

THE COMMUNICATOR



VOL 21 - No 4

SPRING 1973

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THE COMMUNICATOR

PUBLISHED AT HMS 'MERCURY'

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

SPRING 1973

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COMMISSIONING FORECASTS

EDITOR'S NOTE *The following details are forecast only, changes may well take place at short notice. Details are given in the order: Ship, Type, Date if known, Commitment.*

Types of service are as follows:

GSS	General Sea Service	HSS	Home Sea Service—Accompanied
GSC	General Commission	PS	Port Service
FS	Foreign Service Commission		

<i>Llandaff</i>	..	A/A Frigate, May, Commission at Chatham, GSS Home/E of Suez
<i>Ajax</i>	..	GP Frigate, June, Commission at Devonport, GSS Home/E of Suez
<i>Endurance</i>	..	Ice Patrol Ship, June, Recommission at Portsmouth, GSS Home/SASA
<i>Eskimo</i>	..	GP Frigate, June, Commission at Chatham, GSS/Home/WI
<i>Hermes</i>	..	LPH, June, Commission Devonport, GSS
<i>Gurkha</i>	..	GP Frigate, June.
<i>Arethusa</i>	..	GP Frigate, June, C & M Party at Devonport, PS.
<i>Tartar</i>	..	GP Frigate, July, Trials Crew at Portsmouth, PS (Trials).
<i>Falmouth</i>	..	AS Frigate, July, LEP
<i>Hampshire</i>	..	GM Destroyer, August, Commission at Portsmouth, GSS.
<i>Cleopatra</i>	..	GP Frigate, August, C and M party at Devonport, PS.
<i>Herald</i>	..	Survey Ship, September, Reduced trials crew at Leith, PS (BLDG)
<i>Salisbury</i>	..	AD Frigate, September, Refit crew at Chatham, PS.
<i>Triumph</i>	..	SMS, September, Refit crew at Portsmouth, PS.
<i>Herald</i>	..	Survey Ship, December, Trials crew at Chatham, PS (Trials).
<i>Zulu</i>	..	GP Frigate, December, Trials crew at Rosyth, PS.
<i>Penelope</i>	..	GP Frigate, December, C and M party at Devonport, PS
<i>Tartar</i>	..	GP Frigate, Commission at Portsmouth, GSS Home/WI.

EDITORIAL

Our Gazette lists the latest promotions and we offer them our congratulations. But if we select one of them for special mention, we feel sure that they would agree and join all Communicators in congratulating Lieutenant-Commander R. A. Thompson (MACO, HMS *Mercury*) on his promotion to Commander. This promotion from boy telegraphist in 1942 to Commander in almost 31 years should prove an inspiration to all Kellys in HMS *Mercury*, and to all Junior ratings in the Communication Branch. But such promotion does not come easy. It needs — love of our Royal Navy, affection for our Communication Branch, and a hell of a lot of hard work. But this will not daunt the right men.



Lt-Cdr Thompson (MACO)

Lieutenant-Commander Thompson joined HMS *St George* as a boy seaman on April 2, 1942, at the age of 15½, from RHS *Holbrook*. He became a boy telegraphist whilst at *St George*. He passed for a TO in *London* in November 1944; for Ljg Tel in *QE* in July 1945. Between 1947-49 he was onboard *London* during the Yangtze Incident. In 1950 he passed for PO Tel and during 1951-54 became a wireless instructor and served in *Cossack* during the Korean War. In 1956 he was rated CPO Tel and passed for Commissioned Communication Officer. He became a Sub-Lieut(SD)(C) while serving in *Birmingham* between 1957-58 and a Lieutenant(SD)(C) in *Tiger* (1958-61). Promotion to Lieut-Commander(SD)(S) came when he served in *Ganges* between 1964-66. He joined HMS *Mercury* as MACO in 1971.

It is of interest to note that in Boy Telegraphist Thompson's class in *St George* were Boy Telegraphist Blackwell, now FCRS(W) Blackwell, and Signal Boy J. Riggs, now Lieut-Comdr J. Riggs.

HALF-PRICE

It costs us 36½p to produce one copy of our magazine THE COMMUNICATOR. But we sell it to our readers at half this price—18p. We are able to do this for two main reasons. First, by using the revenue we receive from our advertisers to cut costs, and secondly, by using the subscriptions we get from our readers when they buy a copy. There is a third way but this is rarely used — and that is to reduce the number of pages in any particular edition of the magazine. In the normal course we endeavour to publish an edition of 52 pages since this figure usually means that we 'break even'.

In the last edition of THE COMMUNICATOR we mentioned that, notwithstanding the selling price of the magazine ought to be increased to 25p, no increase would be made due to the freeze. This still stands. But in order to keep any possible future losses to a minimum this edition, and possibly the next edition, has been reduced to 48 pages. We are confident that our readers will support this measure until the freeze clarifies itself.

THIS IS YOUR CHANCE

Since an extremely important Questionnaire will be despatched to about 3,500 Communicators within the next few months, your editor would like to highlight some of the features contained in the article 'Comprehensive Occupational Analysis' which appears on the opposite page.

But first let me assure you that this new Questionnaire has nothing to do with the one issued by the WIST Study Team last year. That one was confined to one aspect of a Communicator's job — his use of books. This one is vastly different since it seeks information not only about a man's professional and technical employment, and his participation in ship and other general duties, *but also his opinion regarding certain aspects of his service life.*

The Questionnaire itself comprises 80 pages, and is divided into the seven sections indicated in the photograph opposite. It should take about two hours to complete. You are being asked to give your own personal views to each of the questions, rather than the views of your messmates, and not to be fatuous. Without doubt Communicators will go along with this very sensible advice. If you are in any doubt you are advised to consult your divisional officer before answering the questions — but you do NOT have to show him the answers you eventually make. The Questionnaire is confidential but you are not asked to give your name, service number, ship or establishment.

Now please read this important article on COA bearing in mind that the Communication Branch is being given the chance to play a part in helping to shape the future of the Royal Navy.

THE COMPREHENSIVE OCCUPATIONAL ANALYSIS (COA) TEAM



The Officer-in-Charge, Naval Manpower Utilisation Unit (NMUU), Comdr E. G. S. Walker, with members of the COA Team who will be handling the Questionnaires referred to in the Editorial and article on the opposite page.

Left to right: Inst Lieut-Comdr R. Hawketts, BSc; Comdr Walker; CPO (Coxswain) G. C. Spencer and CRS B. M. Oxborough.

COMPREHENSIVE OCCUPATIONAL ANALYSIS

by Members of the Naval Manpower Utilisation Unit (NMUU)

During the recent past a number of strange faces have been seen in HMS *Mercury*, some of whom do not even belong to the Communication Branch. (See photograph above.) In fact they all belong to the newly-formed Comprehensive Occupational Analysis (COA) Team from the NMUU which itself is an outpost of the Manpower and Training Department in the Ministry of Defence.

What does the NMUU do?

Formed in 1967, and now located in HMS *Vernon*, its task then was to analyse in depth the complement of the Leander class. From then the tasks of the Unit have developed into the two fields of Task Analysis and Job Analysis. In the former area the Unit is currently writing Job Information Cards for planned maintenance in the Leander class; the preparation of drills in Operational Sequence Diagrams format for certain new ASW and SAGW equipments, and studies in support of the User/Maintainer manning concept and the possible Operations Branch of the future.

In the field of Job Analysis most of the work

is related to Objective Training and is in direct support of CINCNAVHOMER. The Unit consists of 5 officers, 30 senior rates, one Wren and 4 civilians. Presently serving there are CRS Ox-borough and CCY Smart.

Comprehensive Occupational Analysis

This is a new computer-based analysis technique which, if successful, could be adopted for use throughout the Royal Navy. It is called Comprehensive because it seeks information not only about your professional and technical employment and your participation in ship and other general naval duties, but also your opinion regarding certain aspects of your Service life.

How Communicators are going to be Analysed

First, not all Communicators will take part, excluded are Submariners, 'S' Branch and WRNS. These categories have been excluded solely to keep the size of the trial to easily manageable proportions.

All other Communicators will receive an 80 page Questionnaire which is completely confidential and does not require you to fill in your name, service number, ship or establishment.

Why Communicators? Because it is a well structured Branch thus allowing easy job comparisons and has been recently job analysed thereby allowing the NMUU to compare the results gained by conventional analysis techniques with the fuller information that should be available from COA.

The Questionnaire Itself

The 80 pages are divided into 7 sections as indicated in the photograph opposite and should take about 2 hours to complete. Its construction is of vital importance and some 50 ratings in HMS *Mercury* have assisted in compiling, phrasing and in the validation trials of the sections which make up the full questionnaire.

The questions are aimed to allow you to contribute not only to training course re-design by finding out the scope of the job you actually do in your ship or establishment, both inside and outside the Communication Branch, but also to give you the chance to give your views to the Ministry of Defence in an informal manner about your pay, accommodation, etc.

It is therefore very important that you co-operate in this trial and answer the questions as honestly, and as accurately, as possible, giving your own personal views and opinions.

Those of you serving abroad (ship or shore) will receive your copy by mail, via your commanding officer, but will be asked to mail them back to the NMUU in the addressed envelope received with your questionnaire.

The questionnaire is confidential, and anonymous,

to encourage completely honest answers and opinions. The limits of acceptability of the replies to a number of questions have been predetermined, and any responses which are ridiculous or fatuous will be rejected automatically during computer processing. This means that if you decide to play the fool when responding to the questionnaire, you will have lost your opportunity to take part in an important trial which could possibly affect many aspects of Service life in the future. If, however, you must be facetious then you can do so with complete freedom because you cannot be identified. The loss is yours because there must be a number of subjects on which you feel strongly, and would like to present your views to the Ministry of Defence, but have not been easily able to do so in the past.

Advantages of this form of Analysis

One of the main advantages is that it provides for the first time, for the Ministry of Defence, comprehensive numerical information of opinion and facts about Service life in all its aspects.

If this trial shows COA to be of value to the Service for training and personnel matters, then it could be adopted throughout the Royal Navy. In this way a computer data bank could be built up with many outputs immediately available for manpower planning, recruiting, training and general personnel matters.

Information gained from the Analysis

The analysis of all questionnaires completed by you will be passed to the Ministry of Defence for use in finding areas of work or Service conditions where improvement or further study appears to be needed. Similarly the information gained from the professional section of the questionnaire will be used for compiling Job Specifications for each rate and passed to HMS *Mercury* for use in training, etc.

Computer programmes will be run to compare the jobs of similar rates in different types of ships or shore establishments or sub-specialisations within the Branch. This could indicate whether or not extra training is required for a particular job, ie, PJT.

This is your Chance

This is your opportunity to contribute to a trial of an important analysis technique which, if generally adopted, would allow you to have a say in the shaping of the Navy of the future.

This seems to us to be an hour or so of your time vested in a worthwhile cause. The enthusiasm and co-operation which the NMUU has received from many individuals and sections in HMS *Mercury* has been invaluable and is greatly appreciated. It is certain that, if similar support is forthcoming from the 'men in the field', the trial will be a success.



The late Mr Clifford Oliver. (A 1965 photo.)

MR CLIFFORD OLIVER

by the Editor

It is with great regret that I have to announce the death of Mr Oliver who has served as a Clerical Officer in HMS *Mercury* for the past 12 years.

Mr Oliver joined the RN as a boy seaman at the age of 15 years and retired as a Lieutenant (SD) (G) 35 years later in 1960. During his career he served in HM ships *Impregnable*, *Amphion*, *Hood*, *Milford*, *Arabus*, *Kempenfelt*, *Cardingham*, *Revenge*, *Bellerophon* and *Peregrine*; and ashore at Malta, Simonstown, Whale Island and Vernon. His war services included convoy work and gun-boat patrols.

After retiring from the RN, Mr Oliver returned to Whale Island as a civil servant and then came to *Mercury* as the CB Officer, and later as the Training Records Officer.

He was very highly respected in HMS *Mercury* by both the uniformed and civilian staffs and his cremation at Portchester was attended by officers representing the Captain, HMS *Mercury* from both staffs.

I am sure that all who serve, or have served, in HMS *Mercury* would wish to offer Mrs Oliver their condolences on her great loss.

LETTERS TO THE EDITOR

Dear Sir,

In reply to RO2 Thomas' query concerning the siting of the new OOW's office on the Droxford Road (Winter edition 1972), he may be interested to know that this was chosen so as to catch chaps like RO2 Thomas slinking off early on his "Friday — While".

He may also care to note that the new Administration Block has been so designed that the Captain's and Commander's offices overlook the retreat route past the 'old' OOW's office. The route to the west of the camp is covered by a secret electronic device invented by X Section, which sounds an alarm bell in the OOW's office.

Whichever route is chosen, RO2 Thomas can rest assured that he will be recognised by his hat.

'OLD HAND'

By editor. — The photo below shows RO3 Thomas all set to go ashore. His hat deceiveth no one — certainly not 'Old Hand'



Dear Sir,

Having been a regular subscriber, and a not so regular contributor to THE COMMUNICATOR over the years, it seem; to me that the eternal problems of the actual content of the magazine are still a major headache to the Editor. May I therefore make the following observations and suggestions:

1. What is the Target Population? What proportion of readers are officers, senior rates, junior rates. Reservists or ex Communicators?

2. How to achieve a balanced content that satisfies the target population?

This seems to be the major factor in a successful magazine. My own preference is for a more professional content, a view shared by many of the "older generation". I do appreciate however that trainees and junior ratings would not buy the magazine if it were to become some sort of semi-official BR. The senior brethren are also loath to buy or contribute to the magazine if it contains articles that relate RO Bloggs' run ashore in Hong Kong, HMS 'A' beating HMS 'B' at hockey or that LRO Snodgrass is being relieved by LRO Snitch next week! Clearly, this is the crux of the matter; a magazine is only as good and as lively as its readers make it by their contributions and an editor can only produce the right balance from the contributions sent in.

One of the disappointing features of the last few editions is the lack of articles and information from *Mercury*. The Signal School is after all the 'Home' of the Communicator, and apart from articles by the training staff from the front office, which are always informative and interesting and the regular articles from the FCPO and CPO mess, there is little else from *Mercury*.

What about the Petty Officers, the Signal School mess, the WRNS, or indeed, the wardroom? A large proportion of the fleet would be delighted to be kept in touch with their respective 'Homes'.

Mercury itself is going through a major face-lift, a monstrous concrete jungle obliterating the beloved broadwalk. Surely an article on the building programme, together with photographs, particularly an aerial photograph of, say 10 years ago, compared with a current aerial picture, would make interesting reading to all who have spent some time in *Mercury*.

If we cannot extract an article from members of our own department, and I suspect that almost every ship's SCO/senior Communicator have experienced this, perhaps we should provoke them into action. One method of achieving this would be to start a new feature on a controversial subject in order to obtain some reaction from the readers. One disadvantage of course is the period of time between publication and, unlike the correspondence column of a daily newspaper one could never 'keep the pot boiling' nor make it current news.

Another alternative could be a 'Query Corner' feature or a 'Get it off your Chest' column. Whilst I am not advocating a rush of trivial suggestions or complaints, nor wishing to by-pass normal Service channels I do feel that there is a need for some form of an exchange of ideas and suggestions.

To start the ball rolling, may I offer the following, under a loose heading of 'What are we doing about ?'

1. Aircraft Crystals

Having just over 5,000 type ZKRC crystals on my PLL, why is it that SCOs are still responsible for care, custody and provision of PTR 170 crystals? Surely the Air Radio Department should take them over since they are part of an aircraft/helicopter fit in exactly the same way as a part of the engine, airframe or exhaust pipe.

I do not need to reiterate the nausea of documentation work and trying to keep track of PTR 170 crystals which are loaned to squadrons which are constantly on the move. The ships SCO is firmly pinned down by:

- a. RNCP 1, para 3220 a. (1).
- b. RNCP 13, para 106 b. (4).
- c. BR 222, section 1. article 1.
- d. BR 96, article 1328 (2) (c).

2. Abbreviations for use in Messages

reference:— RNCP 9, Annex A.

Taking a sample of signal traffic and noting the number of abbreviations in current use, it would seem there is a requirement to add to those abbreviations listed in the reference. A junior MDC operator recently held a signal back pending a re-run because it contained ICOS in the text. It was very soon recognised by a more experienced RO2(T), however that this is not the point; the junior checked Annex A, and since it wasn't listed, assumed it was garbled. No doubt there are similar cases of the use of unauthorised abbreviations, and whilst I am not suggesting we introduce long lists of American, Army or Royal Marine type abbreviations, I do feel that there is a case to legalise some of the more commonly used ones by adding them to the list in Annex A. Some of the more frequently used abbreviations are:—

- ICOS—In course of supply
- N/A—Not available
- N/A AICOS—Not available, alternative in course of supply
- AVICOS—Available and in course of supply
- WEF—With effect from
- IAW—In accordance with
- ASAP—As soon as possible
- DIRLAUTH—Direct liaison authorised
- BLR—Beyond local repair
- TELECON—Telephone conversation
- IDC—In due course
- COSIR—Cite our service in reply

The majority are well known to the Air and Naval Stores Departments and, by their continual use, the Communicators eventually become au fait with them:

Let us legalise them!

Mr. D. L. ALDERSON,
FRCS
HMS *Bulwark*

'THE OLD ORDER CHANGETH . . .'

by CRS W. C. Tinkler, BEM

As an old youngster or young veteran, depending on the reader's age, I frequently find myself in the unusual position to appreciate the changes which have taken place in the Communication Department. Not, necessarily, the obvious technical advancement, but rather the environmental changes which have resulted from that and the dictates of the modern society.

Thirty-odd years ago the Branch was subdivided into two factions known as Sparkers and Buntings which were constantly at loggerheads. Indeed, in one ship in which I served they were actually messed separately.

Each sub-department had a 'god' at its head, known as the Chief Yeoman and Chief PO Tel respectively. And in that order of seniority. In capital ships there was a supreme being beyond the Chief known as the Signal Bos'n and Warrant Tel respectively. However, while it was sometimes possible to speak to the Chief, if conditions and your approach were correct, the only time you spoke to his superior was to say 'Yes/no, SIR' or to explain in the least possible number of words why you had or had not done something to incur the wrath of the Gods before you saw the Captain. I often wondered what the correct order of precedence was but in later years I discovered that it was Captain, Signal Bos'n, Warrant Tel, Commander, etc.

Beneath the Chiefs were demi-gods known as Yeomen and PO Tels. These beings were usually easier to approach than the Chief, but again conditions had to be in your favour. If you were especially privileged you could sometimes address these respective personages as 'Yeo' or 'Pots'.

The Leading Hand was not a 'god', except in his mess. Therein he was KING. He was easier to approach than his superiors, but there was a correct way again, and if you followed that and did exactly what he said and when he said it (or, better still, beforehand) you could be reasonably certain of a congenial relationship.

So much for the personnel, but what of the material? There were no loudspeakers in the vicinity of the bridge, flag deck or any other area under the authority of the Chief Yeoman. The only communication channels between the VS and W/T spaces were the voice pipe, with a message bucket and a tit to press to announce that there was one in the latter, and an internal buzzer. The normal operating speed of the buzzer was 175 wpm which reduced to about 35 when you were rated Tel (TO), as I remember it. There was also a compressed air pumping system known as a Sturtevant which was used to pass copies of signals between the various signal offices. French chalk was used as an internal lubricant and as a means of making blue suits white and buntings an-

noyed if the system was improperly manipulated.

Up top communication was effectively conducted by the expert use of flags and pendants (with a 'd'), semaphore (hand and mechanical) morse flag occasionally and lamps. All the bunting was clean and in good repair and the lamps used to shine before they were switched on. Only the Captain spoke to the Chief Yeoman, by whom he was known as 'My Captain'. Other lesser beings, except the Signal Bos'n were referred to the Yeoman of the watch — often a Leading Hand — while he was 'waiting on the Captain'. The Chief Yeoman was always waiting on the Captain when he was on the Bridge.

Down below there was one loudspeaker in the office. It was used so rarely that I used to believe that it was simply a cunning device to conceal some unsightly blemish on an otherwise scrupulously clean bulkhead. The W/T equipment was very awe-inspiring, highly polished, carefully treated and housed in 3" steel cases. It comprised 'FILAMENTS', 'HT' and lots of copper rods. The latter were fitted for the development of the junior rates' elbow muscles; the others were too technically involved for other than Leading Tels and above.

Taking over the watch was a ritual. You plugged in your 'phones while your opposite number was still reading, and at some convenient moment he turned over the state of the 'wave' and signed the operator's log against a precise indication of time. If during this process — or at any other time — the odd morse symbol was allowed to be heard in the office it could have proved painful. Before the watch on deck was relieved the office, flag deck, etc, were cleaned and squared off. This did not apply to the morning watch. They scrubbed out.

To the ship's company, sparkers and buntings were regarded as the elite. Boys were not allowed to speak to the ship's company but if they had to they addressed everyone as 'Sir'. They had their own smoking space on the upper deck and smoking was not allowed on messdecks by anyone.

Things are somewhat different now, of course. The Chief is 'only a senior PO' and the old Warrant Officer has been replaced to some extent by the new Fleet Chief. The POs are known as CY (Communication Yeoman) and RS (Radio Supervisor) and the Leading Hand (Leading Radio Operator of whatever sub specialisation) is regarded as a senior radio operator who receives a bit more pay. The junior rates are grouped together for most professional and domestic purposes and are known to each other and often by their seniors by their Christian or nickname. As before, the word Christian is often a misnomer.

The original two sub-departments have been strengthened (I think) by a third known as 'Gollies' which specialises in electronic warfare but these can be employed to a greater or lesser extent in general communications.

These days every form of communication appears to go on a loudspeaker. Except PREP and the odd INTCO signal — which is about the only bunting tossed now. Headphones are not the 'in' thing and I suspect that one might easily be accused of suffering from a wide variety of afflictions and abnormalities if seen wearing them. As an illustration: I was at sea in the senior officer's ship with 11 other ships in company. The following nets were manned:

(a) The Fleet RATT Broadcast. On a 'speaker, but I know not why.

(b) The (Ship-Shore) Availability Broadcast. On a speaker.

(c) 500 kHz on the auto D/F receiver. On a speaker. There is no phone socket.

(d) The Tactical Voice Net, which was manned by a bunting on the Bridge but still on a 'speaker in the office.

(e) BBC Radio 2 — but I suppose it's reasonable to expect that to be on a 'speaker.

The total manpower on watch (or, in any event, in the Office) was one Junior (Boy). It may be difficult to believe, but at one point he was actually dancing to the accompaniment of the cacophony of noise issuing from (e)! That's confidence for you.

So how, broadly, does the modern Communicator compare with his predecessor of, say, the '30's? The earlier model had a very much deeper knowledge of a much narrower range of skills and subjects. For example, the bunting knew his Fleetwork backwards, procedure intimately down to the last ridiculous short break and could read a light and semaphore with his eyes shut, so to speak. For practical purposes, cryptography did not exist.

The sparker had a fairly intimate knowledge of his limited range of equipment, which he serviced himself. His procedure was immaculate (morse only, remember) and he operated at speeds round about 30 wpm comfortably. In his sleep, if necessary. In both instances, the only recording instrument he used was pencil, and it is interesting to reflect that even today it is usually possible to identify an old time communicator by the style (not to mention the legibility) of his handwriting.

Today the Communicator has a shallower knowledge of a much wider range of skills and subjects and is more interchangeable between the sub-departments. Morse is a dying art and semaphore long dead. Typing (which includes teletyping, of course) is a basic skill at which all are highly proficient and which is taught from the very earliest days of training. Procedures generally are not quite so important except in certain parts of the message format, in which it must be exact since it involves certain machine functions for routing, etc.

Tactical Communications (or Fleetwork) is probably many times more extensive, involving as it does so many more operating conditions and situations (or so the buntings tell me — and I was ever gullible).

Radio equipment and techniques are, of course, infinitely more complex embracing voice, RATT, facsimile, etc, on all bands of the frequency spectrum right up to about 400 mHz and often using multi-channelling. (Again, it is interesting to reflect that 'two-time' channelling on VHF was fitted in battleships as far back as 1934 but we cannot pretend that it was in any way as sophisticated as the modern techniques — despite the use of dipoles.)

Cryptography is something we cannot discuss, of course, but James Bond seems to know a thing or two about it, if we read him aright.

There are, too, other operating procedures which, although in some cases used before the war, are now much more specialised. Naval Gunfire Support, Mine Countermeasures and Air Communications are some obvious examples.

The modern Communicator can and does take a more active part in ship husbandry. There are no 'passengers' in a ship and all departments share the communal tasks such as store ship, clean ship, jack-stay transfers (another new one). The Communicator is as likely to be responsible for the cleanliness of the cabin flat as the seaman.

All of which poses the question, which can be regarded as the most efficient, the old or the new? It is difficult to decide because it must first be necessary to define what is meant by efficiency as it is used here. Fewer men are trained and borne to handle a much higher volume of signal traffic — which must be regarded as greater efficiency. On the other hand it is rare to see a signal these days which is not corrupt if only in some small detail and by modern processes such corruptions are usually distributed as such with no attempt to correct them unless the action officer specifically asks for it. Signals appear to go astray more often but, again, the volume of traffic is so much greater. Thus, the modern communicator may be regarded by the statisticians as more 'cost effective', which is an all-important consideration now, and again the word efficiency is suggested. However, I would plead that the old 'uns were more painstaking and certainly more accurate.

For me the greatest sacrifice made to the God of advance has been, not the tot (and what flimsy grounds they stopped that on!) but the pride of being a Sparker or a Bunting, with a capital initial. Nowadays, they are just communicators. With a small one.

THE LONG WAY HOME

by Lieut Cdr C. G. Traill—X Section

(Continued from the Winter 1972 Edition)

My last article ended with family and car in Tabriz ready for two weeks exploring Turkey. After a morning's drive we crossed the border at Bazargan with no problems and were soon on the road to Agri with the snow covered peak of Mount Ararat away on our right. We spent the night in a small hotel in Agri — definitely not recommended for the fastidious tourist — but at about 20p a head we couldn't really grumble. Water was provided by one cold tap in the corridor, all electricity went off at ten o'clock and the loos did not encourage regular visits, to say the least. However, the place was saved by having double glazing and by the kindness of the proprietor who went off to the market to buy eggs for our breakfast which we cooked on our gas stove in a conservatory on the roof which seemed to be the residents lounge.

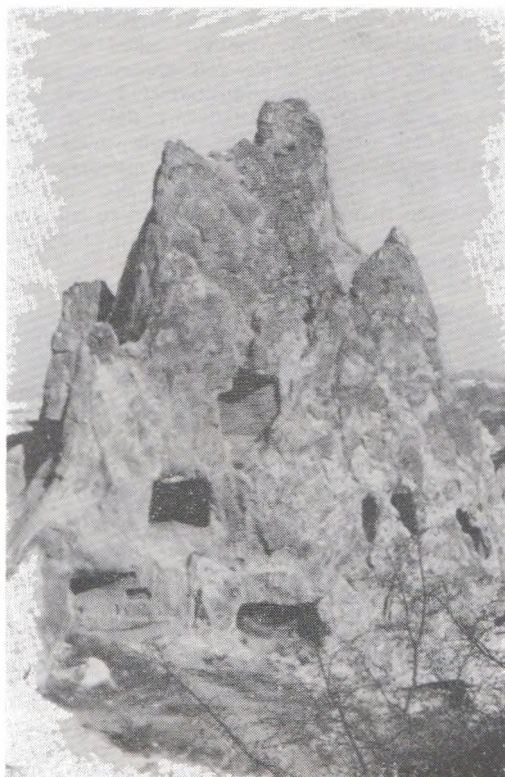
The weather was depressing with snow starting to fall and we had to make the decision as to whether to follow the orthodox route via the Black Sea coast to Ankara or to try to go via Lake Van and central Turkey to the Mediterranean coast. With some trepidation we decided on the latter course and headed south towards the lake. For mile after mile on a rutted track we wound our way through the hills without a sign of a human being. Lake Van, seven times the size of Lake Geneva, stands at six thousand feet in the centre of an area of utter wildness, where except on the shores of the lake itself man has made little impression. We reached the lakeside at lunch-time in a blizzard and found a cave where we cooked beef hash. The first of many timber lorries came lumbering up the hill towards us and stopped to find out if we needed help. We soon realised that we had to wave at every vehicle that passed otherwise, almost without exception, they would stop. It was a pleasant feeling.

We circled the lake to Tatvan and then west up the road to Mus where we hoped to spend the night. However, the hotel given in our 'fully revised and up to date' guide had been closed for two years and another was shut for the winter and there was nothing for it but to carry on to Bingol, centre of a terrible earthquake a few years ago. We were now in an area renowned for bandits and it was pitch dark so we hoped that they would stay out of the rain and sleet that turned to snow as we climbed over the successive mountain ridges. As we came over one of these we came on a lorry upside down in the ditch with its front end sticking out into the road beautifully illuminated with a string of coloured lights connected to the battery. The two ex occupants were warming themselves at a fire made from old tyres and appeared uninjured.

In the best traditions of the area we stopped and a splendid sign language conversation took place in which they indicated that they wanted to be taken three kilometres up the road. The trouble was that they would not be separated and I could not take three adults in one passenger seat so having removed their boots and got in they had to get out again. In the end we indicated that we would send someone back to them from whatever was three kilometres up the road and we parted the best of friends. In fact shortly afterwards we were passed by a lorry so we knew they would be helped.

We had just recovered from this little incident when the road was closed in front of us and arrows indicated a track across some sand. After a short distance we rounded a dune and there was about a hundred yards of fast flowing river. Some two minutes later a timber lorry drew up, the driver got out, pointed to the river and then to the level of our headlights and shook his head sadly. However, we couldn't stay there all night so I indicated that he should go ahead and I would follow in his tracks. This I did, keeping the engine revs high, and we crossed safely to be greeted by grins and handshakes from the driver and his mate.

We reached Bingol which is being entirely re-



Goreme Guest House — all mod con!

built and the cafe owner phoned every hotel in the town without success. He would take nothing for either the phone calls or the tea and cake that we had. Such is the hospitality of Eastern Turkey. On through the night to Elazig where we found a hotel which could provide both beds and food, notwithstanding it was nearly one in the morning. The next day we crossed the central Anatolian plateau, through Malatya and Kayseri and arrived at our next goal after Lake Van, the remarkable Goreme Valley, where we were to stay for a couple of nights.

The valley is an arresting sight. The local stone is tufa or tuff which is soft and has weathered away into a mass of stone chimneys and twisted pinnacles many with a giant flat stone on the top like a hat, so that the whole effect is like something conceived by Salvador Dali. It was probably soon after Christianity had gained a foothold in Asia Minor, that a group of Byzantine anchorites began to settle here and to chip their churches and cells out of the soft rock. Refugees swelled the population until at its height the numbers are estimated at some 30,000 inhabitants. Today it is deserted but one can visit the hundreds of churches and see the rooms with tables and benches carved out of the rock floor and the numerous religious frescoes painted on the walls. As if this wasn't enough, there are at least two complete underground cities built round a central ventilation shaft. The one we visited was built on seven different levels and connected to the second by an underground tunnel 3 kms long. When attacked, for example by the Arabs in the seventh century, the inhabitants would retire downwards blocking the narrow passages with giant stones. Water was available and both the ventilation shafts and smoke holes were led some distance away so as not to give away the main entrance.

The fascinating valley of Goreme would repay at least a week's stay but it was soon time for us to move on. In my next and last article I shall cover the rest of our journey through western Turkey, into Europe and home.

Thank you advertisers.

The attention of our readers is drawn to the advertisements in this issue. Please support them when you are in the market for the goods and services they offer.

RN COMMUNICATION CHIEFS' ASSOCIATION

by the Hon Secretary

The annual re-union of Members of the Association will be held in the Fleet and Chief Petty Officers Mess on Saturday, September 8 and the Committee will shortly be meeting to decide the arrangements. It is not anticipated that the format will greatly change but as this is the fifth anniversary of our formation the time may be considered opportune to vary slightly the evening's arrangements. Membership now stands at well over 300.

It was with very great regret that we learned of the death on December 16 of our Member Mr J. W. Hall of Hambledon; 'Nobby' had been connected with the Branch all his working life. At the outbreak of war he was a Chief PO Telegraphist, was promoted to Temporary Warrant Telegraphist shortly after and eventually retired from the Service in 1946. He then joined the staff of the Instructional Drawing Office in HMS *Mercury* and remained in that office until his retirement in 1968. In his younger days in the old Signal School in RNB he worked very closely with Admiral of the Fleet Earl Mountbatten of Burma, then a young Signal Officer, and renewed his acquaintance in later years when, as First Sea Lord, he visited HMS *Mercury*.

It is hoped to arrange a Social Evening in the Mess for RNCCA and Mess Members and their Ladies some time during the Summer Term. Further details of this will be forwarded to all Members in their next News Letter.

The present Hon Secretary of the Association will be handing over his scraper immediately after this year's re-union and will then be joining the ever growing band of Pensioners with nothing to do but take the dog for a walk. He is being relieved by Chief Radio Supervisor Charlie Tinkler the present Hon Treasurer and he, in turn, by ex Chief Radio Supervisor (W) Ron Strangeway.

We have just learned that it is no longer possible for Members of the 1914-1918 RN Telegraphists Association to hold their annual reunions in HMS *Chrysanthemum*. This is mainly due to the hazard in negotiating the brow which, to these now elderly gentlemen, can be more than a risk at low tide. They have however, been able to arrange this function at the Victory Club for Saturday, April 28 and we wish them all a very happy and successful evening.

Have a good leave.

HIDDEN CITY

The hidden city in the last edition was Copenhagen. The lucky prize winner was CY L. S. Rockett of HMS *Warrior*.

GOING THE ROUNDS IN MERCURY



The Captain
Captain R. C. Morgan



The
Training Commander
Commander
I. F. Grant



The Commander
Commander
P. A. C. Harland

CBO Mr W. C. Bugg
G1 Lt-Cdr D. F. Cave
GM1 Sub-Lieut T. Pratt
IDO Mr S. J. Higgs

STAFF
K1 Lt-Cdr A. G. M. A. Provost
MACO Lt-Cdr R. A. Thompson
O1 Lt-Cdr B. Johnston, CF
SA(FT) Lieut C. S. Collins
SORT Lt-Cdr C. W. Williams
SOTAC Lt-Cdr B. Burns

SOTO Lt-Cdr T. S. R. Crozier
SOTS Lt-Cdr P. Clark
T1 Lt-Cdr D. Dobson
TPO Lieut M. A. Nugent
TRO Mr H. F. Leham
W1 Lieut T. B. Mitford

THE FLEET CHIEF PETTY OFFICERS AND CHIEF PETTY OFFICERS' MESS

The President: J. E. Eilbeck, FCRS
Vice-President: T. C. W. Hankey, FCCY
Mess Manager: R. K. Ginns, CRS
Mess Secretary/Treasurer: J. Hilder, CRS
Mess Committee: B. Adlam, CME(M), J. Leppard,
CRS(W), Staff Sergeant J. Ross
Entertainments Committee: P. Shuttlewood, CRS,
D. Smullen, CRS, K. Allen, R. Mech,
R. S. Harris, CRS

The conversation was as follows:—

When is the article for the Communicator due?
Tomorrow.

Did I ever amend your management guide to
make it a task personally undertaken by the mess
manager?

Not yet.

I will do.

So here we are again another three months have
flown passed and despite all the management tech-
niques we are doing the article by the 'Off the
Cuff' technique.

Mess members leave and mess members join

as you will note from the draft page. One you
won't see is WO II 'Jim' Ross, *Mercury* to Nassau
No 3 foxhole. Jim left in style rather noisier than



Dining in Captain Morgan

Back row, left to right: CRS(W) Leppard, FCCY
Hankey, Captain Morgan, FCRS Eilbeck, CRS
Ginns, and CRS Shuttlewood.

Left foreground: CPO WTR Bradford, CRS
Coombes.

Centre, left to right: FCRS Boon, CCY Barnett,
CCY Bell and CRS(W) Elder.



Jim Ross telling the Mess how he became an RCI, TCI and EWI.

Left to right: CPO WTR Bradford, FCRS Big-nell, WO2 Cooke, FCRS Boon, WO2 Ross and FCCY Hankey.

when he joined (so I'm informed) as his swan song was the Dining in night with Royal Corps of Signals, Blandford as the mess official guests.

As a result we have a new 'Honours Board' for the mess. No longer need we ponder on the 'Brown Job', you know, before the bloke with glasses.

The farmers are back digging up the front lawn to build the Sportsdrome complex, so it's muddy boots again for a while. The end result will be worth a slight inconvenience.

Pete Shuttlewood and company go from strength to strength with the social calendar. Occasions worthy of note November 30, when we dined in CSS Captain R. C. Morgan, RN.

Then the grand Christmas Draw (I. Postal orders to *Mauritius*) and to finish last term the Christmas Carnival night. It's early days this term but Val-



Jim Ross writing his own chapter in Mess history — presenting the Mess with a plaque.

Back row, left to right: FCCY Hankey, CRS Cockett, CRS Hilder, C/Sgt Thompson, RM, Sgt Huckstead, RAF, WO2 Cooke.

Front row, left to right: WO1 Maxted, Jim Ross, FCRS Eilbeck, CRS Yeo.

entines night, plus the annual dinner dance on Wednesday, March 7 certainly proved Pete and the Committee's talents.

I leave it to the photographs to tell the story.

We are still in need of back numbers of the *COMMUNICATOR* for the mess archives, so if you have any send to the mess please.

Short and sweet and whilst I have the pen to hand I'll amend the Mess Managers guide.

MERCURY THEATRE CLUB

by The Secretary, Lieut D. C. Sayce

The 1972 theatre season in *Mercury* closed on Thursday, December 7, a night to remember for several reasons. Firstly it poured with rain, then the audience added to their dampness by producing tears, mainly of laughter; finally the cast of our pantomime 'Aladdin' rounded off a wet evening by drowning their sorrows in copious amounts of ale, wine and other liquids. Sorrow is the most unhappy word, and perhaps inappropriately used in this context, but there was inevitably a little unhappiness mixed with a great deal of joy at the end of a very successful panto run. Everyone concerned worked very hard, and judging by audience reaction and ante-performance comments their efforts were well worthwhile. Thank you Mercury Players 1972.

We did not realise at the time that his brief but warmly appreciated appearance in 'Aladdin' was to be the last (until the next) for President Nixon, alias Lieut Comdr Owen David (Dai) Somerville-Jones who, after propping up The Mercury Theatre Club for X years is at last departing for pastures new. Thank you Mr. President for your efforts and support, and we look forward to your next 'term of office'.

Sadly the departure of our Secretary left *Mercury* without an experienced producer for the RN Drama Festival, and we reluctantly were forced to withdraw. Success to those Establishments participating, and a promise that *Mercury* will be back in the fray next year.

Thoughts must now turn to the Winter Term 1973. It would be unthinkable to allow the festive season to go by without a show, and although December is a long way away it is not too early to start planning.

This year it is hoped to stage a revue. We need lots of new ideas, sketches, musical talent and, above all, enthusiasm. If you have heard a joke, seen or written a sketch, or have any ideas which you consider would be useful please get in touch with me. This may sound like a poor man's 'Opportunity Knocks', but there is a great deal of satisfaction and fun to be gained from seeing one's ideas being brought to fruition.

IN AND AROUND KELLY SQUADRON

K1—Lieut-Comdr A. G. M. A. Provost. K2—Lieut P. J. Stembidge (Administration). K3—Lieut A. W. R. Wilton (Training). K4—Lieut W. B. Traynor (Antrim Division & PTSO). K5—Sub-Lieut R. E. Woodham (Glamorgan Division). K6—CCY I. Hankey (Fife Division). *Administrative Chief*—CRS D. Woodland. *Senior Instructor*—CRS R. Yeo.

Their Boots Were Not Made for Walking

Look below at the heartwarming photograph of seven-year-old Christopher Harris at the controls of the chairmobile which was donated by the Kelly's pictured with him.

The Kelly's, CY Jackson and JROs Atkinson, Denny, Hackett, Coleman, Johnson, Bucknell and Strutt walked and walked for hours and hours, mile after mile, to keep within a specified time limit, and succeeded in raising no less than £103. But having got this money — what to do with it was the question! After great thought they decided upon a day school for Spina bifida and Spastic children which is controlled by the Queen Alexandra's Hospital at Cosham. The day school itself advises parents on the type of equipment



FIRST CLASS EFFORT FIRST CLASS RESULT

Seven-year-old Christopher Harris at the controls of the new chairmobile donated to the Queen Alexandra day school for spina bifida and spastic children which serves a large part of Southern Hampshire. The 'Kelly's' who walked to provide it — from left to right — JROs Strutt, Hackett, Atkinson, Denny and Bucknell, and CY Jackson. A word to Christopher — don't drive too fast, and we will look you up next year to see if the 'L' plate can be removed!

which would best suit their particular child but up until now the 70 pupils lacked a chairmobile.

That is how Christopher came to be in the driver's seat. All Communicators congratulate the Kelly Squadron team on their great initiative and extend to Christopher and his 69 chums every good wish for the future. And they do not forget the dedicated nursing staff at the day school.

The Community Communicators

RS Cheshire and 15 of the Kelly's of G33 class (that's them in the photograph below) did their community relations stuff in the form of an 'Exped Bravo' in and around the Petersfield Community Centre which is supervised by Mrs Blundell who is also shown in the photograph with her son.

Under the supervision of Mrs Blundell the team tackled a wide range of work, from heavy jobs in two senior citizen's homes, to clearing and burning some 3 cwt of rubbish near the Community Centre to prepare for the building of a children's playroom. RS Cheshire, with his shirt off, and ably assisted by his wife Wendy, and their small daughter, Michelle, were in the centre of the workers.

Though it is suspected that this experiment was not the first in its field, it has provided future 'Exped Bravo' teams with a model of Service participation in local civil affairs.

Mrs Blundell has asked that a 'Bravo Zulu' be given to 'Exped Bravo'. Done herewith.



THE MERRY KELLYS OF G33 CLASS

Our photo shows Mrs Blundell, the Supervisor of the Community Centre, her son, and, from left to right: RO3 McLaren, JRO Prince, JRO Gibson, JRO McNamara, JRO Bennett, JRO Seed, RO3 Hunter, JRO Reed, JRO Brown, JRO McMaster, JRO Smith, JRO Topping, JRO Gairns, JRO Cummings and RS Cheshire

Another Bravo Zulu

To RPO Sully and CY Glazier for their splendid effort in the RN and RM Motoring Associations' Rally — an overall second.

The course, which started and finished in HMS *Daedalus*, passed through some 8 other establishments where tests of various kinds had to be undertaken. Our team came top in the written examination in HMS *Fisguard* and scored an excellent 99.5 per cent in a rigorous 5-hour trial of their navigational skill. Their car, a Triumph Vitesse 6, did well over the course with

CY Glazier at the wheel most of the time, the formidable navigational problems being left in the capable hands of RPO Sully. Over the 24-hour period, the team covered 680 miles finishing with an impressive display of car handling by RPO Sully in the 10-lap speed trial in HMS *Daedalus*.

Comings and Goings

A warm welcome to . . . a two-hatted officer, Lieut Traynor our new PTSO and Antrim divisional officer; to CCY Hankey now established as Fife divisional officer, and to our new Admin, CRS Woodlands.

After his elevation RS Leppington leaves us to occupy the G Section Regulating Chief's chair. To him — farewell and thanks. That goes too for RS Abell (the wise Golly) who, it is rumoured, is going to spread enlightenment among his native tribe in the 'North', after both an honourable and lengthy stay in the Squadron. A cheerio to RS Adams who has gone to HMS *Hermes*.

We lost Wren Janet Pierce to the Captain's Office and won Ldg Wren Julia Charman who has relieved Janet and who has things well under control.

In the Field

In the ship's inter-squadron cross-country Kelly Squadron came first in conditions which the overall winner PTI Ellis (alias Nipper) described as 'rather sticky underfoot'. Laurels must also be awarded to that intrepid band of instructors who ran the entire course, and who achieved creditable placings. They had grit and guts.

The Squadron did well in the Command Cross Country Championships with JRO (well done) Finlay coming second, and with *Mercury A* team 3rd overall and B team 4th overall.

JROs Coyle, Beech and Cole were selected for the RN Youth soccer team to play against the Army — Coyle receiving a special mention for his switch from forward to centre-half, and expertly coached by Lieut Wilton. Beech and Cole have now been selected for the RN Youth touring team. Well done you two.

The Squadron can be justly proud, and the Kelly's concerned doubly proud, to have won the Royal Navy Novice Tetrathlon Championships. In this competition 40 competitors, including teams (three in each team) from the Army and RAF, had to take part in the four following events:

Swimming 300 metres freestyle
Running 4,000 metres cross country
Fencing (Epee)
Shooting (.22 pistol at turning target)

Our team won with JRO C. Byrne in 6th place (3rd placing RN), JRO Beard in 9th place (6th placing RN) and JRO Harding in 18th place (12th placing RN). The Kelly's were coached by PO PTI Ellis and all training was done in their free time.

Take a bow you three Kelly's. And PO PTI Ellis.

Rugby: At one time we had up to seven Kelly's playing regularly for the 'Pirates', the Portsmouth United Services' Under 19 Rugby XV. Now we have Kelly's Lindsay, Lockhart, Hannaway and Moorhouse who have played in most of the Pirates' games. Good show Kelly's.

Up the Mountain

Seven Kelly's were fortunate enough to be selected to attend a mountaineering and skiing course in Scotland. Their unanimous verdict — 'Smashing. When can we go again!'

Shop

There has been a change recently in the length of time to be spent by you in your first ship as a JRO/RO3. The original period of 27 months is being reduced to 12 months. This is being done because of increased numbers to enable New Entries of the Communication Branch to be drafted straight to sea on completion of training.

20 NAUTICAL QUESTIONS

by Lieut L. Gooch

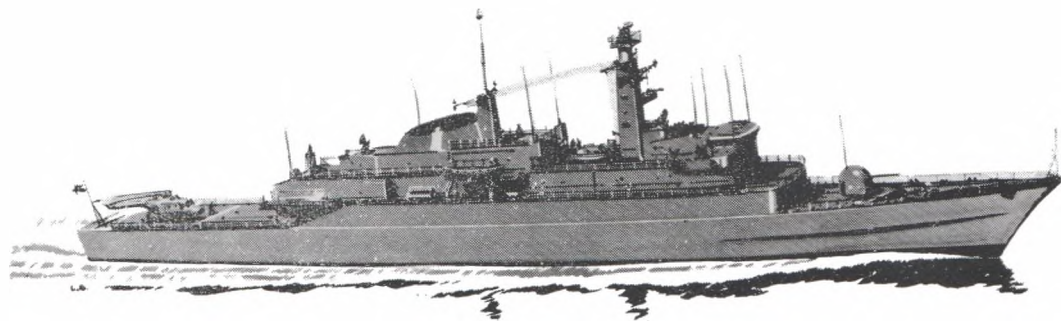
- What ship
 - lost Captain Briggs in 1872?
 - was 300 cubits on the waterline with a beam of 50 cubits?
 - had a boy standing on her burning deck?
 - was a beautiful pea-green boat?
 - went down by the island crags to be lost evermore in the main?
 - had purple sails and a poop of beaten gold?
 - was idle as a painted ship upon a painted ocean?
- Who were the 'masters' of Montmorency?
- Who succeeded Dudley Pound?
- Who was assassinated, and where, by Bonnier de la Chapelle?
- Quintuplicate: Hastings, Sandwich, Romney, Hythe. . .
- In 1972, who or what arrived unshrouded by Manannan but left the fish behind?
- Who is the Sea-king's wife?
- Who said it was dangerous to meddle with admirals when they said they couldn't do things?
- When did there seem to be 'something wrong with our bloody ships today'?
- What connection does the Governor of the Isle of Wight have with the Signal School?
- What was the date-time-group of the following signal?
'England expects that every man will do his duty.'
- What have a red crescent, a red lion and a red cross in common?
- Whose face launched a thousand ships?
- Who is the patron of travellers and merchants (and of thieves, pickpockets and all dishonest persons)?

(Answers on page 3 Cover)



Fleet Section

Editor—Lt-Cdr A. Banham



CINCFLEET COMMUNICATION STAFF

FCO Commander A. H. Dickens

FEWO Lt-Cdr S. E. Hughes
AFCO Lt-Cdr A. J. Christie

FCYO 2/O S. E. Craig

Staff CRS — CRS T. B. Hood

Staff RS(W3) — RS(W) P. K. Wood

HMS ANDROMEDA (CAPTAIN F6)

As the present regime is starting to break up, having been together since the end of the refit in October '71, we decided to submit an article to THE COMMUNICATOR.

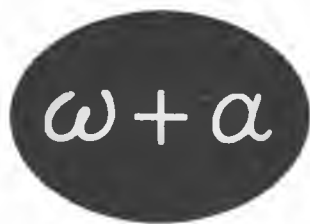
The refit itself caused quite a few long faces, particularly among the senior rates, as the ship was transferred from Hampshire's green and pleasant land to that unmentionable place in the West Country. After numerous months of dining out on Sunday night the Bridport cafe can be thoroughly recommended, if you like that sort of thing.

After Easter leave, what a welcome relief it was, to get back to sea in April, for a trip to Lisbon to meet up with STANAVFORLANT and *Argonaut* for exercise 'Night Search'. We played a rather unusual role in that we were a surface raider and one of our victims was planned to be The Royal Yacht *Britannia* (honest boss, we weren't going to sink your lovely boat). Unfortunately she eluded us, as many others have done since! We returned to Devonport to have a lot of our weather decks zinc coated. We had spent so much time at sea that their Lordships decided that we couldn't possibly keep up with the chipping and painting and zinc coating exposed areas should help to reduce the rust. The dockyard didn't do the important places, such as the flag deck, much to the

chagrin of the CCY. Back to sea to prove how (d)effective this treatment was, then up to 'Bonnie Scotland' for two weeks cruising up and down the Clyde. A visit to the Isle of Man for the weekend was eagerly anticipated but a raging gale prevented us anchoring off Douglas until the Sunday morning so we only had 24 hours amongst the holiday makers.

The trip out to the mysterious Orient has been quite eventful. We stopped at Madeira, where they do a nice line in wines, an unscheduled stop in Las Palmas to land an urgent appendicitis case. It is astonishing how quickly the 'buzz' got around as we were met not only by the medical services and Shell representatives but also a large selection of traders selling the usual souvenirs to Jack. An unusual feature was canaries in cages, sold as songbirds but eyed by many of the ship's company as a potential source of fresh meat!

Onward to Freetown for fuel, mail, grippoes and providing the opportunity for the President of Sierra Leone to find his sea legs. Next stop Simons-town which was eagerly looked forward to as we were holding our ship's company dance there. We had to hurry down there as yet another appendicitis case had developed. The MO was rapidly getting an unenviable reputation. We slipped quietly past Beira on the way to Mombasa, leaving *Lynx* to cope with the problems (and she had a



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few), and said 'Hallo' to Mombasa. We can report that the 'Casablanca' and 'New Florida' are still in business, now with a larger selection of wire wool wigs. Many an innocent sailor was driven ashore (and carried back) because the air-conditioning failed and it was very warm inside the ship (oh for the old Navy with wind scoops and scuttles).

Then to the Persian Gulf. We did the Cooks tour stopping at Muscat, Dubai, Kuwait (where the ship was given free beer for the first night!) Bahrain and Khorkuwai, an uninhabited island which used to be a RN W/T station during the war. The remains of this can still be seen and we held our divisional banyan by the starting traps. The beer flowed which led to community singing with Taff Williams and Brum Tilley acting as masters of ceremony.

Next stop Bombay, which is easily found, just follow your nose. Eventually we reached Hong Kong. Pearl of the Orient, where at long last, the communications division could stop watch-keeping. We spent a month there for a well deserved AMP and rest (the rest goes without saying).

The senior Communicator onboard, Capt R. D. Franklin, left us in Hong Kong to go to the Royal College of Defence Studies and the CRS, Pete Edwards is now back in the Signal School. *Andromeda* is now on week 53 of her inter refit Work Up which can be interpreted, roughly, as meaning the period between finishing one refit and starting the next.

To celebrate one year with the Fleet, the SCO took the division on a conducted tour of the upper deck which so impressed the RO(G)'s that they won the 'Bloody Trophy' (volleyball at dawn), meanwhile the RO(T)'s have completely gained the confidence of the Officers of the Day because they haven't hoisted an ensign on the jackstaff for a year!!! and the 'W's, that's a point, haven't been seen for a year.

We start the long journey home soon via Beira and South Africa so it looks as though much of the mysterious Orient will remain a mystery. However, there's always next time. For those of you who may be owed money or have an attractive sister, the communications staff is:—

SCO Lieut R. A. P. Cossins, CCY J. McDermind, CRS Slim Duffy, CRS(W) R. G. Smith, LRO(T)'s Brownlei, Worrell, Gallagher, LRO(G)'s Borrett, Hewitt, LRO(W)'s Croxall, Barnett, RO(T)'s Waters, Euguson, Hopson. RO(G)'s Cremin, Tilley, Williams, Newton, Rhatigan, Heaton, Duggan, Anderson, Daniel. RO(W)'s Anderson, Froggatt, Bence.

PS. Received during Exercise 'Midlink '72', one envelope marked 'MSO, HMS *Andromeda*, hand message for RAF LRMP *Nimrod*' Passing . . .!!!

HMS ANTRIM

by LRO Steer

THE GOSPEL ACCORDING TO ST JAN THE SPARKER

And it came to pass that there were many matelots enjoying cushy drafts ashore in UK, with wives and/or girl friends, and the great God who sitteth at *Centurion*, and who is known unto man as Drafty, spake unto them saying 'Pick up thy kit and leg it to Pompey to join the man of war known as *Antrim*.' And they were afraid. And Lo: they grumbled one to another saying, 'No this cannot be, not me!' But it was seen to be done and they joined *Antrim* and they found that all that was spoken of in the NAAFI queues of old by the three (badge) wise men was true. And they fell on their knees and wept and tore out hair crying 'Wot manner of man has sent me to this barge'. And truly they were miserable.

Then all at once there came a great noise from within, and *Antrim* went to sea, and departed into hell, otherwise known as Portland, then came back for leave. And by and by *Antrim* sailed unto FES where days are long and work is harder and they went to Durban in company with *Mohawk* and *Tideflow*, and from there to Mombasa. And the communications staff muttered from one to another saying, 'Verily I say unto thee, what manner of ship is this that we take guard for half the world?' But they went ashore and forgot *Antrim*. And some fell over and got screaming and on the morrow were silently accused of stomach offences by the populace. And some forgot *Antrim* altogether and were adrift. But all toiled hard on the flag deck under the blazing sun. Many hands make light work but



Princess Anne visits ratings' mess deck

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light did not work so hands turned to in their own time. Soon *Antrim* was clean and glowed in the sun and the skipper, who sitteth on the right hand of God, was unhappy in his mind, and the people of the ship had to work harder still, and verily they were displeased. For in the second month of the year *Antrim* sailed to Massawa in the Eastern lands of the crescent moon, and there they celebrated Navy Days, a custom of that far off land, called by men, Ethiopia (see below). There they sent uncomplimentary messages for the press and met a friendly race of men known as Yanks who gave them clothes and beer and zippos.

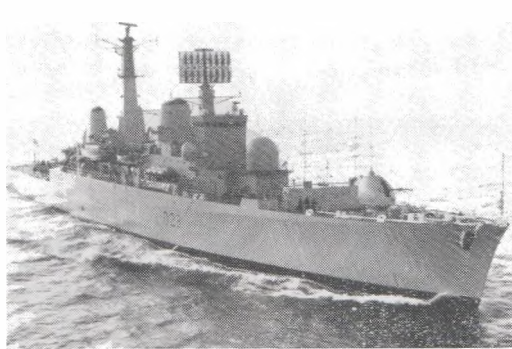
As I scribe this manuscript *Antrim* is still tied unto the wharf until next week when they sail unto Singapore, a hallowed place. And the men are glad in their hearts, for there they will see their wives from the North who will step from the bowels of a silver bird to walk amongst them. For verily it is done and in the DCs. Then *Antrim* sails to other foreign lands, and they look forward to the day when the God, who is known as MOD, will forgive them their sins and see fit in his wisdom, to return them to the land of their fathers from whence they came. For Yea! as it is written in the scriptures, a ship may only do nine months' foreign — we hope!

Whilst at Massawa, Princess Anne and His Imperial Majesty dined onboard HMS *Antrim*, which was flying the flag temporarily of Rear-Admiral R. A. Trowbridge, Flag Officer Royal Yachts. Princess Anne attended morning service on the destroyer's flight deck and then toured the ship (see photo). She later visited each of the assembled warships of the other navies represented.

HMS ARK ROYAL



FCFY Murrell and JRO(T) Brierley celebrate their joint birthday onboard 'Ark Royal'. JRO(T) Brierley was 17, Mr Murrell did not wish to state his age — but it is a month older than SCO. Captain A. D. Cassidy, RN, the Captain of 'Ark Royal' presents them with a joint birthday cake,



'Bristol' at sea

BRISTOL MAKES IT AT LAST

by FCRS Bradley

HMS *Bristol* was handed over to the Royal Navy in Portsmouth Dockyard on Sunday, December 17, 1972, the much delayed acceptance ceremony being witnessed by those families and friends who do not believe in Sunday Routine.

The usual bugs and gremlins have reared their ugly heads but *Bristol's* hectic programme of getting from the maker's yard to Portland in two months is still the target and to achieve it has meant long hours and lots of hard work.

Our immediate programme is not the most exciting thing since sliced bread but the prospect of a visit to Antwerp and our commissioning ceremony which will be held in the City of Bristol at the end of March is enough to soften the hard times to be expected during a Portland work-up.



The 'Bristol' being handed over
Left to right: LRO(T) Walkinshaw, LRO(T) Ives
and a Swan Hunter representative

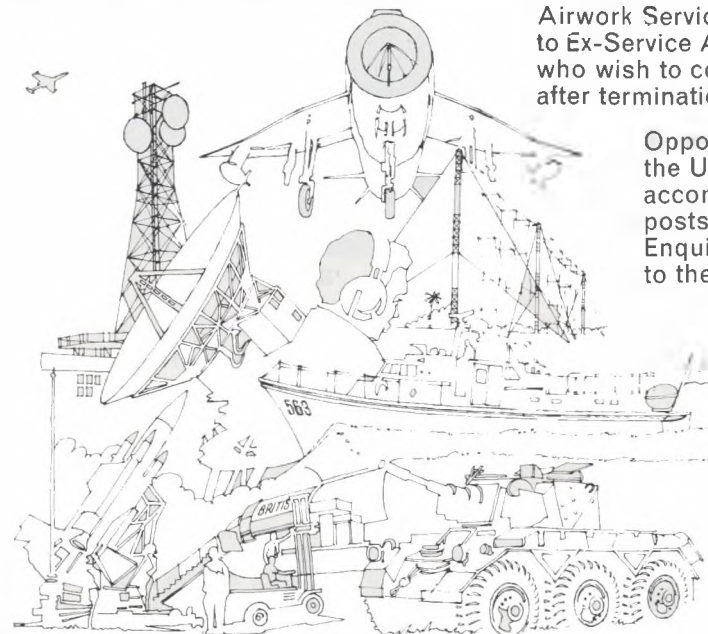
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HMS BULWARK—THE 'BUSY B'

by Mr D. L. Alderson, FCRS

We sailed from 'Charlie buoy' in Plymouth Sound for the United States and Caribbean areas. Unfortunately the crossing was particularly rough, with the flight deck, cable and weather decks out of bounds for considerable periods. This rough passage severely curtailed the Marines' training and maintenance programmes — I don't think they were in the mood for either judging by their green faces!

On arrival at the US Marine Corps training base at Camp Le Jeune, North Carolina, the Commando were disembarked for a period of cross training with the American Marines, whilst the ship proceeded South for our visit to Charleston, South Carolina. Some anxiety existed as to whether we would be able to clear the bridge that spans the Cooper river on the approach to the Naval Base! Consequently a swift dismantling job removed the topmast aerial, and, proceeding up river at low tide, we cleared the bridge with about four feet to spare!

Charleston, the second biggest Naval Base on the East coast, provided all the usual base facilities of a well stocked PX and the usual Service club facilities within a few hundred yards of the ship—together with their usual 'Happy Hour'! The social programme was interrupted by a freak fall of snow and a huge freeze up — the likes of which had never been seen at Charleston, or anywhere else in South Carolina since 1887! Bridges, interstate highways and roads were all closed to traffic; so seldom do they experience this type of weather that there is no organisation available to clear the roads (they're too big anyway!) and so they just close them!

Southern hospitality was in abundance and one soon got used to that very pronounced Southern drawl ('Yaw! comin' to my place' for example — doesn't mean the whole Mess!). They are so Southern minded that they don't even recognise ex President Lincoln's birthday! Among the places

of interest were the *Seraph* memorial, the Citadel and Fort Sumter. The *Seraph* it may be recalled was the British submarine that carried General Mark Clark (of Salerno and Anzio fame) to North Africa to meet with General Giraud prior to the Anglo American North African landings. He still lives in Charleston and was previously a President of the Citadel (a sort of Academy). Fort Sumter still shows the battle scars and displays the guns used during the American civil war. It also flies a unique group of flags, showing the early Union flag and the progression of all the early versions of the Stars and Stripes, right up to the present one of 50 stars and 7 red stripes. Our host ship, the USS *Yellowstone*, not only co-ordinated our social programme, but also carried out repairs to the ship on damage sustained during the rough Atlantic crossing.

Having re-embarked the Unit from Camp Le Jeune, we headed South for Vieques, an Island off the South East coast of Puerto Rico. Here we have been carrying out ship/Commando amphibious exercises prior to the major UK/US Naval and UK/US Marine combined Naval and Amphibious exercise — 'Rum Punch 73'.

During this period, the Commando Unit were landed for six days to carry out Company training and tactics, whilst the *Bulwark*, in close support exercised her LCVP crews and different units in beach assault methods, ferried large amounts of stores and ammunition to the Marines ashore by helicopter and carried out vertreps and a Board and Tow exercise with the RFA *Resurgent*. The SCO, showing his great versatility, switched to full power under his executive hat, and took charge of the Board and Tow party — taking care to select the biggest brute of an RO2(T) he could find for protection. !

Meanwhile, ashore at Tac HQ, a great cheer went up from the Sig Troop tent as their FFR trailer (Fitted for Radio) at last burst into the melodious rhythm of a 50 baud beat — there it was — a test tape coming through ZBZ 5 — the climax to all our past efforts! We were soon ZBZ 5 both ways and open for traffic. It was a splendid achievement by the Marine signallers when one considers the austere conditions under which they work in the field; the equipment, mostly old and well worn, the changes in environment and temperature to which they are subjected and finally, the constant erecting and dismantling, together with the bumps and knocks the equipment inevitably receives whilst being lifted by helicopter — all of which make the field signallers' job a most onerous and difficult one. So spare a thought for them as you sit in the comfort of your MCO, surrounded in synthesized splendour of sophisticated ICS or 640 gear, whether you are communicating with 'booties' or carrying out a Jocomex. They never did 'have it so good' as you.



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JRO(T) Wareing ('Bulwark') meets his brother, a signalman of the Recce Troop, 40 Cdo, on the island of Vieques

The *Busy B* is now proceeding to carry out the amphibious assault exercises 'Rum Punch 73'. Vieques is an excellent arena for Commando training since it has miles of suitable beaches dotted around it for LCVP training, acres of hinterland suitable for 'bush' type Commando tactics and large areas of well established firing ranges that can take anything from small arms fire to mortars and 105mm howitzers, in addition to the usual impact areas for aircraft firings.

On completion of the exercise we shall pay our last visit on this Westlant deployment when we go to San Juan, Puerto Rico. We then sail for Devonport for the Easter DAMP and to give Spring leave, by which time we shall have disembarked 40 Commando once more into their West Country residence of Seaton Barracks and we wish them good fortune in their next Northern Ireland deployment.

By the time this article is published we shall be preparing to set off on yet another exciting trip, this time to the Mediterranean — so any Communicators who have already been detailed *Bulwark* — welcome aboard — you'll get used to it as you go along! and for those who are wondering what next to volunteer for — give us a try; it's always interesting, mostly very busy, but

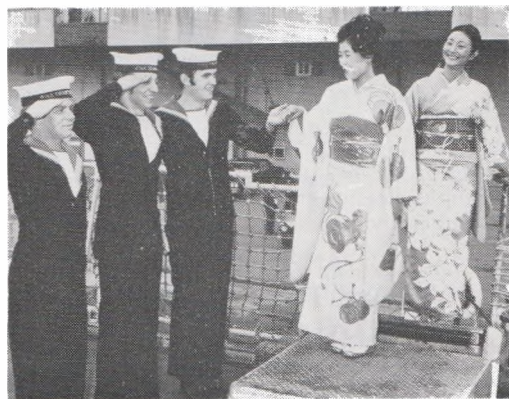
there are always compensations for being a private taxi for the Marine Commandos; if you are not too tired between watches, you can for example play deck hockey, mini soccer or volley ball!

COMMUNICATION FROM CHARYBDIS

by Lieut J. B. Drake-Wilkes

In Singapore on November 4 Captain G. C. Lloyd, RN an experienced Communicator assumed command. He had come from his appointment as A/COS (Communications) on Staff of NATO Naval Commander in the Mediterranean and was previously the Fleet Communications Officer on the staff of COMFEF in Singapore in 1965-1967. Since then we have had a busy time and made the most of our stay in the Far East with visits to Hong Kong, Japan and the Philippines.

While visiting Hong Kong for a brief weekend we were summarily despatched to assist the ancient Korean freighter *Hwasun*. She had run out of fuel in the China Sea and, blown by a nearby typhoon sought refuge by anchoring on a shoal far from land. Our rescue involved taking her in tow and steaming through high seas for the refuge of Junk Bay. Our boarding party consisted of one officer and two of our Communicators, LRO(W) David Holderness and RO2(T) Bill Cuthbertson. Conditions on the helpless ship were appalling. The effects of the typhoon had greatly weakened the crew and the shortage of food and water was acute. The tepid gruel offered to our men rapidly led to their request for more palatable sustenance to be flown across. The Koreans were delighted to receive their first substantial meal and some fresh drinking water. Our tow was completed two days later when we handed *Hwasun* over to a pair of tugs. Her meagre cargo consisted only of



HMS 'Charybdis' visiting Hiroshima
Left to right: LRO(G) R. J. Sawyer, RO2(G) C. J. Hall, and RO2(W) L. J. Duncan welcome Miss Hiroshima County and Miss Hiroshima City

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some cotton waste and dried cattle bones. Our hopes of salvage money were thus not high despite the signing of a magic Lloyds open form.

Our showing the flag duties took us to Japan with visits to Hiroshima and Yokosuka. The people of Hiroshima made us feel welcome. We were greeted with due ceremony, many of the local dignitaries, a band and two delightful girls in ceremonial dress. These beauties were Miss Hiroshima County and Miss Hiroshima City. Later the captain and officers were entertained at a traditional Japanese dinner. We sat awkwardly on the tatami matting on the floor and flattered by the diligent attentions of the Geisha girls, ate a variety of Japanese foods including raw fish and seaweed. The method of offering sake to one's neighbour was explained by our amicable hosts and we readily and frequently partook of this ceremony. Further entertainment was provided by Geisha girls playing musical instruments and dancing sedately. We were invited to make our own vocal contributions and a lusty series of songs more appropriate to a beer hall than a banquet were delivered. Our hosts however seemed impressed.

Our time assigned to the ANZUK forces coincided with the change in governments in Australia and New Zealand. These new administrations were committed to a reassessment of their responsibilities in the area and the role of ANZUK was being debated. For us however it was business as usual.

the biggest rogue we have found is the extra three keys on each bank, carriage return and line feed being either side, plus auto head fitted into the machine. Now after three months and numerous ditch and start again efforts, we feel quite confident in handling the quieter monsters.

The staff of 5 CYs and 3 LRO(T)s, augmented by numerous one-legged or armed messengers (this seems to be the only qualification required), is governed by CCY (TOI) John Whitehead, of whom it is said spends so much time in court on character witness duties that he dons the black cap to grant requests. Paddy (Pigeon) Malone and Bungy Williams are off in the near future to earn their pensions on *Llandaff* and *Lynx* respectively. Charlie (Rock Salmon) Diestler is still with us, and recently celebrated his 3rd anniversary. The workers side is completed by Alec Ross and (TC) Strange. We wish (TC) luck at Corsham and congratulations to Alec on his selection for CCY. Ron Croucher, Bex Bissell and Pete Murray complete the staff and are well and truly conversant with the Siemens TPs mentioned above, being our prime tape perforators. Other members of the Branch have often enquired as to the composition of the staff being so high, but it should be borne in mind that this is due to the excessive welfare traffic handled, some of delicate contents.

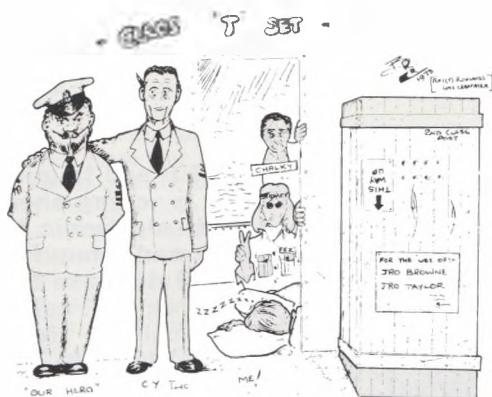
In a brighter light of events, for those appointed to Combrax it is the ideal position for all types of courses; management, security, educational, divisional, etc, in fact you name it, we can usually get you a course, but, without any doubt this is a constant watchkeeping job. In rounding up, we shortly welcome CYs Hart and Boucher and lose Bex Bissell to Tangmere who joins the 'S' boys. A point of discontent from the CCY is would all Communicators please ensure that signals are originated to Combrax Portsmouth and NOT HMS *Victory*. He gets tired of re-routing them to the 100 gun-of-the-line.

COMMUNICATIONS LINK (UMBILICAL CORD OF THE MECHANICAL WHALE)

The black sinister looking shape of a Polaris submarine wends its silent way down the Clyde to get lost in the murky depths. 150 men to be encased in the bowels of this mechanical whale for two months with only the fluorescent lights to brighten their metal habitat.

You may well say 'two months without mail isn't the life for me' but you will be too wrong for this is untrue. While it is impossible to communicate with the outside world, the outside world continues to communicate with you incessantly.

Between Faslane, Polaris HQ and the SSBN the Communicators provide the umbilical cord. Feeding the crew members with mail and news so necessary to maintain good spirit and high morale. The continual chatter of communication equip-



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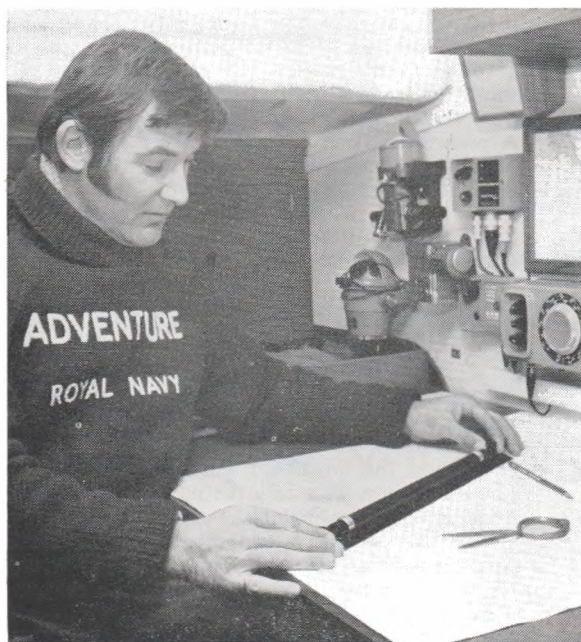
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ment provides daily world news, news of activities around the Clyde Submarine Base, and wait for it . . . a new word to some of you . . . Familygrams.

Familygrams are not what you think . . . we Polaris submariners are not super-fertile reproduction agents. Familygrams are the normal weekly 50-word letters we receive from our wives, girl-friends (or both) and parents.

Familygrams are designed to keep Polaris crews abreast with family news, etc, which will allay anxieties and not cause them. Every crew member before proceeding on patrol is invited to use the Familygram postal service.

The system is quite straightforward. Each form contains space for a message which must be written in plain everyday language (no private codes allowed). Each member of the crew nominates a releasing agent for his entitlement of eight Familygrams. To make life simpler, stamped addressed envelopes are also provided.

The agent originates the Familygram and posts it to the Off Crew office of the specific Polaris submarine. The message is logged, vetted and on-passed to the Commcen at Faslane who process these patternised letters into signal form for transmission. On receipt of Familygrams in the submarine they are distributed from the Wireless Office in strictest confidence.

The occasional Familygram ends up on the Noticeboard to spread humour through the crew, for instance the routine fifth Familygram which a particular Sparker received was always a 'Dear John'. Though reluctant to share his misfortune with crew members it always leaked out in casual conversation only to reach the ears of the Editor of the submarine's weekly magazine who was only too willing to publish the Familygram so that the

crew could be enlightened on how many different forms a 'Dear John' could take.

Then there was the Sparker who received three consecutive Familygrams which were signed off as follows:

No 1: 'Missing you, missing sex'.

No 2: 'Missing you, missing sex, have got new milkman'.

No 3: 'Missing you'.

Probably the fourth just said 'Ooops . . .'

HMS DOLPHIN—THE SUBMARINE SCHOOL

by Lieut Walklett

The purpose of this article is to acquaint prospective submariners with what to expect when they are drafted to submariners. In the first instance, probably while still in general service, they will be asked to make out and forward a submarine drafting preference card. This, if received by CND in time, can well influence the type of submarine to which the person will be drafted. On joining the submarine service, every person does a general course of about four weeks duration in Horton Block of the Submarine School, HMS *Dolphin*. This course covers general submarine matters concerning the running and safety of a submarine, and will be geared to the patrol, SSN or SSBN as appropriate. The submarine escape training tank (SETT) is included in this part of the course and is one of the requirements for submarine pay.

On successful completion of the general course examinations, the embryo submariner starts his application course. For a Communicator, this is unlike any general service course, and can probably best be described as an enlarged PJT with examinations. The communications application courses are of 2 to 3 weeks duration, dependent upon the type of submarine and its communication fit. The course covers submarine communications organisation and the equipment fitted into the submarine to which you are going. Written and practical examinations conclude the course, and are the final hurdle to clear for entitlement to submarine pay. Subsequent changes of the type of submarine in which a rating serves will necessitate a further application course and, possibly, a further general course.

The requirements for volunteers for submarines are laid down in QRRN Art 0816 and RNCP 15 para 124. These qualifications are mandatory. In addition, however, it is essential for both (G) and (W) ratings to be proficient in reception of morse at a standard of 20 wpm/96% accuracy. Failure to reach this standard at the end of the application course can result in delays in entitlement to submarine pay. Therefore, if you are a volunteer (or a pressed man), it is well worthwhile ensuring your morse is up to standard well before reaching *Dolphin*.

On completion of the application course, the

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**SPM3h(PE), Ministry of Defence,
Room 620, Lacon House,
Theobalds Road, London, WC1X 8RY**

newly trained RO will be drafted to his submarine for Part III training. Part II consists putting into practice, to the satisfaction of the submarine's officers, the matter learned on the general and application courses. Upon successful completion of Part III training, which usually takes about 3 months, the RO is a fully qualified submariner and entitled to wear the coveted submarine badge.

Looking to the future, there is the possibility of a separate (S/M) communications sub specialisation. However, this matter is currently still under discussion so I will delay describing it until approval for its introduction has been received.

STC HMS DRAKE

by RS Leyland

Out of the doldrums of Christmas are we, well into 1973, and the work load is certainly on the up and up. Send us your young sparkers, buntings and gollies (can't we find a better title than that one?) and we will convert them into switched-on RO2s. Come and take your provisional exams or just keep up to date on your Biffers, that's the RN side of us.

Do we do anything else? Oh yes, passing through our doors recently you may observe and talk to any of the following: HQRs. RFA Signalmen. Reservists, Peruvians, Jamaicans, Bruneis, Thailanders. Quite a kaleidoscope of naval uniforms folks. One thing is particularly pleasing and that is to see the foreign sailors conversing in the language of Communications, even though they might find our native tongue less easy.

ICS is not yet with us, although all the preparative stripping of the old fit has now been carried out (anybody want to hire our CCR for their ship's company dance?) Work starts in earnest soon and the whole fit should be in by November.

The NATO Competition looms large on the horizon. One of the drawbacks being that it ties up a classroom for so long, still with our well known Guzz summer coming, it will be lessons on the football pitch soon, and I don't only mean in football.

The instructional staff are preparing for the annual 'Jolly' namely the RNR visits. Standby all you RNR centres, that chap with the brief-case and the worried look is your STC lecturer trying to figure out where the RNR centre is exactly. After just completing one myself, I can vouch both for the RNR interest (they make a very attentive, keen audience) and for their hospitality (Thank you Exeter).

New faces join our ranks and the old actors steal quietly off-stage. Most recently we welcome Lieut Cooper as OIC (late *Hecate*), CCY Highton and CY Sangan, whilst mourning the loss of Lieut Cahill (FOS), FCCY Davies (*Ark Royal*), CCY Chambers (*Bulwark*), CCY Sylvester (*Andromeda*) and RS Tarplee (*Mercury* RCI course).

Just a quickie, the pay office informs me that owing to a QUOTE computer error UNQUOTE, my pay docs are a little out, while quickly pointing out that I am still getting paid presumably what I'm owed, it does seem to me to be a little like blaming ICS when you find your ship is the only one in the force on Complian ECHO.

Sounds as if the S and S have some snags with their operators too.

HMS DEVONSHIRE

by LROs Oakes and James

Our present resting place is THAT BLACK HOLE OF GLOOM No 13 dock HM Dockyard Portsmouth, which is governed by the Dockyard Militia. As we are now in a state of absolute upheaval, it is hard to imagine that two months ago we were the big ship in the Far East and visiting such exotic places as Bali, Fremantle, Mauritius and Cape Town; which no doubt bring sweet memories to all the department. Mind you, it has not been all runs ashore, during our deployment we covered quite a few thousand sea miles and participated in a few exercises including our sea inspection by FOF2. We have therefore had our work cut out on a number of occasions, especially whilst in transit from the Cape to Portsmouth, during which we had to coax 'Dear Old Lincoln' home, plus attempting to bring up to scratch 38 trainees from *Collingwood* and our own offspring from the buffers party at Leydene (eight of whom rejoined us as reliefs for RO2s).

Devonshire's arrival at Portsmouth on January 17 seems rather distant now, as the Dockyard has really got to grips with us, however, by March we will be out and about again.

No doubt, *Mercury* will be seeing some of our faces shortly, so until that glorious moment—from all in *Devonshire* — au revoir.

LIFE IN FIFE—THE PWO ERA

by Lieut W. J. Burling

The PWO concept produced for the Royal Navy perhaps the most significant change in tactical and administrative planning and employment to emerge over the past decade. Fundamentally, there was nothing new in the idea of centralising the control of weapon system and sensors, and the manpower to attack or offer defence against an enemy, but there had been no system of planned reaction by a combined force at sea in response to a given threat. Furthermore, deep specialisation had tended to produce parochial attitudes in which the lack of the right expert at the vital moment considerably degraded the process of swift reaction, and could markedly reduce the chances of survival against the fast-moving missile threat.

HMS *Fife* was the DLG selected to implement a six month trial, designed to test the operational



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and administrative organisation required to support the PWO system. Such was the scope of the trials directive that it meant the almost total integration of ship life with executive planning in order to complete a day by day examination of the tactical employment of manpower, and the administrative management needed to ensure flexibility without departing from the initial organisation structure.

It may not be appreciated that much of the design of the management tree, the decision for departmental, group and section structure, the formation of task sheets, the allocation of job employment and the terms of accountability originated from the ship, and were subsequently approved for use during the trial. It is not of course possible to fully discuss the measure of success of the trial in this article, as the trial report is still under study, and in any event the matters of prime interest to the reader are principally those associated with communications. The trial made little difference to the functioning of the 'G' section of the communications group, although the directive allocated odd titles for employment of senior rates which could not necessarily be strictly adhered to. The RS could not be consistently employed as a systems engineer, as frequently his talents were required not only for the 'bread and butter' jobs, but for short periods of intense day and night activity, to work watch and watch with the CRS. The presence of a Flag and the almost continuous task requirement as OTC throughout virtually four months of exercises dictated a very close supervision of all communications services, particularly those equipments rendered vulnerable by the vagaries of propagation, mast aerial site and maintenance. No one would pretend that employing senior 'G' rates in a 2 watch system was ideal, but it was made necessary by circumstances and duly reported upon.

Changes to the tactical section were also minimal, although the senior tactical rate must now accept all of his manoeuvring instructions from the PWO/Command through a headset, which tends to remove much of the personal contact traditional for a CY attending on his captain.

The biggest changes were in the EW section. The opportunities were very promising for the EW world to prove the superiority under trials conditions of Electronic Warfare Sensors, and to effectively amalgamate that information into the operations room organisation, hence considerably influencing the PWO in his decisions. At the start of the trial, the SCO was nominated as the Principal Electronic Warfare Director in the operational tree, and head of the communications group in the administrative structure. Taking the latter function first it should be noted that the communications group was split into three sections each comprising a separate division. The SCO was DO for the 'W' section, a general list officer,

who is also the CB officer as DO for the 'G' section, and an SD Sub Lieutenant under training as DO for the 'T' section. In practice both the 'G' and the 'T' DO's were often obliged to consult to SCO concerning Divisional matters affecting professional employment due to the obvious lack of training of these officers in the communications field. Nevertheless, the Divisional system did work, and certainly added to the experience of the junior officers concerned as well as providing a more searching and questioning aspect to previously well protected departmental affairs.

The effort to incorporate some small measure of professional employment in the task of the non-specialised DO was not entirely successful due to the lack of training and a need to maintain a pace in daily professional practices which gave little time for either initial study or a proficiency of a sufficient level to be of value.

It soon became apparent that the operational employment of the SCO as the principal EWD with the CRS(W) as EWD2 in a long watch system was impractical and removed the availability of the SCO as a communications adviser and daily staff planner to the command. As problems increased so the task became the more impossible to implement. However, the alternative was bleak, as the RS(W) had been removed by the PWO complement, thus depriving the EW section of a valuable second choice EWD. Whilst the Flag was embarked, the staff CRS(W) and the ship's CRS(W) shared the director's chair, but the availability of the staff CRS(W) was spasmodic due to his Flotilla duties, thus degrading any efforts at true watch planning. Eventually, the CRS(W) became the EW supervisor of both directors employment and the EW office, the latter area being deprived of its leading hands to act as EWD's. The SCO then became an assistant PWO. Despite the EW shortcomings, confidence in the ability of the EW organisation to detect and analyse long range transmission vehicles increased as the proficiency of the hard pressed operator in the EW office improved.

Certain factors became clear.

- A. Insufficient training had been provided for the EWD, particularly in systems and techniques.
- B. The vital need for the EWD and EWDA to fully integrate with the Ops room team.
- C. A marked lack of knowledge of the tactical employment of EW counter measures.

PDTS should include a thorough acquaint of the Ops room organisation, with a period of practical application particularly for those joining DAB ships. A standard procedure for the interchange of information between the EW officer, the PWO/EWD and the EWDA as well as direct to the command, should be devised taking into account that the EWD has a radio circuit in one ear and open line interphone in the other and is

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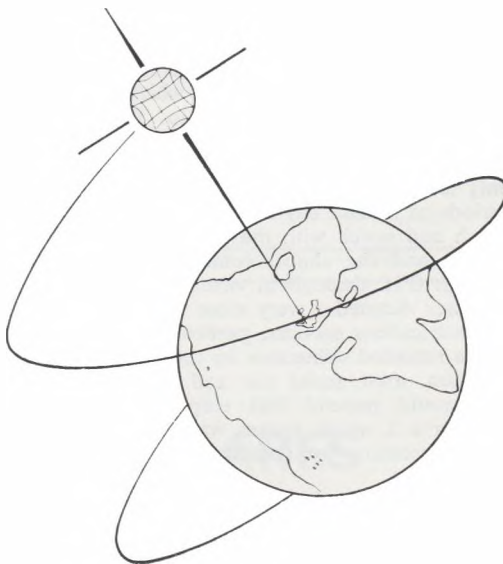
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therefore deaf to initial EW information.

It would be unfair to steal further magazine space in the discussion of the PWO as applied to the communicator of a DLG, but the trial did prove that a system which looks fine on paper is not necessarily the best method to employ; that initial training was not adequate enough to meet the early requirements of the trial, and that PWOs and directors alike must develop the facility to listen to two voices talking simultaneously in different ears yet be able to assimilate and act on both sources of information preferably at the same time. Undoubtedly, an interesting problem in Aural Genetics.

FOST

(WHERE THE SHIPS RIDE THE WAVES AND NOT THE SCREEN)

by LRO(T) Gray

We thought it time to show the face of FOST after such a long and lamented absence . . . ? The Spring Term started with a bang (which didn't do New Year's Eve hangovers a lot of good!) with the *Bulwark* paying a swift visit and helping to keep the Ship-shore Creed busily smoking. She was closely followed by the *Ark Royal* and STANAVFORLANT who, after a quick recap, went off to the States for an international jolly, via exercises numerous.

There are plenty of other ships coming and going, too many to mention, keeping the now fully operational B41T loaded and swinging. Many a bewildered watchkeeper has wondered if he was doing a sub for B11A.

The Complement Review Team arrived to spend several days battling with the shortage of staff and didn't seem to appreciate remarks like "Just open a box of gollies"! We might have to train up a few ABs to read PXN but at least we'll have someone to splice the pink tape!

On a serious note though we have been awarded a new ASCO(M) to go with the 'S' and 'P' — Lieut Baker. There is also a new Sea Rider in the person of FCRS(W) Blackwell to help spread the load of FOST, and after the CRT's visit, which has convinced the Chief Yeoman he's redundant, we're expecting a new Fleet Chief! It's all to and fro here with most of the outgoers back to the green and splashy stuff including RS Emberton, who drafty has finally found a ship for! There's also LRO(G) Carvell off to the mighty *Bristol* right on the work-up, and all the best to him!

There are plenty of others moving around but as we've a fair sized staff a list like Who's Who wouldn't go down well with Ed. I'm sure. You're welcome to drop in and see us any time when Their Lordships send you our way.

All the best for '73 and good jollying.

HMS GLAMORGAN

Having not seen an article from the 'Glamorous Glam' recently we decided to remedy this

and put pen to pad, and as we are now FOF2's Flag Ship, what better time.

We sailed in January for Portland, ostensibly for exercises but as we were due to visit our County City, Cardiff, it was decided that we should stay alongside in Portland and spruce ourselves up, ready for the visit, and also to welcome the flag.

The visit itself was a tremendous success, culminating in the ship's dance at the Ocean Club. And though Cardiff FC are lying low in the Second Division as a run ashore is really and truly First Division.

Then on to Lisbon and exercise 'Sunny Seas'. We had left Cardiff, with the communications department full of complacency as is our wont after a good weekend, but this was soon shattered by CRS Heaton striding into the office doing a fair imitation of Captain Bligh, and announcing 'As from 1200 today and for the next few weeks, two watches will be worked'. Oh the pain!

However we settled into our routine, got used to the teleprinters which chuckled away quietly pre-flag days, but which have now turned into hysterical monsters belching out tapes and signals without a pause and indeed the broadcast teleprinter went one better and threw out smoke and flames to boot.

All in all under the ever watchful eye of the CRS and RS Sunderland we slid from absolute chaos into the normal Med. Exercise/FOF2 traffic pandemonium.

Approaching Marriage—LRO(G) 'Jessie' Matthews, RO2(T) Jim Bradford.

Approaching Reno—All those who enjoyed themselves in Cardiff.

Approaching Mercury—CRS Brian Heaton, (Sailor Beware).

Approaching Disaster—All those who enjoyed themselves in Cardiff.

Approaching Glamorgan—CRS Coombes, RS Bowers, RS(W) Warren.

Approaching Cardiff—(For leave). Those Gentlemen mentioned above, who enjoyed themselves at Cardiff.

One dark spot was the fact that the ships SCO, Lieut Comdr Ferguson, had to go on compassionate leave during Sunny Seas, we hope all goes well.

As for the ship which boasted a one badge broadcast operator, we can easily black cat that, with a three badge one.

HMS HERMES

by FRCS M. J. Matthews

Towards the latter end of 1971 *Hermes* paid off in Portsmouth and in the November of that year was steamed to Plymouth where she was to undergo conversion from her 'Strike Carrier' role to that of Britain's newest Commando Carrier. On completion of this modernisation she would then replace *Albion* and take her place in the

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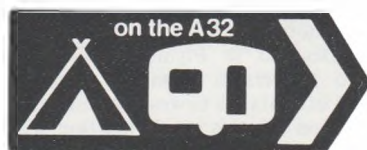
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JROs Cook and Crowley watching a 'Sparker' at work

NATO front line alongside her more senior counterpart *Bulwark*.

Having laid alongside in Devonport Dockyard for over 18 months and had her insides ripped out and reorganised the old lady is once again beginning to stir into life. Smoke belches from her funnel quite regularly as the Engineers try to convince us, and themselves that at least one department is raring to go! Each day sees more and more men climbing up the brows with brand new *Hermes* cap tallies and determined looks in their eyes — this was their ship.

Early in February the last remaining members of the Communications department joined us — straight from Kelly Squadron. They were in for a rude shock when they arrived and found that they would be dividing their time up between improving their practical standards at the STC and acting as welding sentries onboard the ship. Cries of 'But Sir, our instructor never taught us this' were soon silenced when they were introduced to 'On the job training' in the guise of a quick firefighting course, issue of a red waistcoat and instructions to 'follow that Docky and make sure he doesn't set light to anything'. Can anyone suggest a better way of becoming acquainted with one's new ship?

What of the future? Well we have a lot of work to get through before we are fit to hoist the flag of FOCAS and take our place as the Number One LPH. But rest assured that is the direction we are moving in. Before that though we have to run the gamut of PSTs, HATs, SATs and the Freedom of Tiverton (more of that in our next epistle).

The Communications team is currently led by Lieut Winkless (Ex CWT), FCRS Matthews (Ex Fort Southwick) and CCY Wells (Ex Comnav-Baltap). We now await only our SCO — Lieut Cdr Wilson — to join us from Leydene and then we will be all present and correct and raring to go. CU later.

HMS HERMIONE

by RO(W) Hart

To my knowledge, the 'H' has never had an article in our magazine. On walking into the MCO, generally trying to get a 'buzz', the SCO thrust a request into my hand for a letter from us to *THE COMMUNICATOR*. Feeling a little sceptical about it all, I undertook the challenge.

In the past eighteen months onboard we have visited Turkey, Malta, Gib, Faslane, Dartmouth and London. Being a Portsmouth based ship, it has certainly lived up to the word 'based'. At the moment, we are starting our work-up programme; as all fellow matelots will know, the usual RA drips are forever present.

Unfortunately, most of the lads were getting rather sick and tired of the ship being in harbour. Due to this fact, some ten members of the mess have been discharged. Many new faces arrive by the month, this is mainly due to the new 'trickle-draft' system. Sadly, old-mates depart, so to all of those who have gone, here's wishing you all the best.

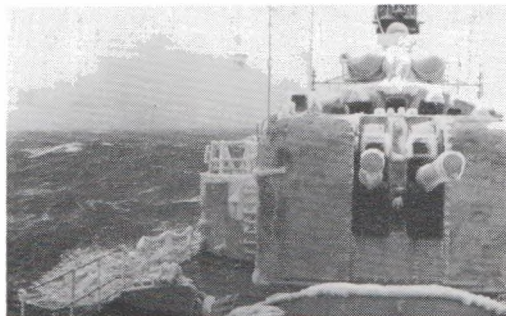
We also have a very good football team which, I must admit is only to be expected after being alongside for so long. The team hasn't been beaten as yet, although we have had some pretty splendid games against other ships, *Norfolk's* article (ref *Winter COMMUNICATOR*) was interesting, so we tried to organise a game against them. However, RO1 Clive Deer made a petty excuse of them not being able to turn out a team. Maybe some other time *Norfolk* ???????

LRO(G) Mailes, our Robin, known throughout the ship as the 'butler' sends his regards to all the fleet, especially to all his pirate mates of the 17th century. As yet, he is the only two badged leading granny in the navy.

Once the ship is fully operational, maybe we'll get some good runs in? So from everyone onboard, see you in the China Fleet Club mid '73.

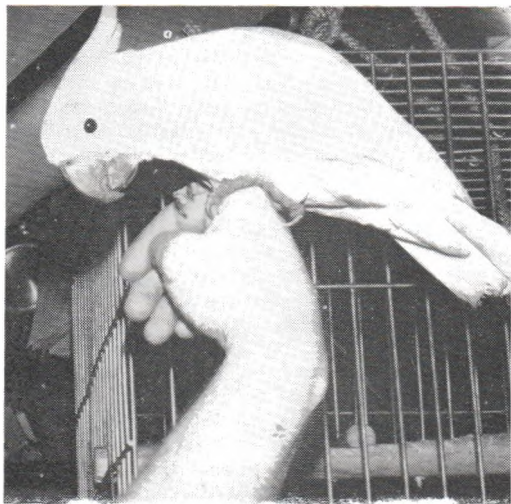
HMS JAGUAR

by RS Granville



HMS 'Jaguar' off Iceland

Towards the end of 1972 *Jaguar* formed part of the on-call force Mediterranean along with TCG *Adatepe* (OTC), USS *Barry* ITS *Carrabiniere*



'Jaguar's' standby Communications?

and HS *Velos*, visiting Turkey, Greece and Italy. The force operated successfully throughout the period and many good relationships were formed with our NATO allies. This led to the CY and myself winning (if that is the term) American baseball caps from the *Barry's* communication staff which made the SCO rather jealous.

From the sunny Med to the frozen north, *Jaguar* sped north in November to Iceland for a month's Fish Patrol. December is not the best time of the year to do a Fish Patrol and our sympathy goes to HMS *Rhyl* who had to spend Christmas and New Year up there. Communications do tend to be difficult in Arctic waters, what with bad insulation and propagation but we were very pleased with our MRL results, thanks to the help and co-operation from Commcen Whitehall. However, in the Combined Senior Rates Mess we have a Lesser Sulphur Crested Cockatoo (late of Chop Jim Seng, Singapore and HMS *Berry Head*) who was sea sick on the way north. The bird being an old sailor was soon his old self again, recovering a lot quicker than some of the JRO's. The buzz that this bird (Wiggy) is our standby means of communications is totally unfounded.

Finally, I would like to mention that our communications team have done extremely well sports wise, and welcome any challenge given.

HMS KIRKLISTON

by Legs and Smudge

Herewith a first and last contribution from the present commission of HMS *Kirkliston* (Coffee mornings and lunch-time Drinkex a speciality).

The communications staff consists of one RO2 (G/T/OD/Wardroom paper boy) and one RO1(G) (Postie, welfare secretary, galley flat sweeper, and Red Devil user maintainer).

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Our equipment consists of a 1953 vintage antique 619 and an original B40. *Mercury* is requested to provide storage space in the communications museum for the above items during our forthcoming refit.

Our standby methods of communication are the 'Loud Hailer' and the 'Swimmer of the watch'.

For any did happy sparker (typing an advantage) wanting a cushy number form B45b's are available from the typing pool, HMS *Kirkliston*. A plentiful supply of anti-sea sickness tablets is available for the successful applicants.

HMS JUNO

by LRO(G) Latter

*Some call us jolly Juno and some the raving 'J'
If that's the name they choose to use
Well let them think that way.*

Anon

With these words in mind from one of our many ships' songs, we've come a long way since our illustrious beginnings and Powder-Puff image.

As this is the first article from *Juno* for over two and a half years please forgive the historical build up.

After an arduous 10 months in the FES we returned to the UK. The return trip included as usual, a fairly uneventful Beira Patrol followed by a 'Sanex' which we managed to survive despite the Krugers' efforts to 'sharpen' our stern.

After the leave periods we were blessed with three 'Meet the Navy' visits, namely Cardiff, Liverpool and Barrow. We paid for these 'Jollies'

by taking part in exercise 'Crusty Roll'. We have taken part in many exercises which have been memorable for one reason or another. Perhaps exercise 'Dawn Patrol 72' will probably be remembered most for our deployment as an Orange Force unit. It gave us the wonderful opportunity to visit many of the alluring and beautiful Greek Islands. On one occasion whilst attempting to avoid detection we actually sailed into the flooded crater of a volcano. At the bottom of this crater reputedly lies the lost city of Atlantis. The rim of the crater forms a circular group of islands.

The exercise was followed by the usual Med visits terminating in Gibraltar where we spent a month as Gib guard ship, before returning to UK in July 72.

In the months that followed we sadly discovered that we were eventually to become the 'only ship at sea' and gave up hope of ever going into refit.

After exercise 'Strong Express' (we only mention the big ones), we were rewarded with a trip to Rotterdam followed by another 'Jolly' (Iceland Patrol). Our euphoric existence was suddenly interrupted by a 48 hours' surveillance op which provided a 'Field Day' for the gollies.

At the time of writing we are now firmly wedged into a little part of Chatham undergoing our long overdue refit. However we are not entirely idle.

Our ships hockey, football and rugby teams are all through to the semi-finals of the small ships' trophy competitions in which our department has a fair representation.

HMS LINCOLN by LRO(G) Procter

Greetings from the only frigate with the Philippine Presidential Citation for services rendered to the Philippine Government. There we were up to our necks in rice and sponge puddings . . . all in aid of the Philippine flood disaster. This was just one of the events which upset our forever changing programme, whilst in the Far East.

Our many visits included six weeks' guard ship in Hong Kong — very nice but a pain in the wallet for most of the department, some of us were lucky enough to win a few dollars in the China Fleet Club playing Tombola namely the SCO with his syndicate (money to money) but he did lash out and buy the wets on a few occasions, very few.

Most of our deployment was spent in the dreaded Singapore which we all know has changed somewhat but Bugis Street still continues to thrive despite the presence of those rich Yanks who seem to spoil all Jack's runs. An enjoyable time was had in the now Woodlands Garrison, ex 'Terror' whilst the ship was doing a small AMP.

The trip home was rather uneventful with stops in the Seychelles, Cape Town and Gib. Christmas was spent in Cape Town which was very good

with stacks of 'grippos' and Cape Brandy. A couple of the staff were very fortunate in being able to fly home for Christmas as advanced leave party, the SCO included, but of course . . .

Alas we are now in Chatham doing the inevitable patching up and preparing for yet another visit to Portland. Drafty has been very kind and taken all our new super juniors away from us and given us a new box, so we now have the mammoth task of training all the new juniors. Do they teach them anything in *Mercury* nowadays? Teach them Morse at least please . . . it is still much needed and 10 wpm isn't much good to us.

We won't bore you with the ins and outs of the staff or equipment, but take our advice and stay away from diesel ships unless you like to act like a submariner of course, water rationing is the scourge of our lives.

One final point, has anybody got a good suggestion for disposing of carbon and anything else the shredder won't take when at sea for long periods. We spent days burning it in an improvised incinerator on the forecastle, not very good in today's modern Navy is it? . . .

Here's to a brighter future from all in *Lincoln* . . . shore drafts here we come . . .

Editor's note: There is no short-term solution to the carbon paper problem. The only shredder on the market which passes the security regulations won't take carbon paper. The alternatives are pulpers (fitted in some RFAs and Bulwark but these pose a pollution problem) and incinerators which will be fitted in big ships and Type 22s. Investigations continue into feasibility of new heavy duty shredders, pulpers, funnel incinerators, etc.

HMS NORFOLK



Left to right: George Carrington, Polly Ellis, Nobby Hall, Vince Richards, Les Botten, Buster Brown, Chris Owen, Fred Freestone (Coxswain), Ken Norcliffe, Wally Walton (Stokes), Mick Chilvers, 'Whiskey' Walker

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MOMBASA

by RS Holness and LRO Stickles

Having never seen an article from Mombasa before in THE COMMUNICATOR we thought it about time the rest of the world knew we existed. We are not even sure Mauritius (our big daddy) know either. Joking apart we thought the rest of you Communicators should know that the Commcen Mombasa still exists. Which brings me to the communication staff. The staff totals a RS plus two namely: RS Holness, LRO Stickles and RO1 Pinto (ex Whitehall, *Antrim*, Bahrain respectively).

Apart from ourselves the following add up to the naval liaison team NLO Comdr T. D. Handley, POSA Pollard, POWRT Hales and Sgt Nisbett (BFPO). Our purpose in life is basically looking after RFAs and the occasional frigate/DLG, on their way east or west. It is not all sun and beer (but we get our fair share of both). In fact it can and does become quite hectic at times (*Antrim* take note). It's not only communications we have to do, we all have sideline jobs to attend to which takes up a fair amount of our time.

Myself and Carrie Pinto share the watchkeeping, basically 48 about only difference being we have no ANO to keep. The RS (when not down the Marina), occasionally helps out. We keep skeds with Mauritius (Tare connected) and a daily voice sked with the Island of Aldabra, which houses members of the Royal Society, who spend all day chasing tortoises and the like (it keeps them amused).

We must have the best shore fit ever. Namely 2 X 640, 2 X CJK, 1 X 691 and their appropriate spares. They work occasionally. Old age and poor maintenance adds up to NOTHING. (it's a lie really). This is not the fault of our local maintainer from International Air Radio, because he can't afford the time to carry out weekly maintenance as on the existing contract. This is being investigated by STMA *Collingwood*. We realise this is a Communicator's magazine, but as communications are practically nil here in Mombasa compared to you big commcens and big ships, there is not much more I can say as regards communications. The staff always do their best, to do their bit to help others. We have no funnies for you, things just ain't funny anymore.

We may sound critical but it's a pretty good number. We all consider ourselves lucky to be here considering the amount that slap in for this draft. Mombasa has no comparison to the likes of Singers, Hong Kong, Mauritius, Malta etc, in so far as we have no MQ or hirings, you have to find your own accommodation. There is no organised entertainment either so we all have to do our own thing. We have a sports club, rowing club, fishing club and golf club of which we belong to (only the richer amongst us can afford the golf club) namely the POSA-?????? He now wants four cars so he is thinking of becoming a caterer.

Mombasa has a large contingent of Europeans here with whom we mix quite well. Normally they are big money people, bank managers etc, but there is no class distinction between them and us. The main problem is keeping up with them spending money. They can afford to, we can't. This is not the Navy's fault, because the LOA is very high.

Our normal term of duty is two years married accompanied. Before you all start slapping in your B45Bs, the RS has only been here six months, myself since Christmas (72), and the RO1 is due for relief in July. Somebody is going to be lucky.

So to all you sea going comms? — Hard Luck.

So to all you commcen comms? — Hard Luck. (it will be my hard luck in two years' time so don't worry).

If you ever drop into Mombasa we are situated in Ralli House, home of the British High Commission. You can always find the RS in the back bar of the Manor Hotel. We are praying for rain and a maintainer.

PS The RS wants to know when is a new box of Sparkers going to be opened. Good luck we have put in our order for three Communicators.

MHQ ROSYTH

by RS I. Bloomer

We are a gregarious lot up here. Not being ones to shun our professional counterparts and, basking in the warmth of each other's company (sometimes), the cry goes out to the Fleet, 'Drop in any time'. Literally, or otherwise, to the uninitiated it means just that. A drop of some 96 stairs, to be exact, from the outside world into the melee of everyday life in the Commcen. I suppose that with the advent of the *Polaris* submarine, financial aid for the communications sections of shore commcens is very scant. Bearing this in mind, it was obvious when entering these hallowed portals that 'Fings ain't wot they used to be'.

Beware all of those fresh from the gleaming splendours of *Mercury's* ICS system — Pitreavie is a little world all its own (albeit a rather ancient one). Not for us the marvels of push-button controls and splendid control consuls, but the rather dubious honour of mangy cross-patching wires! and combating strange and peculiar titles like THC's and FAE's. The mind fairly boggles. It is, I think, quite an achievement to actually get on the air producing SSB(V) and listen to it. Likewise FST transmissions. It's rather a case of 'which way is the wind blowing' and we'll tune accordingly. However, all doubts aside, we managed to hold our own (just) during Exercise 'Strong Express' without the FCRS tearing any more hair out! Now we are in the thick of CSNF's joint exercise and are SSB'ing and FST'ing with wild abandon. So all you sea-going fraternity, spare a thought for us when you bandy

frequencies and emissions about while we creak into action.

Being a Joint Commcen it is sometimes difficult to 'get across' exactly what is required of the other users of the station, the RAF element. Not thinking at 'lightning' speed like 'Jack' does (?), some hilarious permutations have evolved. A possible solution perhaps would be the advent of a 'Pre-Pitreavie' language course, then we would all know what we were talking about! This 'communications problem' exists purely on a verbal-intercourse level — operationally, their tempo is just as hectic as ours. More so, probably, because the RAF also look after the 'Joint' side of the MHQ working.

Worthy of a mention and without whose presence Pitreavie just wouldn't be the same, is the civilian entourage. Looking at the way they run the MSO, many ships could learn a good deal regarding distribution, queries checking and operations. They also run the TRC (with a little help from the naval contingent) and as an RSOW one enters there with great trepidation and not a little care. Otherwise, you are liable to be mown down by ladies with myriad tapes travelling at 'Warp Factor Three' (Note please, Captain Kirk). The TRC makes contact with such far away places as Karup (in Denmark) Jaatanuten (the bottom piece of Norway) and Bodo (same country). All strange names befitting the equally strange volume of traffic that flows back and forth. (Lots).

Hidden below, out of sight but not out of mind, are the 'Greenies'. Magic Merlins of the electronic world. Where would we be without them? The only problem facing prospective RSs is the despondent feeling of impotency — being miles away (literally) from the transmitters. However, the Green Empire down below work wonders with the type of equipment that surely needs a prayer to keep going. Considering the number of circuits they have to check, change and maintain, the small staff on watch deserve a medal.

Finally, a run down of the staff. Our SCO Lieut. Comdr. (Gimme da boats) J. P. Bryans, RN is firmly at the helm abetted by the DSCO Lieut D. Taylor currently being relieved by Lieut D. S. Cooper. FCRS Edge and FCCY Duncan make up the management, whilst the police department is managed by RS (buy me a drink) Blowman. The shop stewards are comprised of Gollies and things with an assortment of other odd bodies (CY's etc) with a wide (RO2 Vesty) and varied (Porky Bullmore) selection of working hands. We cannot close without a mention of the PTC Manned, nay managed, by CCY (TCI) Trevor Breward who, incidentally, is Public Relations man for the Rover Car Company and CINC Bollard Smasher! RS(W) Lee aids and CY Hutton abets. The PTC is now running at full power and every assistance is offered to ships visiting Rosyth.

RN COMMCEEN PORTSMOUTH

by RO2(T) Pete Nelson

We are still stuck in this famous Hampshire pothole waiting to move into daylight sometime next year when the new Commcen is due to open, but until then the Fort Southwick personnel are looking forward to this day. No longer will we have to work with the constant drip drip of rain water and the RS screaming 'mind the buckets' as we rush around with tapes, no wonder there is a shortage of staff, perhaps there is some truth in the old myth that the Fort will one day go to sea. Our floods were caused by the workmen being over zealous in their efforts to get us into our new commcen (they smashed a water main and found a drawbridge) the discovery of the drawbridge came as a surprise to all, it was believed to have been constructed in the 1860's and is unique as it retracted horizontally into the Fort instead of vertically, the boffins described it as a complicated system of levers and chains. So folks, Fort Southwick has another claim to fame, the other being less reputable.

The first dance for junior rates (as far as anybody can remember) was held in the senior rates mess at Christmas. The dance was well attended with over 80 people and was a great success. It is hoped in the future that there will be many more such functions. The Fort's football team have done quite well this season and we've won most of our games. We are hoping to get a new strip as the old one we're using has seven shirts one colour and four of another. If your next draft is Fort Southwick and the ship is paying off see if you can get hold of a full strip to bring up with you and I'll make sure you get a place in the team.

Hope to see some of you down here.

THE 'SCYLLA' STOMPERS

by LRO(G) Downey

After the long and arduous refit we started the new commission with a bang. A very 'Torpoint' at the moment. The mess was a little strange to live in at first, especially after the luxury of barracks, but everybody is happily settling in. RO Andy Moran and George Armitage have agreed to be our liaison team to the Chinese dhobyman, and have already begun to sort them out. LRO(T)s 'Micky Mouth' Mackay and 'Wiggy' Bennett have joined the RNA ladies' darts team, helped on by LRO(G) Eric Potter, who just happens to know one of their team. LRO(W)s Griff Griffiths and Phil Powell determined to keep strange sparkers out of the golly shop have planted a man eating plant by the name of Herbert, Phil trains it and Griff feeds it. We have a mess darts team by kind request of the RAs' wives who wouldn't otherwise go out.

The programme is still uncertain, Aberdeen is

looking good, so anyone having wives, sisters or brothers there, I suggest you lock them away for the duration, as in the communications mess we have the biggest bunch of smoothies and animals ever gathered on one ship . . .

HMS UNDAUNTED

by US

After successfully completing an ardent run down period we now have to look forward to what we hope will be a successful run up, now that the powers that be have decreed (though undesirable to the interests of the nation) *Undaunted* the village will, in fact, go on.

By the time this article goes to print (praise be to Allah that such good fortune may shine on our souls), new faces of abundance should have crept in from Palliser on the other side of our famous dockyard walls (namely South Wall to South West Wall via the K & Q), spreading, or hoping to spread mirth (or peanut butter, whatever tickles you), along the south coast of this island called England, whilst still acting as nest and hatching ground for Wasp drivers, would be navvies (not Irish as in coffee), God help the salvage fleet and numerous other uninteresting tasks.

Speaking truthfully, all in all, completely and without more than one paragraph of bias, ours isn't a bad ship, providing you tread carefully round the holes in the floor, but it would be totally lost without its good looking, far reaching and very obliging communications staff, whose wish it has always been to help.



T2 QUOTE

Seen on a Drafting Preference Card under Heading 'Personal Facts I would like to be considered'.

'I am getting married shortly and would like to serve in a shore base to gain experience!'

RN UNIT TANGMERE

(Joie de Vivre)

An article to accompany the photograph seems superfluous since everybody seems to be delighted to be in the super, smiling (S) Branch.





The popular RN Exped beach at Le Morne. For once not in use, families normally expd here for five days, all facilities provided by local residents, free!

THE ISLAND OF RAINBOWS by LRO(G) Jim Green

Greetings from the Island of Rain(Bows?). It has been many twig fires since this integral part of the DCN has contributed an article to THE COMMUNICATOR so I thought it would be a good idea to let the world know that Commcen *Mauritius* is alive and well.

Anyone who has been drafted here will tell you it is wetter than UK and not the tropical paradise the MACC tell us it is when drafty presents 'Jack' with a married companion. HMS *Mauritius* is situated on the highest plateau on the island which makes life a little more bearable than the climate of the coast. It consists of a large area of land which is self-contained with shops (we make no profit NAAFI!), married quarters and sports fields, not forgetting the commcen of course. The receiving station is situated at Tombeau roughly 16 miles from HMS and the transmitters are at Bigara just nearby. The commcen opened in 1962 and provides a DCN link between UK and the Far East/Australia and New Zealand. Also we provide a ship/shore, broadcast and MRL facility for ships on Beira and on passage to and from the FES. The traffic load was at its maximum during the Persian Gulf withdrawal but now with most of the traffic going via RAF Gan we are quite happy just plodding along making sure you seagoers are also happy! I must, at this point, mention our claim to fame which took place in September when *Diomedes* steamed from South America to Portsmouth on MRL 5. This reflects the hard work put in by both the ship's staff and the staff in *Mauritius*, in fact she only closed down outside Spithead because we were, apparently, jamming Pompey CCN!

A word about the staff here, we are ably led by our SCO Lieut Comdr Timpson (the editor to friends), A/SCO is Lieut Macdonald who never

seems to have any change when having to pay his soccer pontoon money, then we have the STO Lieut Worthington who has NE on his name plate still (something about new entries at *Mercury* and once there always will he return). FCRS Bernard has just arrived and is the man in charge of regulating and CRS Robson is at the wheel traffic wise. Just gone home is CRS Elwyn Jones whose statue is being built outside the commcen as a memorial to his dedication and efficiency, Whitehall will be benefiting from his wealth of experience very soon. SCO is soon to be relieved by Lieut Comdr Roskill who we all hope will settle down OK.

Mauritius is a draft which provides a chance of sun, rain and cyclones. On the brighter side there is sport, diving, snorkling and water skiing, plus a cheap wet. I leave you with a classic provided by a Wren. When doing a TPX and typing VZCZC on the signal she wondered why RAF Gan came back with a service asking what he had to do with matelots volunteering for submarines! Well that's all folks so all the best from the Island of Rain, sorry Rainbows.



Taking in the clean, unpolluted air, by the beach at Le Morne

Left to right: Nurse Mary Blackwell, Nurse Cathy Wilson, L/Wren Jane Flint, WRO Maureen McCluskey and standing, Wren Nicky Hudson

PJT FOR NORTH CAMP by W1

Any resident in North Camp should have a feeling for its ancient earth-works, and so my PJT was spent acquiring this in Kurdistan, where the Romans, at about the same period, built a great frontier system through the Euphrates' gorge.

Civilisation has passed the Taurus by. Villages of startling poverty cling to the mountainsides, linked by mule tracks and scraping a mediaeval existence. In a hundred miles I discovered only a single loo, in the apse of a converted Armenian church. Blood feuds take the place of sports' make and mends, and the prudent villager blocks

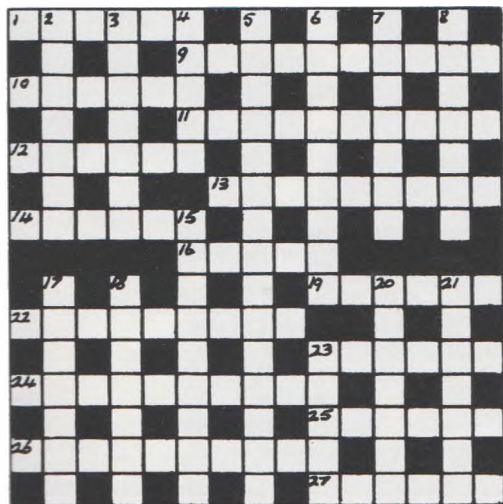
up his windows against the casual sticks of dynamite, and stays at home after dark.

My PJT was unhappily programmed to coincide with Ramazan, the Muslim fast. For a month the east is dry, and a schoolmaster found eating was attacked by a mob in Kayseri. Actually, I was beaten up by a crowd of washerwomen myself, with dhobi sticks: but that was for speaking to them, a dreadful mistake, because they have no souls. In the villages the Kurds became increasingly thirsty, cross and self righteous. So it is just as well the prohibition applies only during the day. At 0320 a drummer tours the streets, noisily beating hands to breakfast. From then until dusk food, water, even cigarettes are wholly forbidden, and in the towns, bank cashiers have flunkies to lick their stamps for them. Travellers are allowed to eat, but there is no food, and anyway they dare not be seen eating. So my Kurdish guide grew more and more feeble, and after a day or two quite refused to get off my mule, except to pray.

My hosts were the village headmen, tough men with government issued rifles and endless conversation: conducted in Zaza, an ancient and unwritten language, and punctuated, after the evening meal of peppers and crushed wheat, with long periods of prayer. Knowledge of British affairs was limited and embarrassing: Top of the pops came strikes, Timothy Davey and Northern Ireland, reflecting a nation of workshy and dishonourable bullies. Last term schools throughout Turkey learned how the sun never set on the British Empire. This was good for a laugh most evenings. Next under fire came the Monarchy. Despite my explanations, many villages remain convinced that the Queen is Elizabeth Taylor.

SPRING CROSSWORD

by Ann Jewel



Across

1. Spread around the curtains. (6)
9. To be fixed, nest in Scot pines. (10)
10. The medicine makes an entertaining building. (6)
11. My toes sort of act as a foundation. (4, 6)
12. A tired, confused man could not make such a speech. (6)
13. Two pence, Miss, for these types. (9)
14. As groups can determine one's property, so can I. (6)
16. '... now does he feel his ——
Hang loose about him, like a giant's robe
Upon a dwarfish thief.' (Macbeth) (5)
19. Leave the waste. (6)
22. He stole a bar of gold or an old instrument. (9)
23. Do you want thread? (6)
24. 'Forehead, straight nose, and cheeks that be
Hollow'd a little ——.' (William Morris) (10)
25. The rarer minerals conceal the stoat. (6)
26. Will a trapper or hunter make it ready? (10)
27. This way—take 500 from 19 and add 160. (6)

Down

2. It rains about one second so does not wet dried fruit. (7)
3. Don't carp about the fee—it's just a preliminary note. (7)
4. Place the vehicle between two points — it sets off an alarm. (5)
5. Bait my pail with tonic — still unable to be in harmony. (15)
6. Ed's edicts state — cut them up. (9)
7. Gay fiestas, I'm amazed to find, include Greek odes. (7)
8. Cornish tinnars could be inmates. (7)
15. Bristle about a stormy life without end. (9)
17. 'And know for whom a tear you shed
Death's self ——' (Ben Jonson) (2, 5)
18. Pure, pert, but not English, and rather abrupt. (7)
20. When you met rams and suchlike, did you hesitate? (7)
21. The unit, ere long, becomes a whole train. (7)
23. Untidy — er — scruffy colour changers. (5)

SOLUTION

Across

1. Drapes, 9. Consistent, 10. Cinema, 11. Root system, 12. Tirade, 13. Specimens, 14. Assets, 16. Title, 19. Desert, 22. Astrolabe, 23. Dearth, 24. Mournfully, 25. Ermine, 26. Preparator, 27. Street.

Down

2. Raisins, 3. Preface, 4. Scare, 5. Incompatibility, 6. Dissected, 7. Stasima, 8. Interns, 15. Styliform, 17. Is sorry, 18. Prerupt, 20. Stammer, 21. Retinue, 23. Dyers.

COMMUNICATIONS GAZETTE

APPOINTMENTS

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

Name	Rank	Whither
ADAIR, J. McD.	Lieut	Mauritius
BAKER, M. S.	Lieut	Staff of FOST as ASCO (S)
BROOKER, P. C.	Commander	Sultan for duty with AIB
BINNS, N. J.	Lieut	MOD for duty with DIS
BOWER, G. A. F.	Captain	Antrim in command
BRAY, L. E.	Third Officer	WRNS careers officer S.W.
CAHILL, M. J.	Lieut	Staff of FOST as ASCO (P)
CLARKE, D. C.	Second Officer	Drake
CAVE, R. F.	Lieut-Cmdr	JWE Old Sarum
DODSWORTH, P.	Lieut	Mercury X section
DAVIS, R. K.	Lieut	Devonshire
DANCE, J.	Sub Lieut	Vernon Long MCD course
DICKINS, A. H.	Commander	Mercury as Executive Officer
EDWARDS, J. R.	Lieut-Cmdr	MOD for duty with DGW(M)/DSWS(N)
ETCHELLS, H. C.	Third Officer	Staff of F.O. Malta
EDWARDS, P. T.	Lieut-Cmdr	Dryad for opstrain duty
FARROW, M. J. D.	Lieut	Norfolk
FRYER, D. W.	Lieut-Cmdr	Saker for duty with BDS Washington
FRY, G. E.	Third Officer	Staff of FOSNI
FEILER, P. R.	Lieut	Ganges
GADSDEN, P. G.	Sub Lieut	Mercury
HUMPHREYS, M. T.	Lieut	Hampshire
HUMPHRIES, R. R.	Lieut	Neptune as ASCO and OIC commcen
HEATH, P. W.	Sub Lieut	Commcen Whitehall
KNOCKER, A. J. S.	Lieut-Cmdr	NATO military committee Brussels (act Cmdr whta)
LOCKE, R.	Third Officer	Rooke
LOYD, B. D.	Lieut	Cochrane
LOWDEN, G. W.	Captain	CinCAF North ACOS (C & E)
LANIGAN, A. J.	Lieut	Dryad for PWO course
LARKINS, J. L. B.	Commander	MOD for duty with DNS
MORTON, A. S.	Rear Admiral	A.C.D.S. (POL)
MEAD, A. P.	Third Officer	Whitehall commcen
McKAIG, J. R.	Vice Admiral	UK representative on Military committee NATO (Act Admiral)
NICOL, J. MCM.	Lieut	Rooke as OIC Commcen
PINK, C. J.	Lieut	MOD for duty with DNE (Bath)
PRICKETT, W. J.	Lieut	Staff of FOCAS
PRINCE, P. C.	Captain	MOD for DIS language study
PERRY, G. J.	Sub Lieut	Llandaff
RIDOUTT, J. E.	Sub Lieut	Fife
RIGGS, J. J.	Lieut-Cmdr	OIC Commcen Whitehall
RUMBLE, J. B.	Captain	Fearless in command
SCHOFIELD, K.	Lieut-Cmdr	Staff of F.O. Plymouth as SCO
SMITH, C. C.	Lieut	Mercury
SOMERVILLE-JONES, O. D.	Lieut-Cmdr	Dryad MTC 10
SALT, L. S.	Sub Lieut	Dolphin addl. for S/M training
TULLIS, G. M.	Commander	Staff of CINCFLEET as FCO
TIMPSON, G. M.	Lieut-Cmdr	MOD for duty with DIS
VEAL, J.	Lieut-Cmdr	OIC Malta in continuation
WOOLEY, R. J. E.	Lieut-Cmdr	MOD for duty with Naval Secretary
WILSON, G. A. S. C.	Lieut-Cmdr	Hermes
WINKLESS, W. J.	Lieut	Hermes
WEBBER, P. C.	Lieut	CINCFLEET for duty with JMIC

PROMOTIONS

To Commander: N. J. HILL-NORTON, R. A. THOMPSON (Prov. 1 Oct) (see editorial)

To Lieutenant-Commander: W. J. CHRISTIE, F. M. EMMETT, C. G. H. CAMPBELL, P. C. ABBOT, W. M. CASWELL, and D. G. PIKE

To Lieutenant: J. J. ROBSON, A. E. KNIGHT, T. PRATT, J. A. CARRINGTON, R. E. WOODHAM, M. J. DANCE, B. M. SEARL, A. A. COLMER

To Sub-Lieutenant: Radio Supervisor D. BARNES, Radio Supervisor J. A. BURCH, Communications Yeoman R. M. S. FLINT, Radio Supervisor H. R. ROGERS, Radio Supervisor (W) R. J. STEPHENS

RETIREMENTS

Lieut BRIGGS, A. E. P.
Lieut DANIELS, W. R.
Cmdr CLARKE, R. T.
3rd Officer JAMES, J. A.
Lieut-Commandr TODD, B. H.
Lieut-Commandr EDWARDS, E.

Lieut BUCKLAND, P. H.
Cmdr FERGIE-WOODS, I.
Lieut HOOPER, G. E. J.
2nd Officer TURNER, J. W. F. (nee Sunley)
Lieut-Commandr WALLIS, J. E. S.

SELECTIONS FOR PROMOTION TO FLEET CHIEF PETTY OFFICER (SEPTEMBER 30, 1973)

To FCCY: B. H. FOURACRE, E. H. GILBERT, N. P. UNDERWOOD, H. J. WHITEHEAD

To FCRS: I. E. BARNES, M. J. CHALLINOR, G. EXLEY, E. MCCARTHY, K. A. MELTON

To FCRS(W) J. LEPPARD, J. C. WISE

To FCRS(S): D. A. PETERS

ADVANCEMENT ROSTERS

LIST 'A'	TOTAL POINTS OF TOP ELIGIBLE MAN
RS	163
LRO (G)	113
LRO (W)	INT (BD 15.3.71)

LIST 'B'	TOTAL POINTS OF TOP ELIGIBLE MAN
RS (W)	105
LRO (T)	129



A NEW METHOD FOR DRAFTING — PULL-A-DRAFT

CRS(W) D. A. Collins after being presented with his own drafting machine which 'drafted' him to HMS 'Charybdis'

DRAFTING

Only names that have been included in articles from ships and establishments and not printed elsewhere in the magazine are shown here. Reading the SHIP-SHORE NEWS will give you the whereabouts of many of your friends. Please forward any drafts you wish shown in our next edition with your article for the Summer edition of the magazine. Individuals may write directly to the Editor if they wish.

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

Name	Rate	Whither	Name	Rate	Whither	Name	Rate	Whither
ABRAHART R. M.	CY	Plymouth	BRAY E.	RO2(W)	Minerva	CREEK J. F.	LRO(T)	Mercury
ALDRIDGE J. W.	JRO(T)	Ariadne	BRAGINTON C. J.	RO2(W)	Rooke	CRAMB D.	RO2(T)	Britannia
ALEXANDER D. S.	LRO(W)	Argonaut	BRENTNALL A. D.	JRO(T)	Hermes	CRABTREE G.	RO2(T)	Tartar
ALEXANDER G. E.	LRO(T)	Bulwark	BRENNAN A. J.	LRO(G)	Renown	CROWLEY J. J.	RO3(G)	Hermes
ALLAN R. J.	LRO(T)	Mercury	BRENNAN N. P.	RO2(T)	Mercury	CULLIP J. A.	JRO(G)	Bulwark
ALLAN R. J.	JRO(G)	Intrepid	BRENNAN C. A.	RO2(W)	Mercury	CUMMINS W. J.	RO3(T)	Lincoln
ALLEN G. C.	RO3(G)	Hermes	BRETON S. P.	JRO(G)	Londonderry	CUNNINGHAM J. P.	RO3(T)	Mercury
ALLEN J.	LRO(T)	Amazon	BROWN A. A. F.	RS	Mercury	CULLEN J. M.	RO2(G)	Palliser
ALLEN K.	CY	Berwick	BROWN E.	RO1(T)	Drake	CUTTLE K.	RO2(G)	Cleopatra
ALLUM D. G.	CY	Mercury	BROWN J. A.	LRO(W)	Mercury			
ANDERSON C.	RO3(T)	Amazon	BROWN R.	CRS	Diomedes			
ANDERSON J. R.	RO3(T)	Intrepid	BROWN T.	LRO(W)	Mercury	DALLAS D.	CCY	Diomedes
ANDERSON G.	RO2(G)	Nubian	BROWNE K. P.	JRO(T)	Cleopatra	DANLURY K. F.	LRO(G)	Bulwark
ANDERSON M.	RS	Endurance	BRYAN T. W.	RO2(G)	Mercury	DANIEL A. D. R.	RO3(W)	Yarmouth
ANDERSON T.	CY	Mercury	BRYANT J.	RO3(T)	Scylla	DAVEY M. J.	LRO(W)	Andromeda
ANDREWS A.	LRO(G)	Fife	BULLYMENT D.	LRO(G)	FOCAS	DAVIES A.	LRO(G)	Hermes
ANDREWS O. W.	LRO(W)	Mercury	BUTLER A. B.	LRO(T)	Raleigh	DAVIES J. F.	LRO(G)	Neptune
ANGUS L. J.	JRO(G)	Yarmouth	BUTTERS D. N.	RO2(G)	Sabre	DAVIES B. J.	RO2(G)	Juno
ARBUCKLE F. W.	FCRS	FOF1	BURNHAM C. I.	RO2(G)	Mercury	DAVIES A. C.	RO1(G)	Mercury
ARROW M. R.	LRO(T)	Eskimo	BURKE B.	RO1(T)	St. Angelo	DAVIES G. A.	RO2(G)	Intrepid
ARTHURS R. W.	LRO(W)	CINC-	BURWOOD D. L.	RO2(G)	Eskimo	DAVIES B. M.	RO2(W)	Llandaff
		FLEET	BURWOOD H. F.	LRO(G)	FOST	DAVIES S. P.	CCY	Mercury
ASELTINE K. J. P.	RS(W)	Sirius	BUTT R. J.	JRO(T)	Hermes	DAVIES M. R.	RS	Centurion
ASHBY S. E. H.	JRO(W)	Lynx	BYCROFT	RS	Antrim	DAVIES M. V.	LRO(W)	Eskimo
ASHLEY G. W.	RO2(G)	Torquay	BYFORD R. A. S.	RO2(G)	Minerva	DAVIES D. W.	LRO(G)	Mercury
ASTON P. J.	RO1(G)	Glamorgan	BOTTOM B.	RO2(G)	Victory	DAVIES A.	CY	Tartar
ATHEY B.	LRO(G)	Hampshire	BOWERS G.	RS	Glamorgan	DAVIES T.	LRO(W)	Jupiter
ATKINSON J. A.	RS	Hampshire				DAWSON J.	RO3(T)	Penelope
AUSTIN D. J.	RO3(W)	Defiance				DAWSON D. G.	CY	Minerva
AXE M. J.	RO3(T)	Charybdis				DAWBER C. J.	RO3(G)	Grenville
			CARTER I. L. D.	RO2(T)	Mercury	DAY P.	RS	Mercury
			CASEMORE J. A.	CY	Mercury	D'CRUZ M. R.	LRO(G)	CTF 345
			CALESS D. J.	FCRS	Bristol	DEFORD J. A.	RO1(G)	Tamar
BAILIE R. S.	CRS(W)	Devonshire	CARR P.	RO2(T)	Cochrane	DELVE P. E.	RO1(G)	Tangmere
BAIN T. K.	RO2(T)	Lincoln	CARVELL D.	LRO(G)	Eskimo	DEIGHTON B.	RS(W)	Llandaff
BAGNELL P.	RS	Mercury	CARVER G. R.	RO1(G)	Mercury	DICKSON J. C.	RO2(G)	Mercury
BAKER K.	RO3(G)	Devonshire	CAMPBELL D.	RO2(W)	Mercury	DIMENT G. P.	RO2(T)	Mercury
BAKER R.	RO2(T)	Mercury	CAREY W. H.	JRO(T)	Achilles	DOAK T.	LRO(T)	Mercury
BAKER E. C.	CRS	COMBER-	CARTY M. J.	CRS	26SU Berlin	DOANOVAN J.	RO2(G)	Achilles
		LANT	CHALK P. R.	JRO(T)	Plymouth	DOUST J. W.	RO2(W)	Juno
BAKER W. J.	RS	TANG-	CHAMBERS A. S.	CCY	Drake	DOWNEY W. R.	RS	Mercury
		MERE	CHARLES R.	RO3(W)	Leander	DOWNIE G.	CCY	Blake
BANE G. F.	CRS	Mercury	CHILD D.	LRO(W)	Sirius	DOYLE A. J.	JRO(T)	Penelope
BARLOW R. J.	RO2(G)	FOST	CHURCHILL E. A.	RO2(G)	Neptune	DREW D. J. D.	A/RS(W)	Mercury
BARN T. F.	RO2(G)	Mercury	CHRISTIAN R. W.	RO2(G)	Olympus	DULIGALL A. L.	RO2(G)	Victory
BARRETT M. P.	RO2(T)	Tamar	CHALCRAFT G. T.	RO2(G)	Renown	DUNCAN L. J.	RO2(W)	Minerva
BARRIE E. A.	RO2(T)	Dolphin	CHADWICK L.	LRO(G)	95 CDO	DUNN D. E.	JRO(G)	Fearless
BARRY A. J.	LRO(W)	Mercury	CHEER R. D.	RO2(T)	Mercury	DURRANS B.	CRS(W)	Hermione
BARTLETT B. J.	RS	Drake	CLAFFEY S. A.	JRO(W)	Bacchante	DUQUESNEY	RO3(T)	Jupiter
BARTRAM J. R.	RO2(G)	Laleston	CLARKSON A. D.	RO2(G)	Mercury	DYER M. B.	RO2(G)	Mercury
BARWICK D. B.	CY	Falmouth	CLEMENTS R. N.	RO2(G)	Narwhal			
BATES M. W.	RO3(W)	Kent	CLUTTEM D. A.	LRO(G)	Conqueror			
BATHO A. G.	RS	Mercury	CLEMENTS G. P.	RO2(W)	Mercury	EDGAR R. W.	CY	Rooke
BAYNES D.	LRO(G)	Centurion	CLIFTON A. W.	LRO(T)	Cleopatra	EDMONDS J. R.	JRO(G)	Danae
BAXTER A. E.	RO2(T)	Jupiter	COLLONS I. D.	LRO(G)	Hermes	EDWARDS N. D.	RO2(G)	Neptune
BEAL E.	JRO(G)	Argonaut	CORNISH S.	RO2(T)	Mercury	ELBECK J. E.	FCRS	Ark Royal
BEECH B. G.	RS(W)	Lincoln	COURT A. M.	RO2(T)	Keppel	ELLIOTT G. J.	LRO	GCHQ
BEECHAM M. J.	LRO(G)	Intrepid	COWAN A. A.	JRO(T)	Yarmouth			Cheltenham
BELL A.	CCY	St Angelo	COULTON G. E.	RO2(T)	Llandaff			
BELL G. G.	LRO(W)	Diomedes	COULTS B. P.	CY	Gurkha	ELLARD M. R.	LRO(W)	Tiger
BENNETT A. C.	RO2(G)	Phoebe	COYLE J. F.	JRO(W)	Ariadne	ELLIS S. W.	RO2(G)	Jaguar
BERKELEY M. P. G.	RO1(T)	Argonaut	COOK D. E. R.	RO2(G)	Hardy	ELVIDGE C. J.	RO2(G)	Mercury
BERTRAM P. M. R.	RO2(W)	Achilles	COOMBER J. A.	RS	Mercury	EMBERTON L. J.	RS	Falmouth
BESWICK L. K.	RO3(T)	Antrim	COYLE J. F.	JRO(W)	Ariadne	ENNIS M. R.	JRO(G)	Ark Royal
BETTS R. G.	LRO(G)	Mercury	COXALL C. C.	JRO(T)	Undaunted	ESTABROOKS G. D.	RO2(G)	Hydra
BIRD P.	RO2(T)	Juno	CONNELL J. A.	LRO(W)	Mercury	EVANS D.	RS	Mercury
BIRD A. L.	JRO(T)	Hermes	COUZENS B. A.	CCY	AFCENT	EVANS D. W.	RS	Leopard
BILLS D.	CY	COMSUB-	COCKERILL M. J.	JRO(W)	Diomedes	EVERETT K.	IRO(T)	Yarmouth
		MED	COLES P. P.	RO2(T)	Glamorgan	EVERETT J. W.	RS	Mercury
BIGNELL D. J.	FCRS	Tamar	COBB E. S.	RS(W)	Devonshire	FAIRBAIRN I. M.	RO1(G)	Rooke
BISSELL I. J.	LRO(T)	Tangmere	COLLINS J. E.	JRO(G)	Hermes	FARMER C. R.	JRO(T)	Hermes
BIRCHER A. W.	JRO(G)	Minerva	COOK J.	JRO(T)	Hermes	FARNAN A. R.	IRO(W)	Sirius
BIRKETT	LRO(G)	RN PTY	COPE S. K.	JRO(T)	Hermes	FASSUM J. C. F.	LRO(G)	Mercury
		SINGA-	CONGDON M. J.	RO2(G)	Mercury	FAWCETT J. P.	RS	Rooke
		PORE	COLLINS A. L.	JRO(T)	Arethusa	FEATHERSTONE P. R.	RO1(G)	Mercury
BIRKETT E.	RO1(G)	Mercury	COLES B. J.	JRO(W)	Charybdis	FELGATE M. K.	LRO(G)	Mercury
BILNEY K.	RO2(T)	Victory	COWDRAY P. N. E.	JRO(G)	Plymouth	FELTHAM I. R.	RO1(G)	Diomedes
BLAKE J. G.	JRO(T)	Berwick	COSTELLO D. J.	RO2(W)	Mercury	FERRY J.	LRO(G)	Dolphin
BLAKEWAY J. A.	RO1(G)	Victory	COLLINS D. A.	CRS(W)	Charybdis	FEWINGS M. K.	RO2(G)	Andromeda
BOOTH H.	LRO(G)	Eastbourne	COLMER J. D.	RS	Mercury	FIELD P. J.	RO1(G)	Churchill
BOOTH P. A.	JRO(T)	Dido	COLES A. J.	FCRS	Bulwark	FINCH R. A.	RO1(G)	Victory
BRADLEY R.	RO2(G)	Neptune	CONDLIFFE D. A.	JRO(G)	Fife	FINDLAY M. R. W.	RO2(W)	Juno
BRADLEY J. W.	RO2(G)	Apollo	COSGROVE M. J. C.	RO3(T)	Gurkha	FISHER M. J.	JRO(W)	Blake
BRADSHAW A. R.	RO2(G)	Cochrane	CRAFT D. J.	LRO(W)	Mercury	FLEMMING P. D.	JRO(G)	Dundas

Name	Rate	Whither	Name	Rate	Whither	Name	Rate	Whither
FOLEY R. G.	CRS	Devonshire	HOEY R. F.	RO2(G)	Ashanti	LOUGHLIN A. R.	JRO(T)	Rothesay
FORD J. A.	LRO(T)	Tangmere	HOBGEN P. J.	JRO(T)	Devonshire	LORD J. W.	CY	Mercury
FOSTER G. A.	RO2(G)	Mercury	HOGG T. P.	RO2(G)	Whitby	LOUNTON K. W.	RO2(G)	Antrim
FOURACRE B. H.	CCY	Mercury	HOLDEN R. M.	RO2(G)	Brighton	LOVEYS P. M.	RO2(W)	Lincoln
FOX A.	LRO(G)	Warrior	HOLMES A.	JRO(T)	Mermaid	LOWMAN P.	LRO(G)	Mercury
FRANCE M. B.	RO1(W)	Mercury	HOPGOOD J. E.	RO3(T)	Fife	LOWRY M. R.	JRO(T)	Dido
FRANKLIN A. N.	RS	Mercury	HOPKINS G. C.	RO2(G)	Whitehall	LUCAS B. R.	LRO(G)	Mercury
FROOM P. E.	RO2(T)	Mercury	HORNE M. L.	RO2(T)	Scylla	LUGE D.	RS	Neptune
FROST A. L.	JRO(W)	Ariadne	HORNE S. P.	JRO(T)	Achilles	LUMSDON J.	RO2(G)	Endurance
FULLER M. I.	RO2(G)	Mercury	HOULDSING S. S.	RO2(G)	Mercury	LUPSON R. J.	JRO(G)	Hermes
FARNES J.	CY	Mercury	HOWARD B. V. C.	RS	St. George	LYE E. L.	JRO(W)	Lincoln
			HOWELL C. R.	RO2(T)	Mercury	LYTH J. A. B.	CY	Dundas
			HOWES R. W.	LRO(T)	Undaunted			
GAFNEY	RO2(G)	Rooke	HULBERT C. I.	CY	Mercury	MACAULAY A.	CY	Mercury
GALLAGHER M. J.	RO3(G)	Hydra	HUFFEN B. T.	JRO(T)	Hermes	MACDONALD J. K. C.	JRO(G)	Rhyl
GALLAGHER P. M.	LRO(T)	Mercury	HUMPHREY C. P.	RO2(T)	Mercury	MACKAY I.	RO2(G)	Mercury
GAMESBY S.	RO2(G)	Egeria	HUMPHREYS A. C.	LRO(T)	Sirius	MACKAY M. G.	LRO	St Angelo
GANDERTON A. F. J.	RO2(W)	Juno	HUNT M.	RO2(W)	Tartar	MACKIN M. D.	LRO(W)	Rooke
GANDY A. J.	RO3(W)	Whitby	HUNTER J. H. J.	RO1(G)	Mercury	MACWILLIAM N. D.	RO3(G)	Rothesay
GARD M. C.	LRO(G)	Mercury	HUSSEY A. C.	RO2(T)	Mercury	MAHOOD A. J.	RO2(G)	Onslaught
GARDNER T. L.	RO2(G)	Mercury	HYLANDS P. J. W.	JRO(W)	Falmouth	MAHY J.	RS	Mercury
GARDINER K.	LRO(W)	Courageous				MANN D. M.	RO2(T)	Palliser
GAUGHAN M.	CCY	Mercury				MARKS W.	LRO(G)	Mercury
GAVIN S. F.	LRO(W)	Juno				MARLOW K.	JRO(T)	Hermes
GELL S. G.	RO3(W)	Jupiter	IKIN R. L.	LRO(G)	Drake	MARRIS R. C.	RO2(T)	Leopard
GERRARD R. G.	RO1(T)	Whitehall	ILES J. G. A.	RO2(G)	Plymouth	MARSDEN R. J.	LRO(T)	Mercury
GEORGE D. J.	RO1(G)	Pembroke	INNES J. R.	RO2(G)	Hampshire	MARSHALL R. H.	RO2(T)	Mercury
GEORGE P. S.	RO3(G)	Intrepid	INNES W. A.	RO3(G)	Mercury	MARTIN A.	JRO(T)	Bristol
GENT R. F.	JRO(G)	Bulwark	IRWIN-SINGER J. G. T.	RO2(G)	Mercury	MARTIN G.	RO2(T)	Rooke
GIBBS B. J.	RO2(T)	Mercury				MARTIN J. A. T.	LRO(G)	Mercury
GIBSON K. H.	RO2(T)	Minerva	JAY L. J.	LRO(G)	Tangmere	MARTIN-WINTER P.	JRO(G)	Rhyl
GIBSON H. S.	LRO(G)	Whitehall	JENKIN S. P.	JRO(T)	Matapan	MARTIN R. T.	CY	Mercury
GILLANDERS R. R.	RO2(W)	Lynx	JENKINS B.	RO2(T)	Mercury	MATHEWS A.	RO2(W)	Blake
GILLIES R. L.	RO3(G)	Rothesay	JENNINGS A. J.	RO2(T)	Victory	MATTHEWS D. L.	LRO(G)	Mercury
GLOVER R. T.	RO2(G)	Excellent	JOHNSON K. P.	JRO(T)	Achilles	MATTHEWS D. L.	LRO(G)	Hydra
GOLDEN M.	RO3(T)	Phoebe	JOHNSON M. B.	RO1(G)	Exmouth	MATTHEWS S. A.	JRO(W)	Phoebe
GOLDFINCH D. T.	LRO(W)	Dryad	JOHNSTONE J. R. G.	RO2(W)	Bacchante	MAYS J. P.	RO1(G)	Mombasa
GOLDSMITH R. I.	CY	Mercury	JONES B. J.	RO2(W)	Berwick			
GOODE J. D.	RO3(T)	Jaguar	JONES G. L.	RO3(T)	Abdiel	MANN J. A.	LRO(W)	Yarmouth
GORE A.	CCY	Mercury	JONES J. M.	RO3(W)	Devonshire	MCCARTNEY R. S.	RO2(G)	Fearless
GOVAN A. J.	RO3(G)	Antrim	JONES M. C.	RO2(G)	Mercury	MCLEARY J.	LRO(W)	Llandaff
GOODY T. E.	RO3(W)	Llandaff	JONES P. C.	RO2(G)	Hecla	MCCOAN G.	RO3(T)	Exmouth
GRAY J. P.	LRO(G)	Mercury	JONES T. K.	RO2(W)	Llandaff	MCCONNACHIE R. F.	RO2(G)	Abdiel
GRAY R.	LRO(T)	FOST	JONES W. J. O.	RS	Drake	MCCORMACK P. M.	RO2(G)	Victory
GREY C. I.	RO2(W)	Rooke	JORDAN K. P.	RO3(G)	Mercury	MCCREADIE J.	RO2(G)	Cochrane
GRIFFITHS C. A.	RO2(W)	Ariadne	JUDGES C. W.	CY	Eskimo	MCCRUDEN D. F.	LRO(G)	Neptune
GROSSMITH N. R.	JRO(G)	Rothesay	JONES R. D.	RO2(W)	Whitby	MCMURPHY M. A.	LRO(G)	Resolution
GRUBB M.	RO2(T)	Rhyl				MCDOWALL I.	LRO(T)	Abdiel
			KELL B. M.	LRO(G)	Mercury	MCGLENNAN R. F.	RO1(G)	Dolphin
HADGRAFT F.	JRO(G)	Bulwark	KELLAND M. J.	RO2(W)	Achilles	MCGREGOR N. O.	RO3(G)	Lynx
HADGRAFT J.	JRO(G)	Bulwark	KELLY P. J.	JRO(G)	Phoebe	MCGONAGALL P.	RO3(T)	Nubian
HAINES P. T.	JRO(G)	Intrepid	KEMP R. A.	LRO(G)	Intrepid	McKENNA P. A.	RS	Mercury
HALIFAX B.	RS	Drake	KENNEDY A. R. M.	RO2(G)	Laymoor	McMANUS B.	RO2(T)	Ark Royal
HALL G. A.	JRO(G)	Dido	KERSLAKE S. C.	RO2(G)	Mercury	McNALLY M. J.	RO2(G)	Argonaut
HALL T. L.	RO2(G)	Narwhal	KILBANE K. M.	RO3(G)	Glamorgan	McQUILLAN P.	RO2(G)	CINCFLEET
HALLATT I. G.	JRO(G)	Hermes	KILBANE M. J.	LRO(T)	Mercury	McDERMID J. P.	CCY	Mercury
HAM A. J.	RO2(W)	Hardy	KILLEN T. I.	JRO(G)	Keppel	MCCORMICK J. B.	LRO(T)	Mercury
HAM J. D.	RO1(G)	Mercury	KIMBER C. F.	LRO(G)	Mercury	MCCOAN G. S.	LRO(G)	Mercury
HAMILTON D.	RO2(G)	Fife	KING A.	RO1(G)	Cutlas	MALONE V.	CY	Llandaff
HANDS K. V.	RO1(T)	Phoebe	KING M. L.	JRO(G)	Lynx	MEADOWS B.	RO2(G)	Mercury
HARRAWAY M. L.	JRO(G)	Devonshire	KIRBY R. K.	RO3(T)	Blake	MEEHAN E. W. M.	RO2(G)	Yarmouth
HARRIS W. G.	JRO(W)	Lincoln	KIRKPATRICK D. W.	RO3(W)	Bacchante	MERCER A. R.	RO2(T)	Falmouth
HARRISON D.	RO3(T)	Devonshire	KITCHIN P. W.	FCY	Ajax	MERCER D. J.	RO2(G)	Monkton
HART M. R.	RO1(T)	Devonshire	KNAPMAN	RO2(G)	Bulwark	MILES G.	RS	Mauritius
HART S. F.	RO2(G)	Victory	KNIBBS D. G.	LRO(G)	Mercury	MILLER B. J.	JRO(W)	Minerva
HARVEY C.	RO3(W)	Glamorgan	KNILL L.	RS(W)	Jupiter	MINES D. E.	LRO(G)	Bulwark
HARVEY N. E.	JRO(G)	Hermes	KNOWLES A. L.	JRO(W)	Arethusa	MOCK P. J.	RO1(G)	Drake
HARVEY P.	CY	Caroline				MOFFATT W. E.	JRO(G)	Lincoln
HARVEY R.	RO1(G)	Whitehall				MOIR J. M. P.	RS	Grenville
HARVEY	LRO(G)	Mercury	LAND J.	LRO(T)	Mercury	MONGER R. G.	CRS	Arethusa
HAYDON A. J.	JRO(T)	Whitby	LANGDON D. S.	LRO(T)	Mercury	MOORE E.	RO2(T)	Mercury
HAYES D. C.	LRO(W)	Blake	LAWLER J. D.	RS	Mercury	MOORE G. J.	JRO(T)	Falmouth
HAYS G.	JRO(G)	Mercury	LAWN W.	LRO(T)	Mercury	MORELY J.	RO1(T)	FOF1
HEALY T.	RO3(G)	Plymouth	LAWRENCE R. A.	LRO(W)	Hampshire	MORRIS G.	LRO(G)	Mercury
HEANEY M. J.	LRO(W)	Minerva	LAWSON J.	JRO(T)	Yarmouth	MORRIS P. B.	RO2(G)	Neptune
HEATON B.	CRS	Mercury	LEE K.	RS	Mercury	MORTIMER R. F. A. C.	CRS(W)	Mercury
HEATON A. G.	RO3(G)	Charybdis	LEE H. N.	RO2(G)	Bulldog	MORTON A.	RO3(W)	Argonaut
HEIGHTON T.	RO2(T)	Whitehall	LEE S. M.	RO3(G)	Jaguar	MORTON P. S.	LRO(W)	Mercury
HENDERSON T. H.	RO2(G)	Diomed	LEPPARD G. R.	JRO(G)	Bulwark	MOSELEY P. R.	JRO(T)	Ark Royal
HENRY A.	JRO(G)	Intrepid	LEWIS K. J.	LRO(T)	Jaguar	MOULD T.	RO2(W)	Minerva
HEWITT C. H.	LRO(T)	Drake	LEIGH J.	LRO(G)	Mercury	MOUTER N. S.	LRO(G)	Whitehall
HEWITT A. G.	RO3(G)	Ark Royal	LILLEY R.	RO3(T)	Dundas	MOUNSEY P. F.	JRO(G)	Devonshire
HIGGINS B. M.	LRO(G)	Hampshire	LISMORE S. J.	JRO(T)	Hermes	MOYLE A. F. R.	RS	Bulwark
HILL D. J.	LRO(T)	Fife	LISTER M. S.	RO2(G)	Sheraton	MULHOLLAND J.	JRO(G)	Blake
HILL T. C.	LRO(G)	Mercury	LITTLEFIELD J. A.	RS	Mercury	MULHOLLAND J.	LRO(G)	Mercury
HILLMAN P. J.	LRO(W)	Hampshire	LINES P. A.	RO2(G)	Bulldog	MULLEN I.	RO3(W)	Diomed
HINE T.	RO2(W)	Ajax	LLOYD G. F.	RO2(T)	CINCFLEET	MUMBY B.	RO3(G)	Rooke
HITCHEN D. R.	LRO(G)	Mercury	LLOYD S. A. C.	RO2(T)	Eskimo	MURRAY G. P. M.	RO3(G)	Antrim
HOLLEY C. M.	CRS(W)	Norfolk	LOCKETT K. J.	RO3(W)	Bulwark	MUSSON P.	RO2(G)	Mercury
HONGSON P.	RO3(G)	Mermaid	LONG I. M.	RO2(T)	Mercury	MYERS R.	RO1(G)	Llandaff
HONSON T. G.	RO2(T)	Mermaid	LONG M.	RO2(T)	Llandaff	MYLES C. J.	RO1(G)	Cochrane

Name	Rate	Whither	Name	Rate	Whither	Name	Rate	Whither
NAPIER W.	LRO(G)	Whitehall	ROACH A. P.	R03(G)	Bulwark	STROUD R. W.	RS	Yarmouth
NASH J. M.	R02(G)	Mercury	ROBERTS C. G.	R02(G)	Mercury	STUART C.	LRO(G)	Mercury
NEWETT R. D.	LRO(W)	Victory	ROBERTS G.	R02(G)	Drake	STUART K. G.	JRO(T)	Intrepid
NEWMAN A. J.	LRO(G)	Penelope	ROBERTSON A.	LRO(G)	Eastbourne	STUART S.	R02(W)	Juno
NEWSON D. J.	R02(T)	Tamar	ROBINS A. G.	R03(G)	Mercury	STUBBS M. A.	RS	Mercury
NICKERSON M. D.	RS	Mercury	ROBINSON T.	CCY	Victory	STUCKEY A. M.	RS	Blake
NORMAN C. J. M.	JRO(G)	Hermes	ROBINSON T. K.	R02(W)	Devonshire	STURMAN H. G.	JRO(T)	Londonderry
NORMAN I. D.	LRO(W)	Berwick	ROBSON D.	R03(G)	Juno	STYGAL G. J.	R01(G)	Mercury
NORMAN R. J.	LRO(T)	Mercury	ROE I. A.	LRO(G)	Neptune	SUTTON A.	R02(G)	Mercury
NORMAN W. D. R.	R01(W)	Mercury	ROGERS C. J.	R03(G)	Antrim	SWAIN R.	R02(W)	Juno
NUTTALL D. A.	R01(T)	Diomedea	ROGERS J.	LRO(G)	Mercury	SWINNERTON G. P.	LRO(G)	Mercury
NUTTALL D. J.	JRO(W)	Lincoln	ROGERSON D. M.	RS	Victory	SYLVESTER R. D.	LRO(G)	Tiger
NUZUM E. P.	JRO(T)	Fearless	ROSE A. M.	JRO(W)	Hermione	SYMMS L.	CCY	Andromeda
			ROSE D. R.	LRO(G)	Mercury		R01(G)	Mercury
OAKDEN K. R.	JRO(T)	Palliser	ROWLANDS G. N.	RS(W)	CINCFLEET			
O'BRIAN R.	R02(G)	Eskimo	ROWLETT I. N.	JRO(G)	Hermes	TAIT J. R.	LRO(G)	Resolution
O'CONNOR A. J.	R03(G)	Ark Royal	ROY T. J. P.	R01(T)	Mercury	TARPLEE K.	RS	Mercury
OLIVER K.	R02(W)	Hampshire	RUDD E. F.	RS	Palliser	TATTUM C. F.	LRO(T)	Victory
OLIVER R. J.	JRO(G)	Ariadne	RUDD T. G.	LRO(T)	Dolphin	TAYLOR A. E.	RS	Blake
ONSLow P. R.	JRO(T)	Intrepid	RUDD R. J.	R02(G)	Victory	TAYLOR A. R.	CRS(W)	McCurry
O'REGAN D. M.	R03(G)	Antrim	RUDDLE A.	LRO(G)	Mercury	TAYLOR J. L.	R01(G)	Mercury
ORMEROD J. N.	R03(W)	Mohawk				TAYLOR L. G.	RS	Mercury
OSBORNE A. G.	R03(W)	Londonderry	SALLONW D. J.	R02(W)	Mercury	TAYLOR P. F.	JRO(T)	Ark Royal
O'SHEA B.	R02(W)	Exmouth	SANDERS P.	CY	FOCAS	TAYLOR P. W.	LRO(G)	Mercury
O'SHEA M. J.	JRO(G)	Palliser	SATCHWELL M. D.	R03(T)	Devonshire	TAYLOR R.	JRO(G)	Penelope
O'TOOLE C.	R02(G)	Wasperton	SAUNDERS P. S.	R02(W)	Arethusa	TAYLOR L.	LRO(G)	Jupiter
OVERTON B.	LRO(G)	Victory	SAVVA P. M.	R02(W)	Dolphin	THOMAS A. C.	LRO(W)	Mercury
OWEN T. P.	R02(W)	Minerva	SCHOFIELD J. G.	JRO(G)	Palliser	THOMAS A. G.	RS	RNU
OWENS A.	R01(W)	Fife	SCOTT E.	RS	Tartar			Tangmere
			SCOTT R. I.	R01(W)	Mercury	THOMAS K. P.	R01(G)	Achilles
PAGE M. J.	R02(G)	Keppel	SCULLOIN D. J.	R02(G)	Olympus	THOMAS R.	R02(G)	Whitby
PALMER K. F.	R02(W)	Mercury	SARGEANT B. R.	JRO(G)	Antrim	THOMAS T.	JRO(T)	Glamorgan
PALMER R.	JRO(G)	Cleopatra	SEAGER I. K.	R02(T)	Ajax	THOMPSON G.	JRO(G)	Devonshire
PALMER O. E.	LRO(G)	Mercury	SEAMAN P.	R02(T)	RN Party	THOMPSON J. K.	R02(T)	Osprey
PARDO J. N.	R02(G)	Mercury			Singapore	THORNTON J.	R02(G)	Mercury
PARKER G. A.	R02(G)	Wasperton	SEAR O. P.	R02(G)	Hydra	TILLEY M. J.	R02(W)	Victory
PARRY R. D.	CY	Mercury	SETTERFIELD A.	R02(G)	Yarmouth	TINKINSON G. C.	LRO(W)	Mercury
PARSONS G. E.	LRO(G)	Mercury	SHAW A. R.	RS	Gurkha	TIMMINGTON D.	LRO(G)	Mercury
PARSONS M.	RS	Lincoln	SHEPPARD J.	JRO(G)	Ark Royal	TIMSON P. R.	R03(T)	Tiger
PAUL N. G.	CY	Mercury	SHIELDS I. S.	R02(G)	Swiftsure	TOMKINSON G. C.	LRO(W)	Dryad
PAUL T. M. A.	R02(W)	Achilles	SHILTON G. P.	R03(G)	Mercury	TOMLINSON C. J.	LRO(T)	Victory
PAVIER B. I.	LRO(T)	Mercury	SHOESMITH N. F.	R02(T)	Rothsay	TOMS D. C.	JRO(G)	Ariadne
PAYNE M. K.	R01(T)	Exmouth	SHORTEN J. B.	R02(T)	Bulwark	TORRENS G. V.	LRO(G)	Sirius
PAYNE M. S.	LRO(G)	Mercury	SHORTER G. R.	CY	Rothsay	TOY T. D.	LRO(W)	Mercury
PAYNE A. W. H.	JRO(G)	Plymouth	SIMMONDS D. C.	R01(G)	Ashanti	TUCKER P. G.	JRO(G)	Penelope
PEARSON A.	R02(G)	RN Party	SIMMONS A. L.	R01(T)	Mercury	TURNER G.	JRO(T)	Blake
		Singapore	SINCLAIR D.	R02(T)	Torquay	TURNER J.	RS	Keppel
PEELO A. J.	R01(G)	Mercury	SKED J.	CRS(W)	Andromeda	TURPIN S.	R03(G)	Keppel
PEGLAR K. E.	R02(W)	Glamorgan	SKEEN B. H.	R02(G)	Plymouth			
PENROSE R.	LRO(G)	Mercury	SKELLEY I. D.	R03(G)	Ark Royal	UDY P.	JRO(G)	Jupiter
PENROW F. P.	CRS	Ajax	SLATER D.	R02(G)	Dolphin			
PETERS W. C.	R02(G)	St Angelo	SLATER J. S.	RS	Whitby			
PHELAND P.	CCY	Hampshire	SMALL S. G.	JRO(G)	Hermione	VARNIS D. P.	JRO(T)	Bristol
PHIPPS R. J.	LRO(G)	Mercury	SMALLER D. W.	R02(T)	STANAV-FORLANT	VESTY J. R. C.	R02(T)	Rothsay
PHILLIPS W.	LRO(G)	Lochinvar				VINER S. G.	JRO(W)	Antrim
PIERRE L. A.	LRO(T)	Blake	SMALLMAN A. E.	LRO(T)	Osprey			
PILKINSON A. D.	JRO(T)	Minerva	SMITH B.	RS	Plymouth	WALKER A. C.	R03(G)	Blake
PIRT D.	R02(G)	Nurton	SMITH B. J.	R02(T)	Britannia	WALLACE J.	JRO(W)	Hermione
PITTS K.	LRO(W)	Cochrane	SMITH D. G.	R01(G)	Mercury	WALLACE N. A. J.	R01(G)	Mercury
POCOCK A. T.	R02(G)	Tartar	SMITH J. G.	R02(T)	Victory	WALMSLEY G.	LRO(W)	Mercury
POPE P. A. W.	LRO(G)	Warspite	SMITH M.	R03(G)	Danae	WARBURTON B. K. G.	LRO(G)	Intrepid
POTTER M. S.	JRO(G)	Mercury	SMITH M. C.	LRO(T)	Tartar	WALTERS P. D.	JRO(W)	Fife
POWELL J.	R02(T)	CINCFLEET	SMITH P.	R01(G)	Whitehall	WARD I. D.	JRO(W)	Plymouth
POYNDER D. C. P.	LRO(G)	POST	SMITH P. J.	LRO(G)	Mercury	WARD K. E.	R02(T)	Lincoln
PRESTON M. J.	R03(G)	Mercury	SMITH R. G.	CRS(W)	Mercury	WARD P. J.	CCY	Charybdis
PROCTOR W. A.	R02(G)	Cochrane	SMITH S. A.	RS	Amazon	WARE N.	R03(T)	Hermes
PUNT P. G.	R02(W)	Ariadne	SMYTH P. T.	LRO(G)	Mercury	WARE G. J.	JRO(T)	Bulwark
PURNELL J.	LRO(G)	Excellent	SNEDDEN A. J. S.	JRO(T)	Mercury	WARREN M.	RS(W)	Glamorgan
			SNEDKER M. A.	R02(T)	Rothsay	WARRINER M. J.	LRO(G)	Mercury
			SOLOMON K. W.	R02(T)	Centurion	WATERFIELD J. K.	R02(T)	Mercury
					(DNR)	WATSON M. F.	R01(G)	Osprey
QUINLAN D. J.	R02(W)	Churchill	SORENSEN R. G.	R02(G)	Gavinton	WELBOURNE R.	LRO(T)	CINCNV-HOME
QUINN P. A.	R02(T)	Intrepid	SOUDEN D. L.	LRO(G)	Hampshire			
			SPARKES C. M.	R01(W)	Sirius	WELLS P. W.	JRO(T)	Bristol
RAMSAY D. G.	JRO(T)	Fearless	SPEAKMAN J. A.	LRO(W)	Danae	WESTERN J. C.	LRO(W)	Mercury
RAY R.	R02(G)	Keppel	STALLBRASS P. E.	R02(G)	Penelope	WHEATLEY G. R.	JRO(T)	Glamorgan
REILLY M. J.	R02(G)	Neptune	STANBROOK P.	R02(G)	Monkton	WHEELER A. L.	R01(G)	Whitehall
RENDALL D. C.	LRO(G)	Argonaut	STARGATT M. D.	R02(G)	Cleopatra	WHEELER N. S.	R02(T)	Mercury
RENOUVEZ P. J.	JRO(T)	Jaguar	STEAD K. S.	R02(T)	Mercury	WHEELAN W. J.	RS	Mercury
REYNOLDS A. W.	R02(G)	Dolphin	STEEL J. R.	LRO(G)	Ariadne	WHITE A. J.	R02(W)	Onyx
RHODES K.	R02(T)	CINCFLEET	STEEL M. R.	CRS	Victory	WHITE B. L.	R02(T)	Lochinvar
RHODES R.	RS	Blake	STENTON A.	R02(G)	SSN 08	WHITELAW F. W. J.	R02(G)	Berwick
RICE N.	LRO(W)	Mercury	STEVENS T.	R02(G)	Exmouth	WHITELAW P.	JRO(G)	Torquay
RICHARDS R. W.	R02(G)	Renown	STEWART D. K. C.	JRO(W)	Lincoln	WILDEN R. H.	R01(W)	Plymouth
RICHARDSON C. R.	LRO(G)	Mercury	STEWART T. M. J.	R02(T)	STANAV-FORLANT	WILKINSON A. L.	RS	Minerva
RICKARD C. D.	JRO(T)	Phoebe						
RICKWOOD C. W.	R02(T)	Mercury	STODDART A.	JRO(T)	Bulwark			
RIDDELL G. A.	R02(G)	Apollo	STRANNIX W. F.	R02(G)	Cambridge			
RIETZLER C. M.	CRS	Mercury	STONE R. E.	R02(T)	Tangmere			

Cont. page 3 over

Name	Rate	Whither	Name	Rate	Whither
WILKINSON K. W.	RO2(G)	Forest Moor	WISHART D.	JRO(W)	Antrim
WILSON B. R.	RO2(T)	Pembroke	WOOD A. M.	JRO(G)	Ark Royal
WILSON J. S.	RO2(G)	Monkton	WOOD D.	RO2(T)	Triumph
WILSON M.	LRO(G)	Mercury	WOOD J. R.	RO3(T)	Gurkha
WILSON P. J.	RS	Fife	WOOD K. D.	JRO(G)	Hermes
WILSON W.	RO2(G)	Tamar	WOOD P. F.	JRO(G)	Ark Royal
WILLETS D.	RO2(T)	Juno	WOODGATE E. G.	LRO(T)	Phoenix
WILLIAMS G.	RS	Mercury	WOLVERTON J. W.	RO2(T)	Norfolk
WILLIAMS J. H.	JRO(W)	Cleopatra	WORRAL S. R.	RO1(G)	Mercury
WILLIAMS K. E. R.	LRO(G)	Renown	WRIGHT J.	LRO(G)	Berwick
WILLIAMS K. J.	CY	Lynx			
WILLIAMS M. C.	JRO(W)	Phoebe			
WILLIAMS P. K.	RO3(T)	Whitby	YATES E.	RO2(W)	Tartar
WILLIS A. C.	JRO(G)	Ark Royal	YEARLEY T. J.	JRO(T)	Argonaut
WILLSON P. E.	RS	Antrim	YEO R. F.	CRS	Mercury
WILLS J. F.	RO2(T)	Intrepid	YOUNG A. D.	RS	Seahawk
WILLETS D.	RO2(T)	Juno	YOUNG R. M. G.	LRO(W)	Mercury

ANSWERS TO NAUTICAL QUESTIONS

See page 166

- (a) Mary Celeste. (b) Noah's Ark. (c) L'Orient. (d) The Owl and the Pussy-cat's. (e) Revenge. (f) Cleopatra's barge. (g) The Ancient Mariner's.
- Three Men in a Boat. 3. Andrew Browne Cunningham. 4. Admiral Darlan at Algiers. 5. Dover.
- Britannia (Queen's visit to the Isle of Man).
- Amphitrite. 8. W S Churchill. 9. May 30, 1916 (Beatty at Jutland). 10. He is Earl Mountbatten and a Signal Officer. 11. 211156Z OCT 1805.
- They are all flag symbols for the International Red Cross. 13. Helen's. 14. Mercury (Hermes to the Greeks).

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- digital frequency synthesizer ensures stability of ± 5 ppm /year
- all transmitters, receivers and transceivers are solid-state (except for 100W p.a. stage); transmitter outputs of 20W or 100W u.h.f. and 10W v.h.f.
- completely compatible with all airborne transceivers

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