition, supplies, toilet rolls. You name it; we supply it.

Lieut. Clarke (SD)(C), our ASCO, is being relieved early in the New Year—there is absolutely no truth in the rumour that he has "slipped a bolt" because of the crystals he has on charge, nor that he is turning 'native' because his next appointment happens to be Kranji, though I have heard him say that the gardens of Kranji will resemble Kew after he has been there a while.

Christmas is on the doorstep and Sembawang Village is frantically wrapping parcels to catch the final sea mail deadline. We don't know where we will be for the festive season, but we wish all Communicators all that they wish themselves this Yuletide.

H.M. YACHT BRITANNIA

by CY B. M. Searl

During our recent tour of Canada we visited the port of St. John's, Newfoundland.

Newfoundland was the first of the British Colonies and as such is steeped in traditions of many kinds. To many in the Communications world, Newfoundland means a lot more. It was at St. John's that the first trans-Atlantic wireless telegraphy transmission was received. This was achieved by Marconi.

During our brief stay we soon found out that



Cabot Tower on Signal Hill, St. John's, Newfoundland

Newfoundlanders are fiercely proud of this achievement. A glance at the imposing hill with its small tower outlined against a sombre sky dominating the entrance to the harbour prompted your host to tell you all about it or actually drive you to the summit.

The hill is called, Signal Hill and the small tower on the top is the Cabot Tower, so named after the famous explorer. It was in this tower 'sparkers' at least (the 'buntings' by this time being an old established firm), that on December 12th 1901, it all began for you.

Guglielmo Marchese Marconi had in fact been experimenting for a number of years with wireless telegraphy and as early as 1895 had managed to perfect transmission and reception of the Morse code over a mile or so. Much of his experimental work was carried out in England where, in 1897, he set up the beginnings of the now great Marconi company.

In 1901 Marconi came to St. John's and began preparing for the climax of his experiments. On Signal Hill he assembled his simple equipment and waited for the signal which made history.

On a cold but clear December 12th, Marconi patiently made the necessary last minute preparations and with a tense air of excitement about him, clearly picked up the three dots denoting the morse letter "S" which was being transmitted across those miles of ocean from Cornwall in England. He had

achieved his ambition and the great Communication networks of the world as we know them today had been started.

During our Canadian tour we were escorted by four destroyers of the First Canadian Escort Squadron based on Halifax, Nova Scotia.

Included in the Royal Yacht complement for this tour is Leading Seaman (Signalman 2) Harry Ruppel of the RCN from Victoria who soon settled in. After our tour of Mexico, Panama and the West Indies we return to Portsmouth in time for Christmas.

Editor: In the near future we hope to publish a story showing the great part played by Admiral Jackson in the field of Wireless.

H.M.S. DARTMOUTH

by CRS R. C. Hill

The Royal Naval College, for training officers of Her Majesty's Royal Navy, is situated in one of the most picturesque spots in Britain, at Dartmouth, in Devon. Originally known as "Britannia Royal Naval College" it was officially named H.M.S. *Dartmouth* in 1953 to avoid confusion with the present Royal Yacht.

Our present staff consists of S.C.O. Lt. Cdr. Bruce-Gardyne, CCY(TCI) P. Holdsworth, CRS (RCI) R. Hill (To *Fearless* in December) Civ Sig Instr. F. A. Lucas ex CCY(TCI). From the drafting point of view the work here concerns only 'Instructor' rates but it must be of interest to everyone to know how Officers are trained for the R.N., with particular reference to Communications.

For the first seven weeks after arrival at the College, the training of all cadets is devoted to basic training in all departments, which, for us, means knowing the morse code (five wpm), practical voice procedure, single and emergency meanings of flags together with Customs and Ceremonial. After week seven, Cadets are classed as Executive, Air, etc. before commencing training with their specialist department.

To aid training with flag recognition we have a daily hoist consisting of a National Flag, and two simple signals which they are expected to recognize and interpret. Incidentally, the College holds forty-eight National Flags, perhaps the most comprehensive collection in the Royal Navy.

Twice during their stay in the College O.U.T.'s take part in Picket Boat manoeuvres when we take six picket boats to sea and carry out line and multiple line manoeuvres using type 615 portables and flags.

The typical Communicator's Day in the College is very full and we work from Monday to Saturday (no week ends). The teaching day starts at 0645 with flashing and buzzer and goes on until 1615 in summer or 1845 in winter. The normal College leave amply compensates for working the six day week and long hours. An Instructor here is guaranteed an interesting and enjoyable stay.

H.M.S. DECOY

by RO2(W) M. H. Weigh

We have now been on the West Indies Station for six months, sometimes quiet, sometimes hectic. The tour started with a run down the islands to Georgetown, British Guiana, then up again to Trinidad which we had to leave two days early to return to Georgetown as riots had broken out there.

We have since done two Bahamas patrols with visits to various places in the West Indies. After a period of self maintenance in Bermuda we sailed up to Baltimore in Maryland for a five-day visit and a great time was had by all. While we were there, the ship's football team played against a team called the Baltimore Kickers (lost 3-1) and later that night, excerpts from the match were shown on television.

From Baltimore we went up to Newport, Rhode Island as guardship for the Americas Cup series of yacht races. On one of the race days we had the DAILY MIRROR; New York correspondent on board, and sent a telegram for him, which arrived at the DAILY MIRROR offices before the Reuter report of the race. On the way back to the Bahamas, we had a trip up the East River and round New York Harbour.

We are now on our third Bahamas Patrol. Sportingwise, the branch is well represented, in the Ship's teams:— Soccer 2, rugby 2, plus one selector, cricket 4, hockey 1, basketball 2, and water polo 1.

As we pay off in February this is the last article from the present staff who are:—RS Bowring, LRO(G) Passmore, RO's(G) Washburn, Cuthbert, Trapnell, RO's(W) Cuddy, Weigh, Lodge. CY Patterson, LRO(T) Manley, RO's(T) Laight, Aylott, Harper, Devine and RO's Marshall, Watson, Brazill, Josey.

H.M.S. EAGLE

by CRS Fleming



"Hear no evil, see no evil, speak no evil. . ."

During the past few months *Eagle* has been kept very busy proving that not all of the tax payers' money has been wasted.

Many trials have been carried out on ICS, and most of the teething troubles have been ironed out, so although we still have much to learn regarding the application of our system, we feel confident that



Employment of Comms Staff

we will be able to meet any eventualities. All trials that have been carried out with ICS have proved highly successful, emphasising what we said earlier, "we have the makings of a first class system".

It may be of interest to mention here, that the 'grand piano' or C and M Desk has now been taken over by a watchkeeping LRO(G), with a dayman RS hovering in the background. An RO2(G) is also employed in the C.C.R. and it is his job under the guidance of the LRO(G) to set up the TDA's and Transmitter Aerial Exchange, plus the many other tasks on the Receiver side of the system. So as you can see, therefore, ICS is capable of being mastered by everyone and not just the selected few.

During our very brief and enjoyable stay in Portsmouth, we were able to meet some of the Communicators from the Army and Royal Air Force. This contact we hope will lead to a better understanding of one another during the numerous joint exercises undertaken by the Fleet.

Eagle, at the moment is having a two week vacation in Gibraltar. The Communicators have not been idle, the seamen having assisted us in the painting of the ship's side (although they would insist that it was the other way round). The ships divers amongst our staff have been employed inspecting underwater fittings and filing the bumps off the propellers. We have had our moments of relaxation too, and on one occasion the Communication Staff was given a conducted tour of the "Rock", by the very attractive Wrens of Gib. Comcen, much to the envy of the M(E)'s who cannot see why they do not employ Wren M(E)'s.

We have now fielded communications teams at cricket, soccer, hockey, swimming, basketball, volleyball and deck hockey. At one stage, due to a corrupt signal (!), a certain Army camp was expecting our polo team to come cantering across Salisbury Plain, but luckily this error was corrected before the event. We have not won all our fixtures but it is rumoured that the computer has found that if the present improvement continues we shall be unbeatable by 1978.

Mention should also be made of our powerful darts team, twenty-eight strong and ably led by

LRO(T) Wood. Ten contests have taken place with various hostilities in the Plymouth and Portsmouth areas, of which there is strong reason to suppose that we would have won three if they had not dissolved into song before completion.

It is expected that our next article will reach you when we are in warmer climates. We feel sorry to leave you all to coal fires, snow and a walk to *Mercury* when the buses cannot make the hill. Still we will have a "Tiger" and wish you all A Merry Christmas.

H.M.S. EURYALUS

As the Navy's newest ship, we've got off to a flying start with a very smart commissioning ceremony, with guests including FOSNI and Lady Gregory, Directors of Scotts' Shipbuilding and Engineering Co. Ltd. (builders of the ship), the Colonel and representatives of the Lancashire Fusiliers, including three survivors of the 1915 Gallipoli Landing (at which boats from the fourth *Euryalus* landed the Lancashire Fusiliers). The commissioning cake was cut by Mrs. Lee-White, the Captain's wife.

Almost immediately after the ceremony a pipe was made telling everyone that we had been selected to represent Britain at the Calais Liberation Ceremonies just three days later. This presented a number of problems for the Ship's Company as we had to provide a guard and unarmed party to march through the streets of Calais. After our visit we returned to Portsmouth to commence our testing and tuning, and now Comms. rates are busily trying to learn something about all this complicated equipment we have on board, preparing, I might add, for the Portland work up. Finally a word on I.C.S. Our motto is: "If we can't hear you, you're off tune".

H.M.S. FALMOUTH

by RS(W) P. O'Kieffe

On this Med. leg of our GSC we find ourselves playing 'cat and mouse' with typhoon 'Dot', some hundreds of miles from Hong Kong. Our diversion to the Far East Station came about on the eve of commencing a maintenance period in Malta, when we were given eighteen hours notice to depart for Singapore, a move little appreciated by certain R.A.'s of short standing. We arrived in Singapore with *Cassandra*, *Brighton* and *Aisne* in company, and were soon despatched to patrol the west coast of Malaya. Having 'chased' *Bulwark* off Borneo, we are now in company with *Kent*.

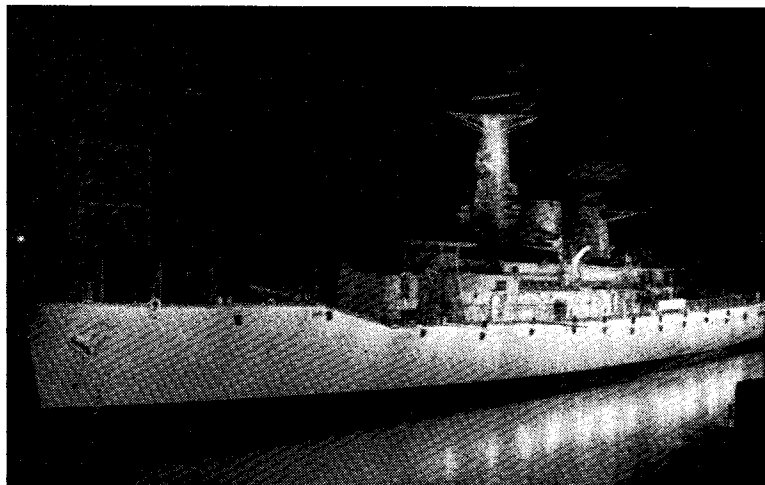
After commissioning in January we proceeded to Portland for work-up, concluded by a morale boosting week end in Pompey. Then followed exercises in the Irish Sea, with Grand National Day in Liverpool. Easter was spent at Greenock minus the Irish natives, who had been put ashore at Moville. Girvan was our next port of call, where some Falmouth gentlemen elected and crowned the 'Navy Queen', inspired no doubt, by plenty of the 'hard stuff'.

During GSC leave at Guzz our SCO, Lieut. Reeder retired and was relieved by Lieut. Timpson.

Mid May dawned and we sailed for Malta, taking part in exercise "Gibex". In the Med. we visited Bari, Venice, Corfu (to land a seriously injured rating) Marseilles and Split.

Sportingwise, we have some stalwarts, the most notable being RO(W) Sked who has represented the ship at swimming, water polo and soccer. The current ship's soccer team contains no less than five Communicators.

RO(T) Young, RO(W)'s Start and Sked passed Fleet Boards for LRO, and UK bound draftings



H.M.S. Euryalus

included LRO(T) Leaming, LRO(G) Gardiner and RO2(G) Whitelaw. Those remaining include CCY Jahme, CRS "Vic" Smith, LRO(G) "Bungy" Edwards R.G., LRO(W) Bailie, LRO(T)'s Day and Booth and LRO(G) Williams (ex highflyer).

The horizon is dim, but still we look optimistically to the future, in the hope that the Christmas edition of THE COMMUNICATOR will be delivered to us in Guzz, or better still, Pompey.

H.M.S. FOREST MOOR

by A/R.S. A. Keyworth

This is probably a much requested draft by most Northerners but "Draftie" does take some notice of preference draft cards—mine for example!

The communication staff consists of an RS and nine RO's (G) watchkeeping on System Engineering and with the Radio Electrical Branch. There are two R.O.'s in each watch, one T/P operating, the other assisting with circuits.

We have recently inaugurated an MSO in the FX Hall, but this is still in the weaning stage.

My predecessor is now on his way to Mauritius to become Tare Supervisor. We wish him good luck. His predecessor also went to Mauritius. Should I sign on?

Hearty congratulations to Lt. Cdr. (SD)(C) Wigg on his recent promotion. To our Commanding Officer, Lt. Cdr. N. T. Skitt, we say farewell and wish him every success in his new appointment with COMNAVBALTAP. His relief is Lt. Cdr. C. M. Stocken.

AELFRED MEC HEHT GEWYRCAN HAMPSHIRE

by Alfred had me made

After nearly two years with *Hampshire*, and virtually an unchanged staff, I thought it might be a help to future DLG'ers to appreciate some of the differences between this type of ship and those of a different class. Although many competent people will probably nod their heads knowingly, saying "We know all about this anyway", it is surprising how many people there still are who have little idea of life in these ships.

Thus, RO Bloggs is being drafted to a DLG for a new commission. All being well and provided that his future Signal Officer and senior communication rates are on the ball, prior to joining he should be able to have a refresher course, meet his fellow communicators, top up with any kit required, and in short, prepare for his commission. This has already been said many times, but it is surprising what a difference it can make to join a ship, 'being in all respects ready for sea'.

Joining day arrives. He will probably join the ship 'en bloc', carrying only personal luggage, the rest having been sent on in advance and which, it is hoped, he will find waiting for him on arrival. All being well, he will have been issued with a mess,



HOW CAN I SAVE ?



Of course I try to. But my pay's not enough to save anything.

That's what I thought when I was your age, until someone showed me the Progressive Savings Scheme. I only had to put aside £3 a month by Naval allotment but when I leave the Service next year I can collect £855.

Sounds too good to be true. Where's the catch?

No catch. And if I had died at any time my wife would have received the whole £855 immediately. You see, it's a Savings Scheme and Life Assurance rolled into one.

Supposing you hadn't signed on for 22 years service?

When I had done my nine years, as I had paid premiums for 7 years, I could have drawn £234 to help set me up in Civvy Street. Now, after 22 years' service, I shall have the option of taking the £855, or if I don't need the cash immediately, a pension of £172* a year when I retire from civilian work at 65.

Which will you take?

I'm going for the pension. I'm all lined up for a job already, and with an extra pension to look forward to when I retire and the wife provided for if anything happened to me—well, it's the kind of security we all want.

How do you set about all this?

That's easy. Ask the Provident Life for details of the Progressive Savings Scheme.

* For members of the W.R.N.S. the Pension is £149 a year.



Send this coupon to 246 Bishopsgate, London, E.C.2.

Please send me details of the Progressive Savings Scheme

Name

Address

Rating or Rank

Age Next Birthday

bed and locker number so that on arrival he can settle in. It should be realised at this point that I am speaking only from experiences of *Hampshire*.

The ship itself. The first noticeable thing is space (wide passages etc.) comfortable temperatures and numerous features to make cleaning easy. The overriding factor is that this is a big ship, with which of course goes organisation—meal hour, an efficient canteen, dental and medical treatment. In short, all sorts of facilities are available including many designed to make life comfortable. A laundry, space for cinema shows, helicopter to help out with mail when needed and of course, stabilisers for 'roughers'.

The job at sea is mainly like that of any other ship. He will be expected, regardless of sub specialisation, to undertake most communication duties. In addition, communal parties, ship cleaning and of course training and the possibility of Fleet Boards all play their part in his daily life. Telephone watchkeeping, guard and patrol duties, shore signal stations are also possibles.

A DLG seems to strike a fairly happy medium between small ship friendliness and the mass organisation of a carrier. Visits are generally good and well organised, and by virtue of the fact that one has modern and efficient equipment to work with, life can be quite interesting. To go back to an older, smaller ship now, after a commission here, will surely be regarded by most as a retrograde step.

Of course every ship has its weaker points—things that irritate or seem pointless. I have not tried to gloss over these; they naturally do exist, but they can be either overcome or accepted.

Therefore, RO Bloggs, when you get your draft to this type of ship, you can feel fairly certain that this is indeed the new Navy. This is endorsed by comments from visitors from Australian, New Zealand and American Navies. If they are impressed, it must be good.

H.M.S. HOUGHTON and 6TH M.S.S.

by CY B. Woodhouse

Surely the Silent Service of the Far East Fleet? Few know or hear much of the 6th M.S.S. and its doings. For the unenlightened, the squadron comprises eight Coastal Minesweepers led by *Houghton*—Commander P. B. Reynolds (M.S.6). Other ships are *Fiskerton*, *Wilkieston*, *Maryton*, *Chawton*, Signal Officers Lieut. Cdr. Rivett-Carnac in command *Woolaston*, Lieut. Cdr. Waugh in command *Dartington*, and until recently, Lieut. Cdr. Findlay in command *Puncheston*.

As a squadron, the ships are integrated into the Far East Inshore Flotilla, with *Mull of Kintyre* (Base Support Ship). R.F.A. *Gold Ranger* and the Reserve Fleet—all under the watchful eye of Captain I. F. and the SCO Lieut. O'Brien in the C.M.S. Forward Support Ship *Manxman*.

For almost two years, ships of the Squadron, supported by the Royal Malaysian Navy and more

recently the Australian 16th M.S.S., have been engaged in anti-infiltration patrols off the coasts of Borneo and Malaya, sometimes making hazardous river passages ferrying troops and supplies to forward positions.

Of exercises we have our fair share. Between patrols, minesweeping exercises are held as often as possible. Buntings beware—this is your life! During a recent exercise, minesweeping primary taped by *Manxman* proved how little the net was used.

Apart from these exercises, ships of the Squadron are seldom together in any great numbers—but every opportunity is taken to exercise O.O.W. manoeuvres. During a recent visit to Bangkok in company with *Manxman*, *Caesar* and *Loch Killisport*, *Houghton* 'showed the big boys how'. Shortly we hope to visit Hong Kong.

Houghton carries staff of MS6. The SCO is Lieut. Barker with CY Woodhouse—recently elevated from LRO(T). LRO(G) Howarth temporarily on *Hartland Point* is replaced by LRO(G) Thomas from *Puncheston*. RO2(T)'s Clapton and Wells, and RO2(G) McGirr form rest of team.

For would be volunteers, this is a good draft. The little ships and this Squadron are good. There is much seetime and operators soon become competent. We are proud of that 'Camaraderie' known only to 'Sweepers' and their crews.

H.M.S. LOCH FADA

by LRO(G) P. Turton

It's an impressive thought, paratroop landings on the Malaysian Mainland, curfews in Singapore and all eyes on Indonesia. Then *Loch Fada* is recalled from the Middle East and things quieten down again. Deterrent I think it's called. Anyway it's nice to be back where we belong at last, for although the Persian Gulf is bearable and we made a few firm friends up there, the knowledge was never far removed that our commission was supposed to be the Far East for eighteen months.

Our first phase of recommissioning occurred in November when we bade farewell to RS Bradford and RO's Duane and Riddell, who, I am sure, will send us smug Christmas Cards to push home their point, that first phase is best. RO's Wales, Lowman and Jordan are at present on course in Kranji for LRO, leaving the remainder of us fairly busy with patrols and W.P.P's.

The future of our commission looks fairly bright, with approximately five weeks in *Terror*, while the ship has a much needed docking period. There is also the promise from COMFEF that if the Old Deterrent can be spared, we may get a visit in before the Main Phase departs in February.

One small thing bothers us at this stage—the readjustment to life in the U.K. when we get there. We have heard so much about the 'Stones', the new Government, Purple Hearts and unmarried mothers, that we are wondering whether we will fit in again.

GYL 7 DE GZ ZBO K

GGZBO DE GYL 7?

H.M.S. KENT

by Invicta

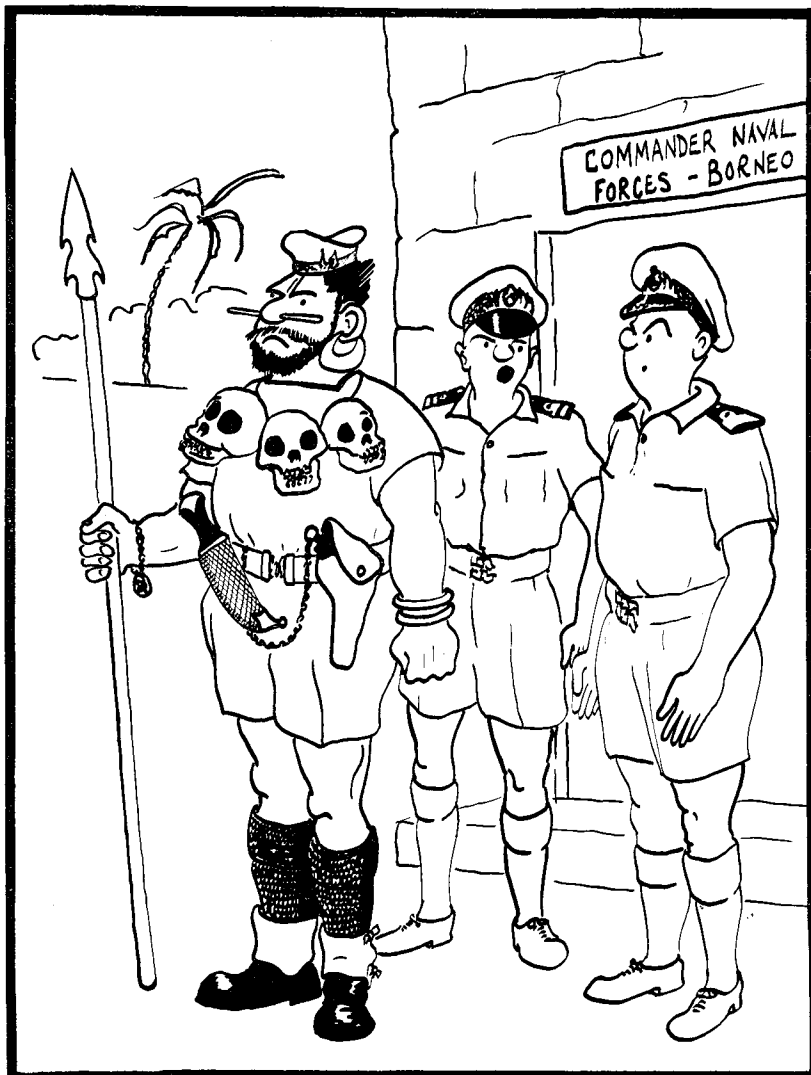
Our lone passage to the Far East in July and August gave the Tactical staff under "Sandy" Sanders the chance they were looking for to run up a worthwhile number of V/S exercises with merchant ships. Although we failed to reach our target of 500 for the quarter it wasn't for the lack of trying. Our all-in total was:

British 108, Other NATO 154, Non NATO 106, Nationality unknown 25.

We wonder what the highest ever official totals recorded are, bearing in mind vessels that ceased to

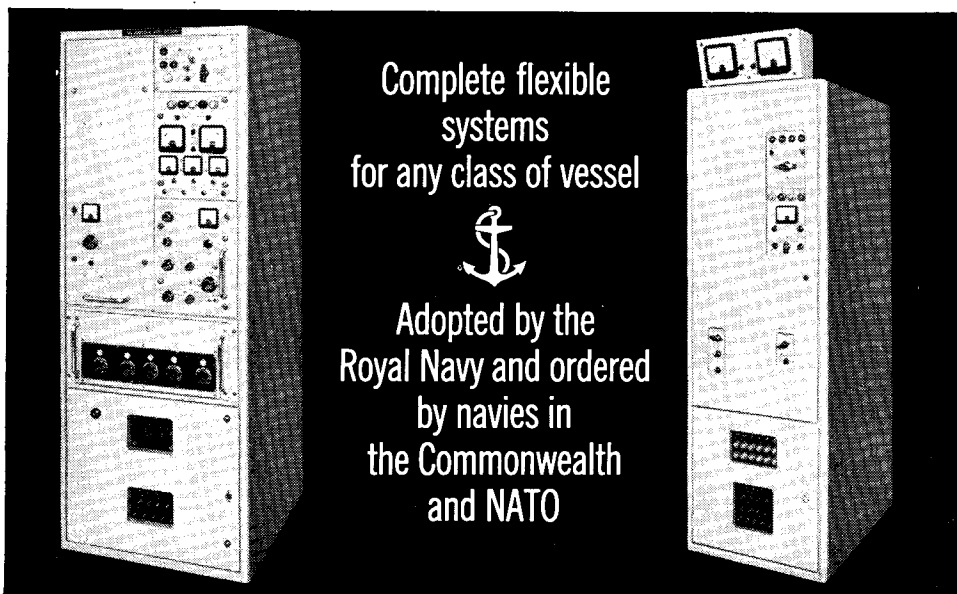
count since 1957. (In *Mercury* we have an ancient Communicator who claims that when serving in the *Galatea* in the Mediterranean in 1936 they carried out eighty-seven exercises in one week.)

Another interesting point on the V/S side is that, like the other G.M.D.'s, we have had to resort to flying our commissioning pennant at the fore. This has virtually been forced on us because the gaff on the main is subject to almost continuous eddies caused by the enclosed mast and any halyards are a menace to the radar aerial immediately beneath. If you secure the halyards up the mast you must immobilise the radar to clear the pennant. By rights we should fly it from the main yard or from a home-made polemast on the after superstructure;



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G.M.D's, however, have no suitable place abaft the mainmast to erect anything. The idea of putting the pennant at the yard, where its halyards would in any case be in the way of other rotating aerals seemed quite incongruous when there was a perfectly good gaff, clear of all aerals and eddies, on the foremast.

Recently CRS(W) Bill Cook left us to go to pension after relief by "Taff" Bowen. Newly rated RS(W) Peter Mann has joined to square numbers.

Our programme since arrival on station has been dictated by the situation. The intended cruise to Hong Kong and Japan became air defence patrols off the Malaysian coast. At the time of writing we are hove to off Hong Kong watching typhoon Dot trying to thwart our second attempt to visit the Crown Colony. However we are determined to make it this time and have a last fling as a private ship before returning to Singapore to become the full time flagship of F.O.2 Far East.

A Happy Christmas everyone, with best wishes for the New Year.

H.M.S. LOCHINVAR

With 2nd M.S.S., 1st M.H.S. and F. P. Squadron
(Home)

We have followed the arguments as to what should constitute an entry for the Magazine. It is firm opinion up here that few are interested in RO3 Bloggs' run ashore, but many are interested in seeing names mentioned in the articles. It's the only way of knowing the progress and whereabouts of former mates and acquaintances. After all, look at the Chiefs' Chatter article from *Mercury* itself.

With that in mind, here is a run down on our movements and staff. The 2nd M.S.S. has taken part in "Teamwork" and also in many small exercises. It has managed several informal visits abroad but emphasis has been on work, with even more to come in the near future as it begins to take up Fishery Protection duties. This is to help our already hard-pressed Sweepers of the Home Division F.P. who are putting in many more weeks of fish patrols since the limit was extended to the present twelve miles.

On the drafting side, RO2 Hope *Yarnton*, LRO Woodrow *Wolverton*, RO1 Jackson *Lochinvar*, LRO Daykin *Lochinvar*, RO2 Wise *Belton* have left for parts well scattered, while we welcome Walters, Carter, Williams, Hurst, Ashpole and Burtwell to the fold. Many more drafts are pending and so the cycle continues. Perhaps we should say farewell to *Shoulton* MH1 who has departed south, while awaiting the arrival of *Kirkliston* in her new role since conversion, who assumes the role of MH1.

Our most important event this term has been the opening of the Forth Road Bridge by Her Majesty the Queen, on Friday 4th September. This bridge has to be seen to be properly appreciated as photographs do not do it justice. The bridge's south viaduct crosses

the eastern boundary of *Lochinvar* and we tend to take it for granted. Be that as it may, the opening was a magnificent spectacle though perhaps slightly marred by the intrusion of fog which prevented spectators from seeing the assembly of ships in the Forth until the early afternoon. It has been a long time since so many ships were assembled at one point in the form of a review (shades of Spithead), but perhaps we may see them again as Rosyth moves into its nuclear role in the future.

Time and space remain for a final farewell to the S.C.O. Sub-Lieut. Taylor, who leaves for Malaysia, and to R.S. Clink, the Squadron R.S., who is leaving the Service. They are being relieved by Sub-Lieut. McIndoe and R.S. Linskill.

H.M.S. LOFOTEN

This is doubtless the first epistle from this ship for many years, so in order to atone for this omission and the looks of bewilderment our name brings, I will try to describe ourselves and our role.

Up until late 1963 we were just another LST mark eight lying up in reserve; many readers may remember us as a communal drying room cum cinema alongside at Parlatorio! Gone are those days and we are now the Navy's latest aircraft carrier being the first (and only) experimental helicopter support ship.

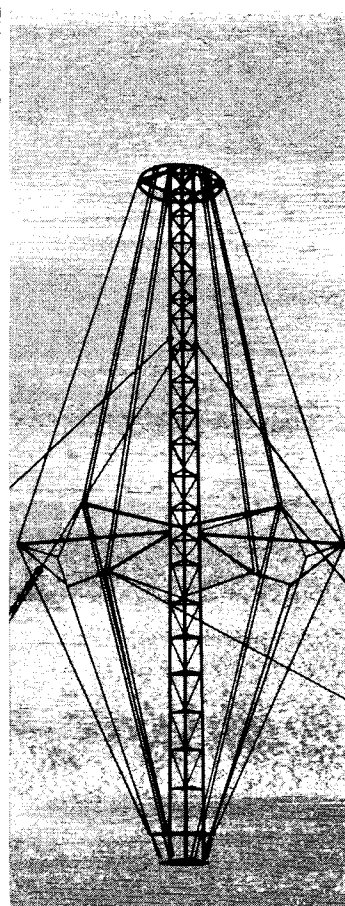
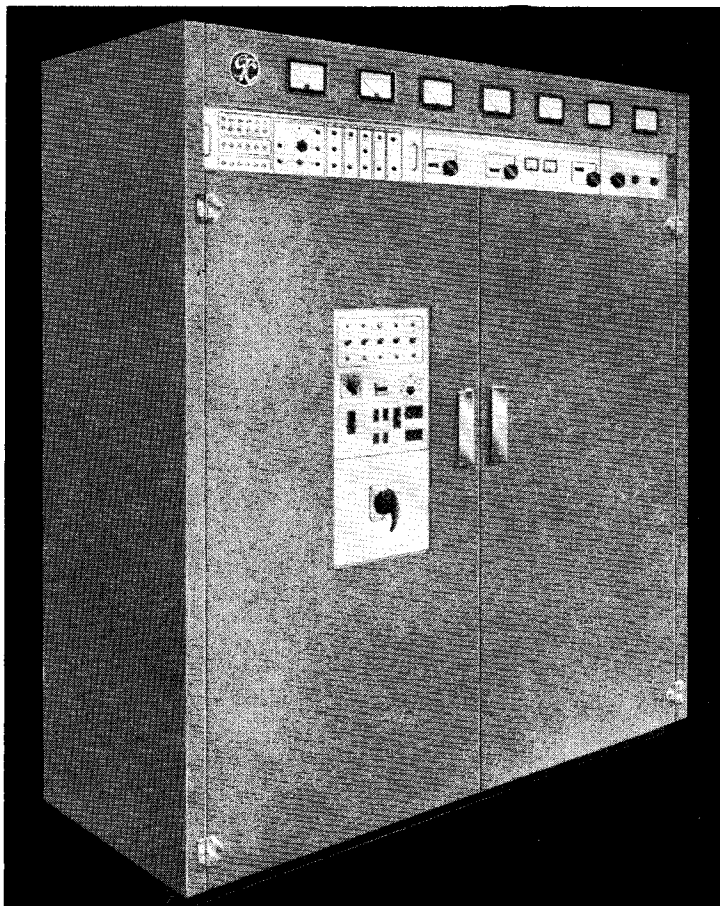
After six months in the capable hands of Devonport dockyard we commissioned for H.S.S. on June 23rd and sailed shortly afterwards for work up at Portland. To date we have flown innumerable operations with "helos" from NAS Culdrose and NAS Portland. We are shortly to go foreign to Londonderry in order to put them through their paces.

Being on H.S.S. we don't really go anywhere interesting, but amongst our conquests we can count St. Mary's, Scilly Isles and recently Le Havre which most of us enjoyed, especially those of us who got lost in Paris for two days — have you ever stood underneath the Eiffel Tower at 0315 saying "cor isn't it big?"

Our staff is: — LRO(G) Crozier ex Malta Comcen, LRO(T) Evans ex *Orion*, RO2(G) Brown ex *Ausonia*, RO2(G) Andrews ex *Amphion*, RO2(T) Sayers ex *Corunna*, RO3's Dunstan, Wall and Wray all ex *Diana*.

One problem we had on commissioning was what would our pennant number be? We couldn't remain "L" as we are no longer an LST. We're a carrier of sorts so would we be "R"? Now we're KO7 — we tried to change it to KOO7 but the Admiralty didn't approve.

There's a buzz going round that sometime in the New Year we'll be getting drafts, so who knows, maybe YOU will be the next one for *Lofoten*. Don't forget to read up your Naval Air Communications, you'll need it.



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H.M.S. LONDON

by RO3 C. E. White

London is now well and truly into the first foreign cruise, and making the most of what we hope will be a memorable trip. Since the last article, we have paid our official visit to the City of London, which was a great success, and have been to Gibraltar on a trials trip. After Summer leave (with Navy Days and the Home Fleet Assembly superimposed) in Portsmouth, we then decided to spend our winter somewhere warmer. We sailed for Bermuda on 11th September. Unfortunately, hurricane 'Gladys' crossed our path and we had to change our programme quickly—as it happened, this worked to our advantage because we had three days in Bermuda instead of one and a half.

Our third foreign visit of the commission was to Houston, Texas, and this too was interrupted. On arrival there we were met by a reception committee on the jetty including many V.I.P's, a pipe band, a sheriff on a horse, and Miss Texas (who, we hope, is gracing our magazine elsewhere). During the welcoming ceremony of many, many speeches (they do everything big in Texas) the Captain was rated Honorary Admiral of the Texas Navy, appointed Deputy Sheriff and presented with the keys of the city. After 4 days of overwhelming Texas hospitality, when it began to look as if we would never be allowed to leave at all, hurricane 'Hilda' formed in the Gulf of Mexico and moved in to the attack; so just when we were getting our feet well and truly under the Texas tables, we had to hightail it to sea again. To compensate for this (!) we had the pleasure of joining company with the remainder of the Special Squadron 3 days earlier than planned, going through the Panama Canal with them, and on to Callao in Peru.

At Valparaiso, Chile, now, with exercises with the Peruvian Navy behind us and with the Chileans in the immediate future, our cruise will continue round the South American coast, and on to the Far East in the New Year while *Tiger*, *Penelope* and company take their rabbits home to U.K. with them.

The Division as a whole has been kept very busy with sporting activities, communal duties, exercises, etc. Something which must not be left out is the way we always berth and unberth the ship, with a little assistance sometimes from the 2 or 3 seamen of the fo'c'sle or quarterdeck helping us with the wires.

On the sporting side, although there has been no opportunity to field a Comms. team since the Cruise started, we have had a good number of representatives in the Special Squadron teams at soccer, rugby, hockey and basketball.

Another enterprise is the ship's newspaper, which has been very successful, thanks to our team of expert editors, CRS Strong, CCY Jones and RS Mitchell, sports editors LRO Haney and RO2 Christian and political cartoonist LRO D. Latcham, all backed by numerous "volunteers" from the



Miss Texas 1964 on board H.M.S. London

staff as a whole. An excellent coverage of news, including recently the Olympic Games and the General Election, is obtained, but like all good journalists, we refuse to divulge our sources of information. Although the M.C.O. looks more like Fleet Street at times, THE COMMUNICATOR can take heart—we don't intend to make a takeover bid.

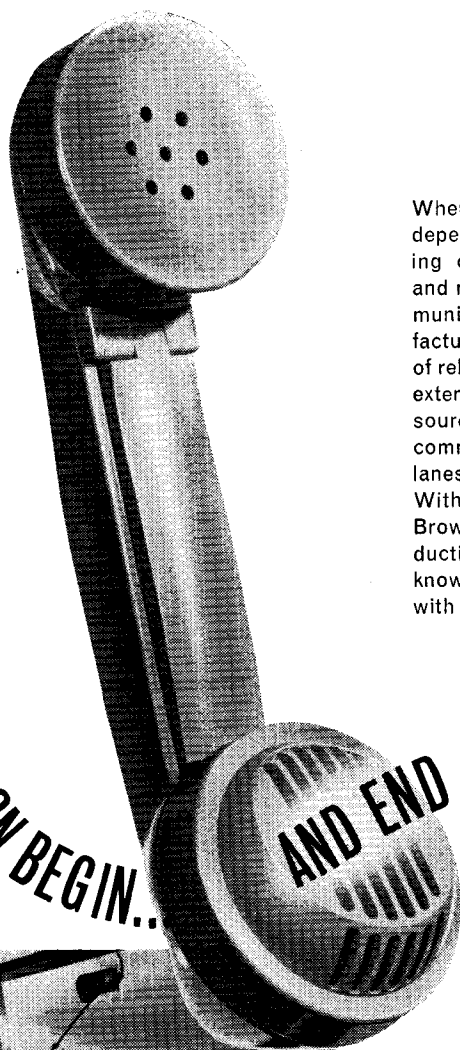
H.M.S. MANXMAN

by RO3 West

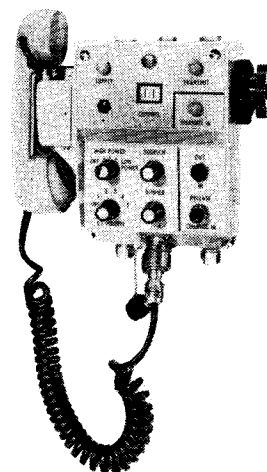
*"On Ship- Shore to suffice our need,
Portishead and Darwin are good we plead.
Even Mauritius gives us a call, but
Singapore? No joy at all".*

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Support Ship to the Inshore Flotilla. Our heading is not always true, but our stamping ground off Borneo is renowned for frequent storms and rapid variations in atmospheric conditions. These give the Wireless Office constant problems and coupled with those that have occurred while the new Comcen has been finding its feet, have made life occasionally hectic.

There have been many staff changes and advancements in the last six months. CRS "Basher" Briggs returned to U.K. and *Ganges* with a well deserved B.E.M. awarded for his work in WOO-HA (*Woodbridge Haven*—to give its real name a chance for once) at Brunei in 1962. CRS "Boffin" Bate from Guzz STC has now taken over. RO's Powel and Youde are now RO1's and Broome sports a hook. On the flagdeck, LRO Rees acquired a second hook, and now has to take daily exercise at sea to control the figure he is gaining in the P.O's mess.

As our numbers increase, so do our commitments. At the present rate, our eight sweepers in the 6th M.S.S. will steam nearly 300,000 miles this year. We must not forget the 8th M.S.S. from Hong Kong, who also do their patrols off Borneo. Even "Mother" *Manxman*—"Ton" does her fair share of patrols and steams many more miles than the sweepers.

The occasional deviations from our well worn track around North Borneo provide compensations for the bachelors, and help to confirm the R.A's suspicions that they are on an unaccompanied foreign. Hong Kong we visit twice a year and a visit to Bangkok is worth many weeks of patrolling—those Thai girls . . .

Whoever said that *Albion* and now *Bulwark* were the "Grey Ghosts of the Borneo coast"? We would

modestly suggest it should be this three funnelled greyhound, although it is reported that the T's have sighted *Bulwark* once or twice.

Finally, those on board constantly harassed by flashing lights, bleeps, crackles and various other sights and sounds are pleased to wish all other fellow operatives a sparkling, oscillating Christmas followed by a New Year which Flags for none.

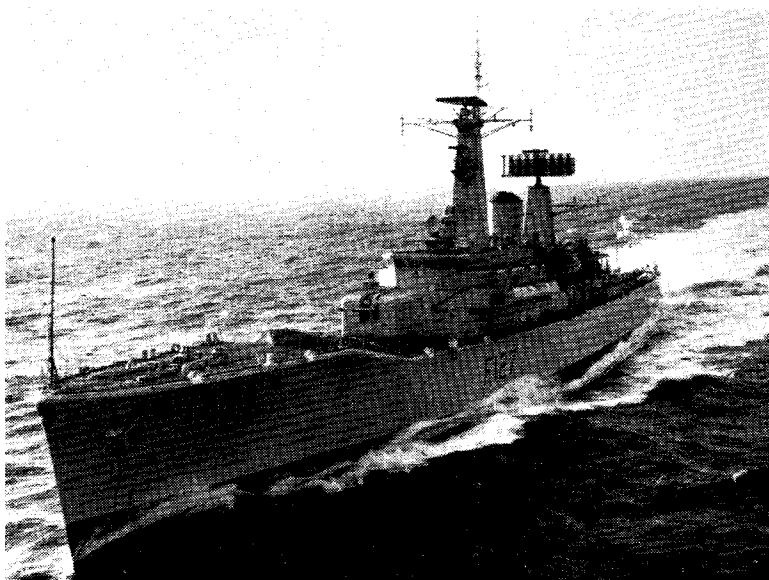
H.M.S. OWEN

by "The Owenites"

Our Staff: SCO Lieut. J. Leech (Survey Officer), RS Gemmell, LRO(G) Edis, RO1(G) Preston, RO2(G)'s Crowther and Jenkins, LRO(T) Warner and RO2(T) Fisher. Greetings to THE COMMUNICATOR and all its readers from *Owen*. Since our last article, we have been given the job of surveying off the coast of Spain (in place of *Vidal*). A very monotonous job for those onboard but an easy life for those billeted ashore.

We have two shore stations set up, one at Sancti Petri in Spain (near Cadiz) and one at Al Jadida in Morocco (nearest run ashore Casablanca), their job being to provide Decca transmission to give the ship accurate fixes. They are manned by a sparker, R.E.M. Stoker and a civilian Decca engineer who live in a large caravan, the equipment being accommodated in a Bedford truck. As each station has its own landrover, there is no bother about runs ashore. Cadiz has been found to be reasonably cheap but Casablanca quite the reverse—cigarettes 6/- for 20, coca-cola 4/- a bottle, beer . . . ?

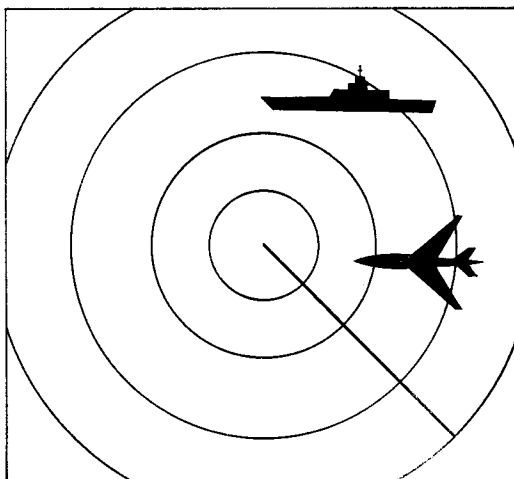
The ship's routine is ten days at sea, five days in



H.M.S. Penelope



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harbour (Gibraltar, Cadiz or Casablanca), and the only thing that keeps us going at sea is the mail drop by the R.A.F. every seventh day out and the inter-mess activities which so far have included .22 shooting, tug of war and numerous quizzes.

Christmas being near, the whole ship's company is looking forward to ten days G.S.L. (not envying those left behind at the two stations) before commencing another survey tour in January.

Here's wishing you all a Merry Christmas and Many Shore Stations.

H.M.S. PENELOPE

by CY Whitehead and RS Normington

This being our first contribution to THE COMMUNICATOR we trust you find it light reading. The ship commissioned on 31st October, 1964, since when there have been many staff changes, including an increase in complement, namely JRO(U)'s! We would like to point out to C.N.D. that these changes caused much gloom and despondency to the ratings leaving us who knew what was in store. (By "store" we mean the continent of South America).

For the interest of our friends our staff consists of Pots and Yeo, LRO(T) Farrand, RO2(T)'s Jackson, Hill and Charrington, RO3(T) Williams G.T., LRO(G) Morgan, LRO(W) Edgell, LRO(G) Sterne, RO2(G)'s Turnbull, Newman, Martin, Williams K.E., RO2(W)'s Bunney and Mitchell, RO3(U) Suthers and JRO's Stanwick and Clarke N.R.

Recently we were transferred from the 20th F.S. to the 2nd F.S. and at the moment we are carrying out the duties as a unit of the Special Squadron, consisting of *Tiger*, *London*, *Lynx*, *Penelope*, *Odin* and *Wave Chief*. A rendezvous took place at Bequia which offered golden beaches and cheap rum, mingled with hard work in preparing ourselves for the first official port of call—La Guaira, sea port of Caracas.

With pockets bulging, our presence in La Guaira soon became evident to the European community of Caracas who co-operated tremendously to make our stay a memorable one. Like most things, it had to end and on 29th September we departed with sad hearts and thick heads.

We exercised with the Venezuelan Navy during a fast passage to Barranquilla. The trip up the Magdalena was most interesting. The port itself was modern and we were only a five minute ride from town. We proved an interesting host to the Colombian Naval Academy whose members swarmed our decks daily. However, a majority of the ship's company succeeded in "getting their feet under the table" with the local population.

Continuing our voyage, the Panama Canal was an eye opening experience. Here it was amusing to note three ships in Formation One, at different heights, whilst in the Northern Locks. Radio-wise Pots had to juggle with the pilot's radio and FM12 aerial.

Our most recent port of call was Callao, the sea port of Lima, Peru. It was noticed here that the 'willpower' of the department was at its lowest ebb. With Valparaiso, Punta Arenas, Rio de Janeiro and Dakar yet to visit our SCO/Navigating officer (Lieut. P. J. A. Ford R.N.) has that "I need a refit" look on his face, while the concern of the Captain (Commander J. L. N. Ommanney, R.N.) dwells on the single members of the staff, who form an overwhelming majority.

Sports-wise we have many budding 'Uffa's' to whom the Captain has kindly permitted the use of his Albacore. This does not, much to the regret of three LRO's, sail upside down in Caribbean waters.

It is Guzz in December for us, where we may learn what awaits us in the New Year. A very Happy Christmas and Prosperous New Year to you all.

H.M.S. RELENTLESS

by LRO(G) Croft

Relentless, a youthful twenty year old type 15 frigate, commissioned on 24th June at Rosyth for service with the 29th E.S. for service on the F.E.S.

After various trials in the Forth area, she sailed for a Portsmouth weekend en route to Portland and the dreaded work up, during which half the staff found themselves involved with landing or boarding parties. We also worked-up in Weymouth's most lenient bars, where many enjoyable hours were spent.

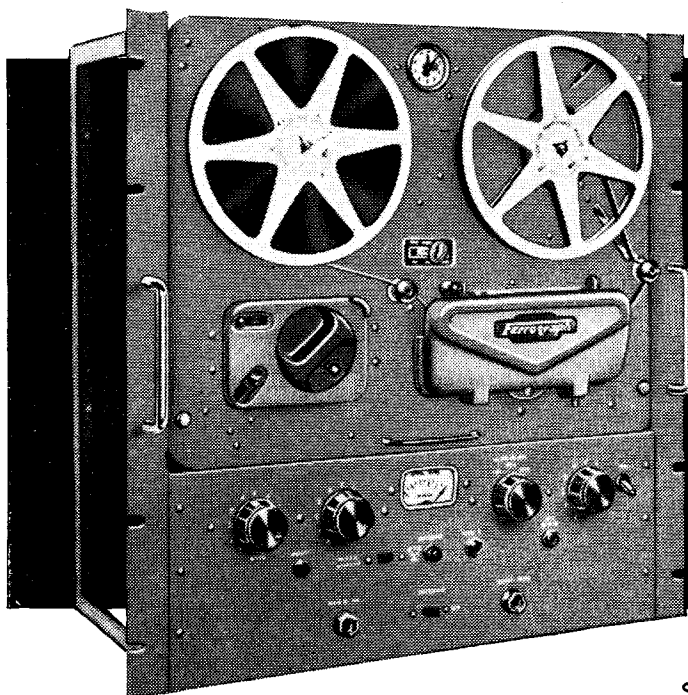
Half way through our work up came the H.F. assembly at Portsmouth (when each watch had six days leave). During the 'Steampast' we managed to hit the headlines after breaking line to fight a fire on board a launch, the occupants of which had jumped smartly overboard. A B.R. ferry boat picked them up. Unfortunately, we lost the fight to save the launch.

Back at Portland, September 22nd saw the communication department inspection over and on the 23rd FOST came on board for his final fling in our direction. May that be the last time I have to prostrate myself (minus gas mask) in the T.R. with a supposed broken leg, while a smoke flare burns less than two feet from me.

The 24th September saw us for the first time in our home base, Plymouth, where leave was given. During our work-up, Their Lords decreed that we were too good for the Far East Station and should be rested on the prestige station, in recognition of our hard work. After leave we depart alone for nine months independent command on the West Indies Station.

All our ex juniors are now RO3's. Vesty is an RO2. We send our commiserations to RO2(G) Dent who was landed in Plymouth R.N.H. Get well soon Rolly, your berth awaits you (if you want it). Temporarily we have RO2(G) Johnson. RO2(T)'s Wheatley and Vesty have played football for the ship, LRO(G) Croft hockey.

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Other Communicators are CY Read, LRO(T) Gray (attempting to grow a beard) RO2(T)'s Pillinger and Hitchens, RS Jones, RO2(G)'s Aston, Stidston and Murphy, LRO(W) Eade, RO2(W)'s Foreshaw and Perkins and RO3's Evans, Pimplott, Spenlow and Kilkelly.

H.M.S. ROTHESAY

CY Dalby

We have now been 'on station' five months, during which time the ship has not been involved in exercises "Jet" or "Pony Express". Our tour started with four days in Bermuda followed by a five week Bahamas Cuban refugee ferryboat. This patrol was varied by occasional visits to Nassau, Keywest and also by certain funny incidents. In the Florida Straits one of our keen Marine lookouts reported a light flashing SOS. We closed and found a rowing-boat containing eight refugees. As it came alongside our jumping ladder, some wag (there is always one) shouted "Come in number seven, your time is up".

We had a maintenance period in Trinidad, a month's cruise and then further maintenance in Bermuda. Our Christmas and New Year will be spent on Bahamas patrol. This will be a peacetime hat trick for the Yeoman, who has done Cyprus and Iceland patrols, also over the festive season.

During our cruise we had the pleasure of the company of a contingent of the Trinidad and

Tobago coastguard for sea training. One was loaned to the V/S department and was immediately put watchkeeping. On arrival at Barbados he was granted watchkeepers leave from 0900. The only snag was that he went again the next day at 0900—no one told him he had to do a 24 about! We enjoyed their company and hope they enjoyed ours.

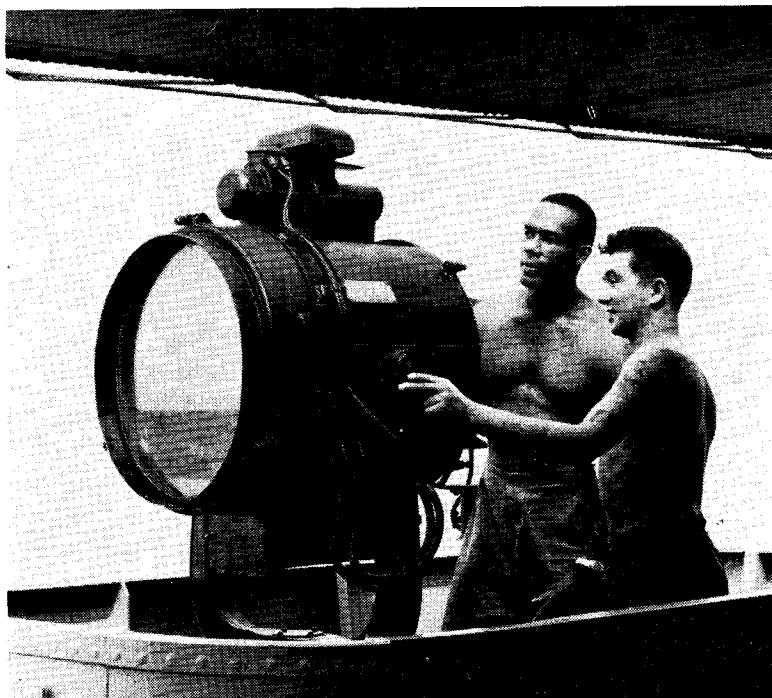
Communications-wise everything is swinging. The R.S. continually clock watches for when the next "sched." is due. The JRO in the BWO after SNOWI'S broad pennant had been flying for two days said "Eh Pots, who is guard for SNOWI"? He can now be seen walking around wearing a typewriter.

We will write again in time for the Easter edition.

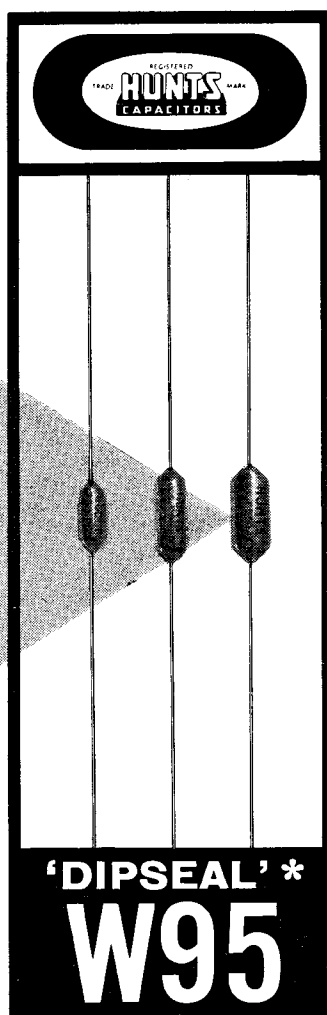
H.M.S. SOBORTON

Lieut. Commander T. Crozier

Serving in the Fishery Protection Squadron (Home Division) is certainly a change from normal service routine. In most ships, if the Officer of the Watch sights a fishing vessel on the horizon, he alters course to give it as wide a berth as possible. The fishing vessel log is produced and diagrams are drawn to prove beyond all reasonable doubt that an H.M. Ship could not possibly have fouled any nets. When it comes to putting in claims for damage, the fishermen have the advantage as it is easier to read the pennant number on a warship than the fishing number on a small M.F.V. The 'Fish squadron'



LRO Dick and Signalman Keith from the Trinidad and Tobago Coastguard



another
FIRST
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however, have to learn to pass through large drifter fleets with nets extending anything up to two miles from each vessel. In light winds, when the nets are not lying straight and have been 'shot' in different directions, this can be rather like a huge Hampton Court Maze.

The ships' programmes are not governed by exercises or riots in some newly independent nation. Instead they are based on the movements of the herring shoals, reports of poachers and last but not least, where the Captain is 'native'.

We have been described rather unkindly but fairly accurately as maritime traffic wardens. This involves 'moving on' foreign fishermen whose right to fish in certain 'metered areas' will expire in eighteen months time. While 'on the beat' we move with cat-like tread (Deltic engines have a very distinctive note) and darkened ship into the favourite bays of poachers. 'Point duty' consists in directing merchant ships around the drifter concentrations which at this time of year are working at the eastern end of the Dover Strait. This starts with a polite request on the Aldis followed more rudely by the ten inch; then a blast on the twenty inch which has replaced our twin Oerlikon to Whale Island's dismay. Finally, if all else fails, collision course is set until some one calls 'chicken' or else we are close enough to exchange pleasantries with the offending ship.

We have recently been equipped with Gemini dinghys so that boarding parties may be sent complete with notice to nail to the mast of a poacher. By the way, how are the Boffins progressing with the design of a portable that will operate while being driven fast through a force seven in a rubber dinghy propelled by a forty h.p. Johnson outboard?

Communications with fishermen present problems and here we enter the realms of Cryptography. At first, a Suffolk drifterman, a Cornish crabber or a seine net man from Stornoway using local fishing terms, are completely incomprehensible. However, this otherwise excellent 'non one time system' is slowly compromised by the frequent use of universal and well known swear words and after a while, one begins to discover whether they are talking about the fishing or last night's run ashore. Those New Entries who wonder why they have to learn Voice Procedure, will be interested to know that there is a strict circuit discipline. A piercing wolf whistle is used to establish communications, 'Aye' is 'say again', 'Cheerohthen' is over, 'Roight ee be' is 'Out' and a long drawn out sigh means that the man at the other end is a fool. Woe betide the man who whistles before he gets 'Roight ee be then' Ar!

The ships have a roving commission around the British Isles but usually they can contrive to spend the week end in a port which will please some one. Orcadians, natives of Benbecula, Rockall, North Shields and Filey, this is the chance you have been waiting for even though you are 'only seventeen'.

H.M.S. TARTAR

Having returned from the West Indies in August, we now find ourselves sitting mournfully in dry dock with Communicators coming and going, and going, and going, and going! But don't you people at Plymouth Comcen worry, because we are assured that we will have a sparker to man CCN when we eventually get back to sea.

At present the V/S department are using the sick bay as an MSO. When they first moved in, it must surely have been the cleanest one in the Fleet!

The W/T office is, as can be expected with 'dockies' working in it, a state of chaos. They've kindly left us one B41 and a few odds and ends. But with all our problems we still manage to man the telephone exchange and keep a constant listening watch on 200 kcs.

Our next article will be from Portland and, all being well, we should have a lot more to say for ourselves.

H.M.S. TROUBRIDGE

by RO2(W) Eldridge

Nearly two years have passed since this old fighting machine last played an active part in the Fleet. Fifteen months of this time have been spent in Malta Dockyard transforming us into a practically new ship.

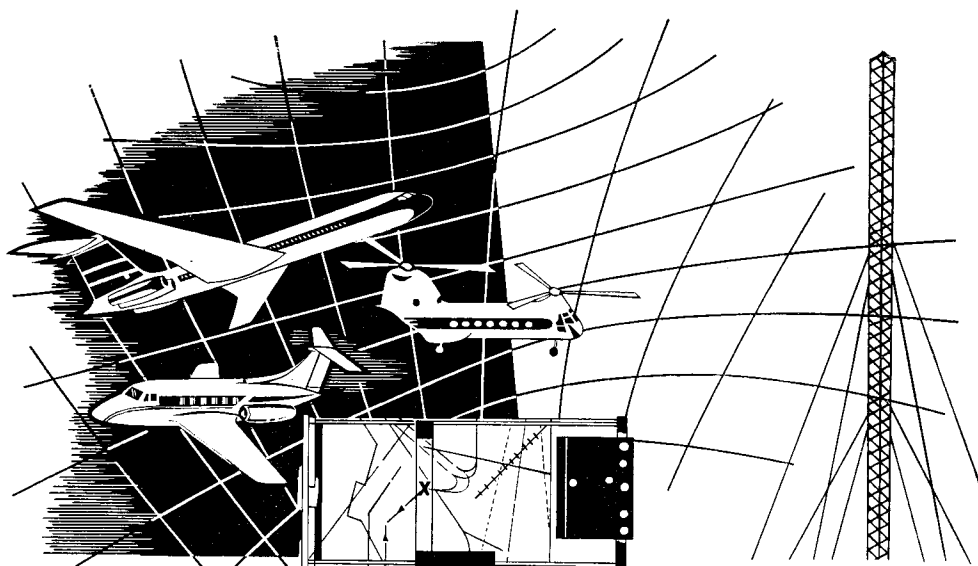
Most of us joined Halfar during the early part of August and for three weeks invaded nearly every dockyard department in search of stores, stationery and other 'rabbits' which would help us make ready for the 27th ES. A mention must be made of RO2(G) Simpson, who when sent into the dockyard or another ship to beg, borrow or steal something, never came back empty-handed.

On September 7th, we commissioned in the presence of CINC Med., Dockyard Officials and a few Ships Company wives and families. Then followed two weeks day running during which we had the pleasure of taking a number of Wrens from Halfar and Lascaris to sea for the day to give them a rough idea of how the other half lives.

We bade farewell to Malta on 28th September after taking an active part in a most spectacular display put on by the ships of the R.N. to welcome Malta's Independence. En route to U.K. the 'sparkers' helped navigate with the FM12. (One such fix put us doing twenty knots down the Champs Elysées.)

At the time of writing we have a few days left before leaving for a Portland work-up. Before departure we say farewell to CY Chambers and welcome CY Gilbert. A warning to Bingo promoters. RS Joe Jordan is back.

We extend our hospitality to all Communicators and look forward to seeing old friends come on board.



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H.M.S. VICTORIOUS

At present we are in the interim stage of recommissioning. The first half of the new commission joined in August. Phased recommissioning, as far as the communication branch is concerned, particularly on a Strike Carrier, has its advantages in that the old commission can help the new to settle down more quickly, which will ultimately lead to an efficient communications staff.

Apart from the inevitable work up and shakedown, the most interesting, and in fact the only visit the ship has had, was a highly successful one to Fremantle, Western Australia. On passage to W.A. with *Caesar* and *Cavendish* in company we carried out an unexpected Air Defence exercise with that mighty warship the Big 'E'. The cruiser *Longbeach* and the destroyer *Bainbridge* formed the remainder of the American nuclear powered Task Force.

CTF1, Radm. Streat, with staff officers, exchanged visits with FOAC, Radm. Janvrin and staff. This was efficiently accomplished by an American Tracker aircraft, which can carry 16 passengers and still do a free take off from the flight deck. The overall impression made on the British Staff was, the Big 'E's enormous dimensions and 101 embarked aircraft. Escalators, now almost obsolete in the U.S.N., were used to transport personnel rapidly from one deck to another.

Whilst on passage we carried out hourly SSB trials with Singapore and had little difficulty keeping in touch. Encouraged by this, our H.F. king, RS Birtwhistle, thought he would try Lossiemouth, and there we were off S.W. Australia with the golden voice of a Lössie Wren on a loudspeaker in the L.R.R. We have since found ourselves talking to a Lössie Buccaneer in mistake for one of our own.

During our stay at Fremantle the hospitality shown by the Western Australian population was overwhelming. Naturally, on departing, we inevitably left a few migrants from *Victorious* (not communicators), which supported the strongly held view that the visit was not nearly long enough!

After leaving W.A. we carried out intensive flying operations and prepared for our transit of the Lombok Straits. In the meantime we were joined by *Hampshire*, *Berwick* and *Dido* for our peaceful transit—the flight deck personnel were playing deck hockey, the ship's company was at action stations. Diversions occurred when we were buzzed by a British built Indonesian Gannet and exchanged greetings with a surfaced Russian built "W" class Indonesian submarine.

The ship now rests peacefully in K.G.VI dock Singapore. Recently with regret we have said goodbye to Lieut. Bradberry; we welcome Lieut. Jubb who did so well on his first day with us that he was promoted within 24 hours of joining.

By the time this appears, Lieut. Bradberry will be back in Singapore lending an understanding ear in the Comcen to Vic's drips.

H.M.S. ZULU

by LRO(G) J. Corner

Nautically speaking, our last contribution closed with the work-up lying uneasily dead ahead; our second article now opens with it just comfortably astern. Thus, vivid expectations to vivid memories! However, when attempting to pass judgement on the whole of our spell at Portland from the comparatively snug, homely atmosphere of a Pompey wall, one can't help reiterating the time-honoured post work-up phrase "Hard work—but not all that terrible", the "that" in question remaining suitably vague.

We were cursed with the usual share of minor, irritating defects but were lucky in having a really good technical team from the E.M.R. to back us up. The C.R.E.L., a figure traditionally 'green' during work-ups, must have entertained doubts about the prudence of entering the office at all some mornings, particularly after a hot spell of "Office Ops".

The weather was magnificent throughout this initial period and with Weymouth holiday season in full swing, there was always a place to get away from it all. Navy days were held in glorious weather and many members of the staff unselfishly devoted themselves to providing the raw material for the "meet the men" side of that advertised double invitation.

The first week of our return to FOST's watery parade ground after summer leave in Rosyth included the communications progress test. The ship's E.W. team deserve particular mention. Composed of R.P's and U.W's they are now getting excellent results, often in exercises with (W) manned ships.

Five days before our Inspection date it was announced that we should have an extra week at Portland. The RS and CY were quickly revived with smelling salts and we spent the ensuing days busily occupied with final 'brush-up' serials.

Paradoxically, the inspection was about the quietest day the sparkers had known, and everything went smoothly up top. So back to Pompey we came for a few days prior to sailing for the Gulf.

A Happy Christmas everybody, and to those about to sail for work-ups, this consoling thought:

Don't lose too much sleep worrying about the thing beforehand—You'll lose more than enough when you're there!

H.M.S. ZEST

by RO2(G)'s McMichael and Brazier

After commissioning at Malta on March 12th this year for service with the 24th E.S., we returned to UK for leave before departing for the Mystic East (many tears were shed). Never mind—we have now all overcome the agony of leaving behind us such sweet places as the 'Gem', 'Fleece' and many of our other haunts.

We arrived at Singapore on 24th September, having had some good runs on our journey.



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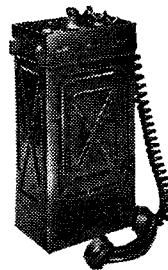
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RED/A43R

Crossing the Line ceremony provided us with a bit of a laugh.

We start patrols soon. On completion of these, a run in Honkers is being provided for those who have enough hair on their faces, as some members of the Branch have been trying to grow a set since Aden. After Hong Kong, we believe more patrols await us.

Here is the department. RS Woodland, CY Howe, LRO(G) Barlow, LRO(W) Granger, LRO(T) Davis, RO1(W) Langley, RO2(G) Gaishford, RO2(G) Green, RO2(W) Nugent, RO3's Manning, McGhie, Roughley, RO1(T) Williams, RO1(T) Woods, RO3(T) Skull, JRO's Smith, Spence.

ADEN (SHEBA COMCEN)

by CRS R. Harries

We here in Aden are relieved that the "hot season" is drawing to a close, with mid-day temperatures now down to 90 degrees or less. In the now cooler evenings one is able to quaff one's "Tiger" without it immediately soaking the back of one's shirt.

Fourteen members of the staff now have their families in Aden. Most of them are in hirings, but a few are in the splendid block of the new naval married quarters. These are very spacious, modern and cool, and also a boon to the housewife. The quarters overlook the newly constructed R.N. sports ground, with the ocean rolling on the beach at the rear of the block.

Our new sports ground which has full bar facilities, well equipped changing rooms and shower rooms is a great asset to *Sheba* and to visiting ships. No longer have we to be poor relations of the R.A.F. for sporting venues, and when completed our grounds should be second to none in the Middle East. A great quantity of sporting equipment has also been obtained. Credit for all this must go to the SCO, Lieut. Franks and C.P.T.I. Taylor.

H.M.S. *Anzio's* brave venture in rescuing the tanker *Esso Norway* in the Arabian Sea provided us with a busy week. Laurels must go to *Anzio's* small communication staff. They managed to maintain a continuous link with F.O.M.E. in an area where propagation phenomena make radio conditions difficult.

Members of the staff and their families still continue to spend their Station Leave at the centre near Mombasa and at other Kenyan resorts. They return only with praise for the facilities offered.

At the time of writing *Sheba* is busy organising the Winter Ball. The Comcen is playing a major role in this project. We hope to entertain about 500 guests.

We say welcome to Rear Admiral Howes, now F.O.M.E. As most of you know, he is a Communicator and a past Captain of H.M.S. *Mercury*.

If anyone is being drafted to this Comcen, regardless of which rate they hold or whether they are (G) or (T), it is essential that they have a sound knowledge of every aspect of Tape Relay work.

R.N. COMCEN SINGAPORE

by CCY Dellenty

By the time this article goes into print Lieut. Cdr. (SD)(C) J. Pearce will have relinquished his office as Officer in Charge of the R.N. Comcen and no doubt will be enjoying a well-earned leave with fond (?) memories of windy hammers, walls being rebuilt around him and brick dust everywhere. The ultimate in frustration must surely be to live like a hermit for two years and then as the luxury of an air conditioned new building becomes available—to be relieved. Notwithstanding this, Sir, good luck, in your new appointment.

So far we have managed to retain the most necessary services of our two lady typists, who continue to give a certain something to the Traffic Centre even if from time to time typing errors cause near heart failures. One which will surely go down in the annals of communication history is briefly outlined below.

A paragraph of a signal concerning circuits and channels referred to a "patch" which had been quoted in para G of a previous message and dealt with the question of whether the circuit would be satisfactory due to possible outages on both legs. The result on the duplicated copy produced by one of our ladies read "Patch as in 'G' unlikely to be satisfactory as it would be subject to COMBINED OUTRAGE of both legs".

We are still trying to still the laughter and, of course, the signal has a place of honour on the 'Bonkers Log'.

Traffic like the stock market continues to vary but our shares are mainly on the upgrade all the time, Lucky investors these Communicators.

As there remains little else to say, I shall stow away my typewriter and wish you all wherever you are the compliments of the season from all of us here. We raise our glasses of sparkling Tiger to you.

S.T.C. ST. BUDEAUX

by Sub. Lieut. P. H. Buckland

The S.T.C. is again scheduled to make a move. This time we shall be taking over the old East Battery in *Drake* after it has been suitably modernised. We hope to start the move about August next year.

There has been with the S.T.C. since its old Signal School days of Glenhold and Vicarage Road the figurehead of what appears to be a Stag. Since this figurehead has been with us for so long, it is felt that we ought to know something of its history, particularly as it is proposed yet again to transfer it to the S.T.C.'s new home.

The author has had a great deal of difficulty in tracing the origin of this Stag (or is it a Hart—even perhaps an Antelope?). Perhaps some budding zoologist can answer this problem from the photograph.

The records of figureheads in the Plymouth area kept in *Drake* throw no light on the subject, and

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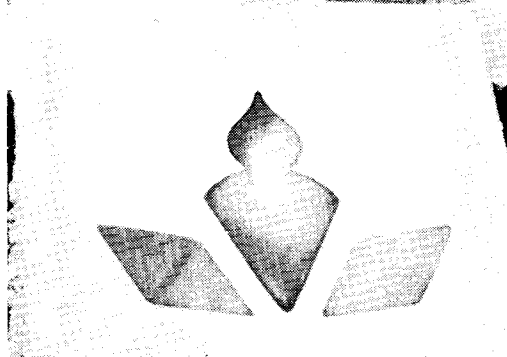
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Figurehead at STC St. Budeaux

the only feasible lead the author can get is from the Naval History Library in Plymouth. It seems there were several *Stags* commissioned and the most likely one appears to be the seventh *Stag* built in 1830 and broken up at Devonport in 1866. In view of the fact this was the only *Stag* broken up at Devonport, and that figureheads dating much before 1815 vintage are very rare these days it seems likely that the figurehead which resides on our S.T.C. parade ground is that one. I assume of course that this figurehead is in fact a stag—which I understand is the male species of a Red Deer.

Taking the line that it may be a Hart—a mature Stag from its fifth year—the only *Hart* around this likely period was an 80 ton cutter yacht built at Woolwich in 1822. It was used for a period by the members of the Navy Board, and by the Admiral at Sheerness. In 1870 it was renamed *Drake* and in 1875 broken up at Chatham. In view of the low tonnage of this vessel it seems unlikely that it would have carried a figurehead, but the association with the West Country in renaming it *Drake* may be significant in connexion with its final home within the precincts of *Drake*.

Are there any West Country Communicators who can throw any light on this subject? Even a snippet of information from your memories may well prove a vital clue for the author to follow up.

GOING THE ROUNDS IN KRANJI

by A.V.S.

The C.R.R.

It seems only a short while since sparkers regarded rag-tearers with amused tolerance as moribund survivals into a technical age, in much the same way as the RAF, youngest of the three Services, scorned their seniors. But now, just as the RAF, with their quaint manned flying machines, look like becoming obsolete first in this missile age, so the sparker, bitterly resisting adaptation to new conditions, may well be declared redundant before the despised bunting, who has taken to tape relay and teledis like a fish to water.

These reflections are occasioned by the stony indifference with which ships of the fleet have up to now received our pleas that they QJB4. We want to be 'with it', 'forward looking' and so on, but how can we if nobody will play with us?

This reluctance is easily understood. Ship-shore is, after all, one of the last strongholds of the manual morse practitioner, but in these days of ever-rising signal levels a transmission system which will clear traffic nearly four times as fast as the average sparker is not to be despised. It may not seem worth-while for short messages, but we need practice in the automatic art even if our seagoing oppos don't.

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The past summer had its problems for us, in particular, the disturbances in Singapore and the resultant curfew which prevented our civilian operators from getting to work. The ships' communicators 'shanghaied' into Kranji to take their places, covered themselves with glory, and buckled-to cheerfully, even when told to get on watch practically as soon as they had dumped their steaming kit. We are very grateful to the Communicators of FOAC's staff, *Victorious*, *Bulwark*, *Hartland Point*, *Lincoln*, *Loch Lomond*, *Cavendish*, *Barrosa*, *Hampshire* and our own (W) ratings.

The S.T.C.

A point about the old structure courses for the leading rate was the lively atmosphere they created. For four to twelve weeks, men from various parts of the Far East Station classed up and got down to the grim business of working to pass their examinations.

In recreational time there was always a team of some sort as a slight distraction from the main purpose, to keep minds fresh—receptive if you like—and a healthy competitive spirit thriving.

The first Fleet Boards, coldly impersonal to the individual, saw an end to this way of life. Of course, men continued to come and go, doing this course and that, but they never stayed long enough to become part of the S.T.C., or for that matter, for us to know them well. We had lost the one thing that really makes an S.T.C. hum, the course for leading rate—one might have thought for ever.

Happily life is once again as colourful and vigorous as it ever was with the completion of our second four week Prep. Course for leading rate. The appalling failure rate of early boards has been reduced, at least in the Far East, by our ability to provide a quality of instruction almost amounting to individual coaching.

Gold Pencils

The Morse Handicap competition is popular and is doing much to improve the standard of morse transmitting. Winners to date are:—

May. JRO Kay *Hampshire*. June LRO(G) Jepson *Barrosa*. July LRO(G) Hayes *Manxman*. August JRO Sadd *Kent*. September LRO(W) McKay *Berwick*.

Accommodation

Life became very quiet and peaceful once the Comcen personnel left to live in *Terror* but with an influx of eighty Fleet Air Arm ratings from *Victorious* in dock and thirty LRO's (Q), we are almost packed to capacity. Rose Cottage, the ex Petty Officers' accommodation and the home of seventeen civilians of Blackburn Aviation Ltd. for eight months of this year, is now junior rates' accommodation. All permanent junior rates in Kranji now live in either "D" block or Rose Cottage. No more long walks in the monsoon season from A, B or C blocks.

The Kranji Club

Held a very successful barbecue in September, swimming until 2300 and then dancing in the Club until midnight. Another is planned shortly, which indicates the popularity of the last one.

The CPO's and PO'S Mess

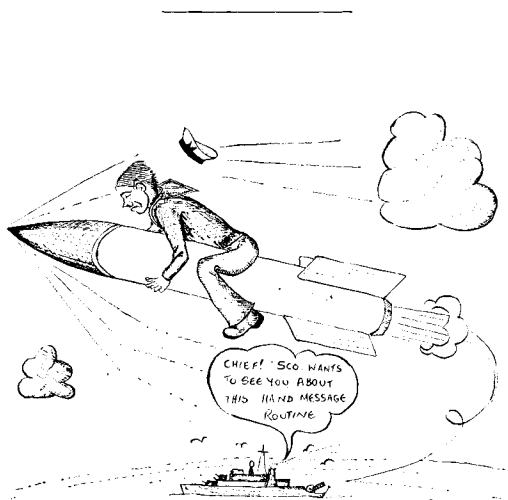
Continue to run a steady social programme. A Whist and Tom Bola evening every pay night has become very popular indeed. The CPO's remain unchanged. The PO's are RS's Harris, Carpenter, Woodfin, Wilkinson, Baker, Phillips and Rocket and CY's Taylor and Sylvester.

Sport

Soccer is as popular as ever on our very splendid soccer pitch with regular matches between Kranji, the S.T.C., the Comcen, accommodated visitors from ships refitting and other local teams. The highlight of the cricket season was our defeat of *Terror* seamen, in the inter-part Cricket Shield. Our opponents were all out for eleven runs after Kranji had declared at thirteen runs for one wicket after ten minutes play. We hope to do as well in the inter-part soccer.

In conclusion, we normally have plenty of accommodation in Kranji and if you can be spared from your ship in Singapore we would like you to come and enjoy our splendid amenities and to find out something about what makes a shore wireless station tick.

By Editor. Comments are invited from Senior Communication rates as to why they do not choose to QJB4, bearing in mind what Kranji has said.



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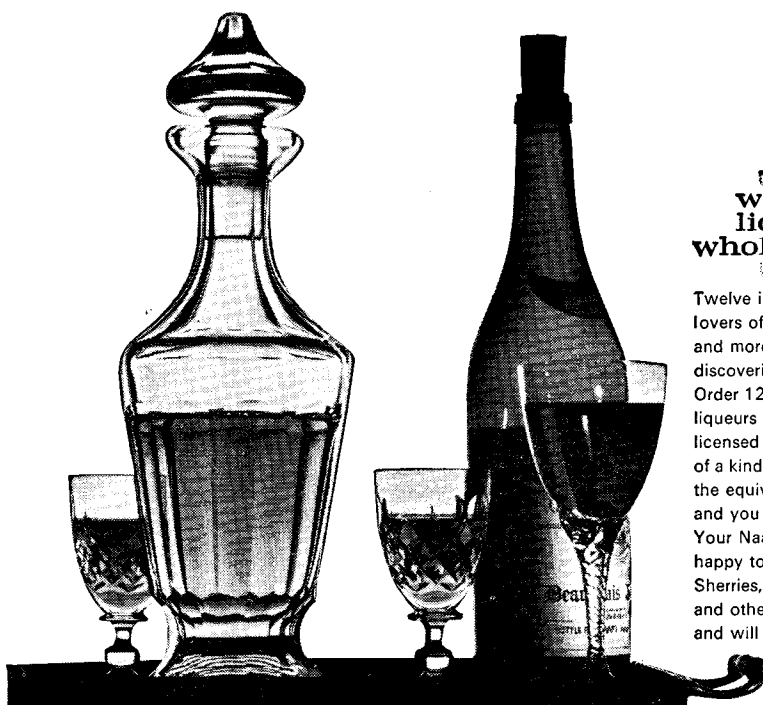
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COMMUNICATIONS GAZETTE

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

APPOINTMENTS

Name	Rank	Whence	Whither
C. K. ANTHONY ...	Lieut.-Commander	G.C.H.Q.	J.W.E.
J. N. ALLCOCK ...	Lieutenant (SD) (C)	Appleton	Whitehall W/T
E. B. ASHMORE, D.S.C.	Commodore	S.N.O.W.I.	A.C.D.S. (Signals)
S. F. BERTHON ...	Acting Captain	M.O.D.	R.N.L.O. Canberra
W. A. B. BLAND ...	Lieut.-Commander	J.W.E.	Tangmere
A. J. M. BOURNE ...	Third Officer WRNS	F.O.S.N.I.	COM F.E.F.
R. BRADBERRY ...	Lieutenant (SD) (C)	Victorious	O.I.C. Singapore Comcen
W. G. BRIGGS ...	Sub-Lieut. (SD) (C)	B.J.S.T.T. Ghana	Ark Royal
A. H. BROOKS ...	A/Sub-Lieut. (SD) (C)	S.D. Courses	Diana
J. P. G. BRYANS ...	Lieut.-Commander	Mercury	Fearless
W. J. CARTER ...	A/Sub-Lieut. (SD) (C)	S.D. Courses	Zulu
G. CHRISTIE ...	Lieut. (SD) (C)	Surprise	S.D. School
P. A. CLARK ...	Lieutenant (SD) (C)	F.O.N.A.C.	Bulwark
G. CLARKE ...	Lieutenant (SD) (C)	Bulwark	Kranji
D. G. COOPER ...	A/Sub-Lieut. (SD) (C)	S.D. Courses	Albion
N. E. F. DALRYMPLE- HAMILTON, M.V.O., M.B.E., D.S.C. ...	Captain	Capt. F17	D.N.S.
W. G. DARTNELL ...	Lieutenant (SD) (C)	Staff CINC Ports.	Mercury
B. A. DAVIES ...	A/Sub-Lieut. (SD) (C)	S.D. Courses	Victorious
E. D. DOLPHIN ...	Lieutenant (SD) (C)	Heron	Goldcrest
E. EDWARDS ...	Lieutenant (SD) (C)	STC Malta	Heron
P. ELLIS, D.S.M. ...	Lieutenant (SD) (C)	Osprey	Collingwood
C. M. EVANS ...	Second Officer WRNS	D.N.S.	F.O.N.A.C.
H. D. Y. FAULKNER ...	Lieut.-Commander	Staff Course	Mercury
P. R. FEILER ...	A/Sub-Lieut. (SD) (C)	S.D. Courses	Barrosa
W. FITZHERBERT ...	Commander	Salisbury I/C	Tactical School
D. W. FRYER ...	Lieut.-Commander	F.O.M.E.	Blackpool
W. L. R. E. GILCHRIST ...	Lieut.-Commander	Victory	Mercury
H. GORMELY, D.S.M. ...	Lieut.-Commander (SD) (C)	Rooke	CINCFMED
R. J. GREEN ...	Lieut.-Commander	F.O.F. Home	J.A.S.S.
M. C. GWINNER ...	Lieutenant	Mercury	F.O.N.F.T.
P. A. C. HARLAND ...	Lieut.-Commander	CINC S.A.S.A	Albion
W. E. HAWKES ...	Lieutenant (SD) (C)	Ganges	Naïad
R. H. HENSMAN ...	Lieutenant (SD) (C)	Falcon	D.N.S.
J. T. HUDSON ...	A/Sub-Lieutenant (SD) (C)	S.D. Courses	Cambrian
J. R. T. JARMAN ...	A/Sub-Lieutenant (SD) (C)	S.D. Courses	Cassandra
G. JUBB ...	Lieutenant (SD) (C)	Mercury	Victorious
J. L. KAY, R.C.N. ...	Lieutenant (SD) (C)	Niobe	Maidstone
N. I. C. KETTLEWELL ...	Lieut.-Commander	Britannia	R.N. Staff College
D. D. KNIGHT, D.S.C. ...	Captain	AFNORTH	Blackpool
R. B. KNIGHT ...	Commander	OIC Work Study School	D.N.I.
P. R. LEES ...	Lieut.-Commander	J.A.S.S.	F.C.A. F.E.F.
P. A. LENNON ...	Lieutenant (SD) (C)	Mercury	Staff CINC Ports.
A. H. LORIMER ...	Lieut.-Commander	Special Sqdn.	Hampshire
A. N. A. MACDONALD ...	Lieut.-Commander	F.O.N.F.T.	F20
C. MAITLAND-DOUGALL ...	Lieut.-Commander	S.M.5	Mercury
G. H. MANN ...	Commander	Olympic Sailing	D.N.S.
A. J. MARDLIN ...	Lieutenant (SD) (C)	Goldcrest	Heron
R. V. McDONNELL, R.A.N.	A/Sub-Lieutenant (SD) (C)	S.D. Courses	Mercury



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Name	Rank	Whence	Whither
M. MURPHY	Sub-Lieutenant (SD) (C)	Chilcompton	Appleton
W. D. NEWMAN	Lieutenant (SD) (C)	COM Hong Kong	Whitehall W/T
C. A. O'BRIEN	A/Sub-Lieutenant (SD) (C)	S.D. Courses	Relentless
R. O'BRIEN	Sub-Lieutenant (SD) (C)	Meon	Mercury
L. W. ORCHARD	Lieutenant (SD) (C)	Mercury	Arethusa
E. M. PETHERAM	Second Officer WRNS	Eastlant	D.N.S.
N. J. PHELPS	A/Sub-Lieutenant (SD) (C)	S.D. Courses	Eastbourne
M. D. Y. PHILLIPS	Sub-Lieutenant (SD) (C)	Borneo	Surprise
J. E. POPE	Captain	S.O.W.C.	D.N.E.
J. W. PURVIS	A/Sub-Lieutenant (SD) (C)	S.D. Courses	Bulwark
C. A. REID, R.A.N.	Lieutenant	F20	Mercury
K. REITH	Sub-Lieutenant (SD) (C)	Maidstone	STC Malta
J. J. RIGGS	Lieutenant (SD) (C)	Malta Comcen	F.C.A. MED
M. A. ROBINSON	A/Sub-Lieutenant (SD) (C)	S.D. Courses	Appleton
J. B. RUMBLE	Commander	Staff Course	Torquay I/C
R. A. STANLEY	Lieutenant (SD) (C)	Ausonia	Malta Comcen
D. C. SAYCE	A/Sub-Lieutenant (SD) (C)	S.D. Courses	Lowestoft
D. C. SELLER	Third Officer WRNS	Mercury CE Course	F.O.S.N.I.
D. E. SHUTT	Lieutenant (SD) (C)	Whitehall W/T	AFNORTH
V. SIBLEY	Second Officer WRNS	CINC PORTS. Staff	Drake for SEC Duties
N. T. J. SKITT	Act/Commander	Forest Moor I/C	BALTAP
S. G. SOLLEY	A/Sub-Lieutenant (SD) (C)	S.D. Courses	Plover
I. F. SOMMERVILLE	Captain	Com Naval Forces Borneo	Triumph I/C
C. A. STEWART R.C.N.	Lieutenant-Commander	Niobe	Mercury
G. A. STRATTON	A/Sub-Lieutenant (SD) (C)	S.D. Courses	Eskimo
D. P. SWALLOW	Second Officer WRNS	Mercury	Eastlant
O. V. THOMAS	Second Officer WRNS	AFNORTH	Admin Duties
R. A. THOMPSON	Lieutenant (SD) (C)	Mercury	Ganges
D. M. THURSTON	Second Officer WRNS	CINCAFMED	Mercury
B. H. TODD	Lieutenant-Commander	R.A.N. Exchange	Mercury
J. F. VAN DEN AREND	Lieutenant-Commander	Mercury	F.O.F. Home
C. B. H. WAKE-WALKER	Captain	N.A. Paris	Capt F17
H. R. WILCOX R.C.N.	Lieutenant	Tenby	Niobe
E. I. WILLIAMS	Third Officer WRNS	Mercury CE Course	Staff CINC Plymouth

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To Captain
S. F. BERTHON

To Commander
M. J. L. FREEMAN

PROMOTIONS

To Lieutenant Commander

J. M. BEATTIE
M. G. M. W. ELLIS
D. W. FRYER
D. A. GUNN
B. E. LEMONDE
B. H. TODD

To Lieutenant Commander (SD) (C)

F. C. WIGG
J. PEARCE

To Lieutenant (SD) (C)

N. G. KEMP
G. JUBB
W. A. U. JARVIS
L. W. ORCHARD

To Acting Sub Lieutenant (SD) (C)

D. A. DUNCAN
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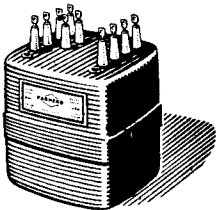
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F. STORMER	JX712430	(13.8.64)
J. KELLY	JX636514	(14.8.64)
M. M. RAYNHAM	JX890294	(22.9.64)

To CRS

P. E. MORRIS	JX581473	(1.5.64)
J. HUDSON	JX835587	(1.6.64)
J. G. BARBOUR	JX760142	(6.7.64)
D. HANNAN	JX712714	(10.7.64)
A. STAFFORD	JX712632	(29.9.64)
H. EXCELL	JX795953	(2.9.64)

To CRS (W)

Nil

RETIREMENTS

R. R. B. MACKENZIE, Captain
 A. E. C. BEST, Lieut. (SD) (C)
 P. J. BROOKS, Lieut.-Commander
 D. R. E. CALF, Commander
 P. J. COTTLE, Lieut.-Commander (SD) (C)
 R. H. HENSMAN, Lieut. (SD) (C)
 D. T. MILLS, Lieut. (SD) (C)
 R. J. PITT, Lieut.-Commander
 P. J. WARRINGTON, Lieut.-Commander

MOON DRAFT, 1984

by "VIC"

I have recently been drafted to Moon West Wireless Station and have been detailed off to write the article for THE COMMUNICATOR.

I am serving on a 6-month Satellite Service Commission. We earn leave at the rate of 4 days a month because it is only from the Moon and Satellites that one cannot get back to U.K. during a commission, now that one long week-end a month is granted from the Far East. It is an unaccompanied draft, as there are no reduced fares yet in space ships, and no space suits in Slops to fit women and children.

Keeping a check of Earth days, for the purposes of leave etc. is not so easy, as our day is 28 times as long. "10 Moon days Number 9" would be quite some punishment. We have 14 Earth days of darkness followed by 14 Earth days of continuous sunshine, which could make it difficult to get to sleep off watch if we did not live in a special pressurised hut.

What about the Communication aspects? We have regular Voice and Ratt circuits with the Earth and with some of the artificial Satellites. Conditions are quite good but we cannot maintain continuous touch with Whitehall because it is not always on the right side of the Earth. However, it is easy enough to use one of the other Earth Transmitting any Receiving Stations as a link. Procedure is not quite as snappy because it takes $2\frac{1}{2}$ seconds for a signal to travel to the Earth and back, without counting any time at either end. Unfortunately the new automatic message handling equipment designed by X Section

at *Mercury* has not yet been installed here.

This is a NATO job incidentally, but we don't seem to get any privileges.

As there is practically no atmosphere on the Moon, sound does not carry, and we have to talk to each other by radio all the time outside our huts. We have built-in portable sets in our space suits.

Visual signalling does not play a great part here although we do flash at each other during the night if our portable sets break down. By day the sun is too bright to make flashing practicable. Making semaphore in a space suit is difficult as, due to the lack of pressure in the rarefied atmosphere and the small force of gravity, arm movement feels most unnatural at first. Even then space suits are rather too rigid. Hoisting flags would be quite possible if we had anything on which to hoist them, but as they might not come down again quite so quickly, particularly if you let go the end, retriever halyards would be necessary. Our space suits have a special gravity control system which we work ourselves, making them lighter or heavier as required.

This brings me to my closing story. Last week we had our Admiral's Inspection. Our Commanding Officer, Captain J. E. T. Exhaust, was keen that we should do our best. F.O.S.M.A. (Flag Officer Satellites and Moon Approaches), Admiral Sir Nuclear Power, arrived in his space barge and was piped on board. The climax of the Inspection was a surprise damage control exercise. In the general confusion which followed, someone fumbling to turn on a hydrant grabbed instead the gravity control cock on the Admiral's space suit. FOSMA rose sharply upwards, while everyone saluted, and has not been seen since.



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DRAFTING

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

Name	Rank	Whence	Whither
P. A. HAMPTON	LRO (G)	Victorious	Drake
J. M. WOOLER	Wren	Mercury	Fulmar
M. M. RAYHAM	CCY	Victorious	Dundas
P. A. WILLETT	RO1 (W)	Victorious	Mercury
R. C. HILL	CRS (RCI)	Dartmouth	Fearless
J. B. LOCKYER	RO2 (T)	Victorious	Mercury
J. T. MELIA	RS	Fulmar	Mauritius
R. E. SAUNDERS	CCY	Undaunted	Mercury
R. B. MUIR	RO1 (G)	Rhyl	Fulmar
J. C. SLOAN	LRO (G)	Victorious	Whitehall W/T
J. D. SAUNDERS	RO2 (G)	Fulmar	Terror
R. C. MASKELL	CRS	Mercury	Meon
T. CLARKE	CRS	Mercury	Ganges
J. MOORE	Ldg Wren	Fulmar	Release
H. SHERRIFF	CRS	Mercury	Fulmar
N. E. EVANS	RO2 (G)	Victorious	Dolphin (S/M quota)
A. K. DAY	RO2 (T)	Victorious	Warrior
J. CASE	LRO (T)	Diamond	Osprey (FOST)
F. K. SANDERS	RO3 (T)	Victorious	Mercury
E. SUNLEY	Wren	Fulmar	Rooke
P. ARMSTRONG	RO2 (G)	Victorious	Dolphin (S/M quota)
E. G. BOURTON	RS	Diamond	Mercury
A. BROWN	A/R S.	Lowestoft	Ganges
J. WELLS	LRO (G)	Victorious	Whitehall W/T
W. BROWN	Wren	President	Fulmar
R. G. ANDERS	CCY	Yarmouth	Mercury
R. WARD	CCY	Wizard	Mercury
B. R. BEVAN	RO2 (G)	Victorious	Dolphin (S/M quota)
R. G. SNOWDEN	CRS	Mercury	Rhyl
D. J. ARCHER	CCY	Tamar	Mercury
D. J. CALESS	RS	Pellew	Lowestoft
G. MORRIS	CY	Victorious	Drake
C. P. LAMPARD	CCY	Mercury	To Pension
P. W. KITCHEN	CCY	Mercury	Duncan
R. W. FISHER	CCY	Mercury	To Pension
M. J. EGAN	LRO (T)	Victorious	Drake
M. MADDISON	RO3	Maidstone	Mercury
C. R. DOBSON	LRO (T)	Victorious	Mercury
P. STAUNTON	Wren	Fulmar	Release
P. R. ASHWORTH	RO3 (T)	Victorious	Mercury
J. WILEMAN	RO2 (G)	Victorious	Dolphin (S/M quota)
W. WALLACE	RO2 (G)	Fulmar	Cavendish
R. MILLS	CRS	Mercury	Yarmouth
I. G. H. JACKSON	CRS (W)	Mercury	Dryad
P. J. OLDHAM	RO2 (T)	Victorious	Osprey (FOST)
C. R. BREWARD	RO2 (G)	Victorious	Dolphin (S/M quota)
C. A. JAMES	Wren	President	Fulmar
B. A. WEBB	RO2 (G)	Victorious	Dolphin (S/M quota)
J. EDWARDES	Wren	Mercury	Fulmar
B. TAYLOR	LRO (G)	Victorious	Ganges
F. J. NEWMAN	LRO (G)	Fulmar	To Release
J. MCKEAN	LRO (G)	Fulmar	To Release
A. J. MCCAMNONT	LRO (G)	Maidstone	Fulmar
A. R. JUNOR	RO2 (T)	Hartland Point	Fulmar

R. C. DICK	...	...	...	...	LRO (G)	Phoenicia	Fulmar
G. BOOTH	...	...	...	...	RO2 (G)	Fulmar	Devonshire
H. DONKIN	...	...	...	...	LRO (T)	Fulmar	Meon
W. E. HUNT	...	...	...	...	LRO (G)	Fulmar	Chilcompton
E. BIGLAND	...	...	...	...	CCY	Cavendish	Mercury
R. G. SNOWDEN	...	...	...	...	CRS	Ganges	Mercury
D. W. FOOTE	...	...	...	...	CRS	Victorious	Mercury
A. STAFFORD	...	...	...	...	CRS	Defender	Mercury
B. L. SNELL	...	...	...	...	CRS	Leopard	Mercury
R. H. LOMAS	...	...	...	...	CRS	Salisbury	Mercury
D. FRANKLYN	...	...	...	...	CRS	Adamant	Mercury
J. MCGILLIVRAY	...	...	...	...	CCY	Mercury	St. Angelo
C. T. RYAN	...	...	...	...	CCY	Mercury	Pension
WINTLE	...	...	...	...	CCY	Mercury	St. Angelo
R. N. JONES	...	...	...	...	CCY	Mercury	President
O. A. EAMES	...	...	...	...	CRS	Mercury	St. Angelo
W. MILNE	...	...	...	...	RO2 (G)	Hartland Point	Fulmar
B. M. DONALDSON	...	...	...	...	RS	Mercury	Falcon
ALDERSON	...	...	...	...	RS (W)	Mercury	Yarmouth
N. D. JOHNSTON	...	...	...	...	RS	Mercury	Rooke
W. J. LAMBIE	...	...	...	...	RO2 (G)	Fulmar	Terror
J. A. THOM	...	...	...	...	RO2 (G)	Fulmar	Lowestoft
R. G. FOLEY	...	...	...	...	RS	Mercury	Decoy
A. STAFFORD	...	...	...	...	CRS	Mercury	St. Angelo
K. GRAFTON	...	...	...	...	RS	Mercury	Ark Royal
K. H. TYLER	...	...	...	...	RS	Mercury	B.N.M. Libya
B. HEATON	...	...	...	...	RS	Eskimo	Mercury
B. WELBOURNE	...	...	...	...	RS	Mercury	Sea Eagle
A. J. BURT	...	...	...	...	CY	Mercury	Jaguar
D. M. WATSON	...	...	...	...	CY	Mercury	COMNAVBALTOP
J. W. MILLS	...	...	...	...	CY	Mercury	NLO Southampton
P. W. HARRISON	...	...	...	...	CY	Mercury	Tamar
LOWTHE	...	...	...	...	CY	Yarmouth	Mercury
J. HOLLINS	...	...	...	...	CY	Mercury	St Angelo
M. W. CHARMAN	...	...	...	...	CY	Mercury	Cambrian
MORTIMER	...	...	...	...	RS	FOFH	Mercury
T. BEAL	...	...	...	...	CY	Mercury	Tamar
G. J. D. BRYDEN	...	...	...	...	CY	Mercury	Victorious
R. B. HOUGHTON	...	...	...	...	CY	Mercury	St Angelo
C. J. AYDEN	...	...	...	...	CY	Mercury	Kenya Navy
J. WELLS	...	...	...	...	CY	Maidstone	Mercury
P. J. WARD	...	...	...	...	CY	Mercury	Blackpool
A. S. CHAMBERS	...	...	...	...	CY	Mercury	Troubridge
B. K. HUNTER	...	...	...	...	CY	Mercury	Ghurka
P. G. CHERRYMAN	...	...	...	...	CY	R.N.R. Sussex	Mercury
W. NORMINGTON	...	...	...	...	RS	Mercury	Penelope
W. METCALFE	...	...	...	...	RS	Mercury	Puma
K. CARSON	...	...	...	...	RS	Mercury	Hardy
R. C. STYLES	...	...	...	...	RS	Mercury	Ghurka
STEVENS	...	...	...	...	RS	Mercury	Aurora
A. J. HALL	...	...	...	...	RS	Mercury	Devonshire
J. J. ROBSON	...	...	...	...	RS	Mercury	Exmouth
K. A. MELTON	...	...	...	...	RS	Mercury	Barrosa
THOMPSON	...	...	...	...	RS (W)	Mercury	Barrosa
BRAY	...	...	...	...	RS (W)	Mercury	Hampshire
J. DILLOWAY	...	...	...	...	RS	Mercury	Salisbury
R. L. OLDBURY	...	...	...	...	CY	Ganges	Mercury
R. MERRITT	...	...	...	...	CY	Eskimo	Mercury
G. DUNCAN	...	...	...	...	CY	Victorious	Mercury
I. C. M. WATERSON	...	...	...	...	CY	Berry Head	Mercury
M. A. BRABON	...	...	...	...	RS	Mercury	Naiad
R. F. MANNING	...	...	...	...	RS	Eagle	Diamond

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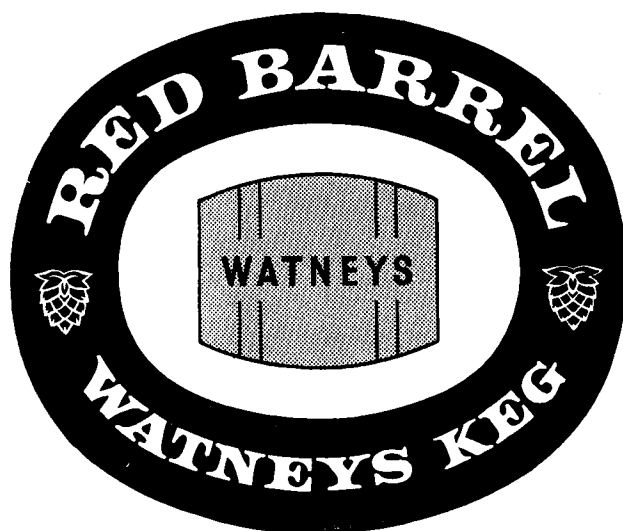
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High power man-pack

High power ground station

—three-man load

Vehicle installation



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Rechargeable batteries The low power version of the A.13 uses a single battery, and the high-power version two batteries. With a transmit/receive ratio of 1:9 the batteries last 8 hours for the low-power version and 6 hours for the high-power version. Batteries are quickly charged from either a hand generator or a vehicle supply.

For further details please write for publication No. 233



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