

W.H. GARDNER

THE COMMUNICATOR



VOL 18 · No. 5 SUMMER 1967

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THE COMMUNICATOR

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

SUMMER 1967

VOL. 18, No. 5

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PUBLISHED AT HMS "MERCURY"

SINK OR SWIM?



Courtesy, Warner Pathé

SENTA BERGER

EDITORIAL

Next year, by our reckoning, is the twenty-first anniversary of *THE COMMUNICATOR*. It is intended that the Easter edition should mark the 21st Birthday and we are particularly keen to get together as many ideas and suggestions as possible for that edition at an early date.

It may interest readers to know that the Rotadex system of filing adopted by *Fife* for her signal distribution system has been adapted by the magazine staff for the sales and order record system—this may well account for more of those reminder chits exhorting you to renew your order for the next edition before it is too late.

THE EDUCATION AND MAINTENANCE ALLOWANCE

When a Serviceman's children reach school age, the parents are frequently in a quandary regarding the best course of action to take. They have the choice of keeping the child with them during their moves from one location to another with its possibly adverse effect on the child's education, or they can take advantage of the various allowances payable by the Navy to allow them to send their children either to a boarding school or to leave them with parents, friends etc., so that the children can continue at the same day school whilst their parents are away. This article will attempt to set out the various rules and conditions which apply if the latter course of action is taken.

Let us first take the Education Allowance. This is provided to permit a parent to send his children to a boarding school. Currently the rates laid down in D.C.I. 1332/66 are as follows:

- 1st Child—£235 a year (£78.6.8 per term)
- 2nd Child—£285 a year (£95 per term)
- 3rd Child—£335 a year (£111.13.4 per term)

The Maintenance Allowance is provided to permit parents to leave their children with relatives, friends etc., in order that they may continue at the day school they are already attending. The payment, also laid down in D.C.I. 1332/66, is currently £65 a year for each child. This is credited at the rate of 3s 7d per day.

The general conditions relating to these allowances are that each child is eligible up to 19 years of age providing he/she is receiving full time technical or vocational training. It does not apply to children attending either University or finishing schools, or to children who change their school after 18 years of age.

If the parents are abroad, the allowances are paid for all children at boarding school and for each child boarded with a relative or friend for at least three months. In the same way as L.O.A. is non-taxable to offset the extra costs abroad, these allowances are non-taxable too.

If the parents are stationed at home, however,

the allowances are payable providing that at the time of the initial application the Commanding Officer certifies that the parents are unlikely to remain in the same place of duty for more than four years. Additionally, in the case of the Maintenance Allowance, the children must remain for at least three months to qualify. Both types of allowance are taxable in the U.K.

Various other situations are covered by the rules. Briefly these are as follows:

- (a) Children boarded in Children's Homes will be considered if they are boarded for education purposes and the parent has to contribute. Claims under this scheme are submitted to the Ministry of Defence.
- (b) Children living in lodgings or hostels in order that they may attend their normal day school are usually eligible, and when the Local Education Authority maintains the hostel in addition to providing the tuition, the allowance will be paid.
- (c) Children accompanying their parents overseas and attending a boarding school in the area not under Service arrangements will only be eligible if the intention is to keep the child there until completion of the current stage of its education. Claims under this section must be accompanied by a certificate stating this intention.

Personal Eligibility

These allowances will only be paid to personnel who are qualified. The qualifications are described below:

- (a) Personnel must be in receipt of full rates of pay. WRNS personnel are eligible if they are in receipt of Marriage Allowance.
- (b) Estrangement. Children not normally living with the Service parent due to estrangement are not normally eligible, but estrangement is only deemed to exist where a court order or similar document has been made, or a petition for judicial separation/divorce has been filed. If the allowance was being paid before the estrangement, it will continue to be paid.
- (c) No first claims will be accepted within 3 months of release or retirement.

Payment of the Allowances

Education Allowance. Paid three times a year in advance (less tax when payable) on the 30th April, 31st August, and 31st December. Where the basic boarding/tuition fees are less than the appropriate maximum rate of allowance, certain "extras" charged separately may be admitted provided:

- (a) Where "extras" relate to tuition, they must form an essential part of the school curriculum (e.g. school books, stationery, games fees, music fees etc.), would be

admissible, but games equipment, riding lessons etc., would not).

- (b) Where "extras" relate to boarding they may be admitted if they entail a cost which would be additional to the cost of a child at home (e.g. laundry would be eligible, but haircuts etc., would not).

On death or invaliding of the Service parent, one further payment will be made providing the child is still at the boarding school.

Maintenance Allowance. This is paid to parents on a weekly basis. Periods where the child rejoins the family for holidays are ignored. On the death or invaliding of the Service parent, the allowance is paid for a further 13 weeks provided the circumstances of the child's position do not change.

How to Apply

For the Education Allowance a Form S.51 is rendered for each child on each occasion a payment is due. On the first application for each child of parents in the U.K. a certificate from the Commanding Officer on the lines mentioned earlier in the article is required, and in all cases of first application, the birth certificate of the child must be produced together with a receipt from the school (*Note:* The receipt for the payment of the school fees may be produced after the initial payment by the Supply Officer, but must be produced before the end of the pay period otherwise the Allowance will be recovered by the Supply Officer). Subsequently a receipt—which may be for the preceding term—is to be attached to each claim payable on the 31st August.

The rules for application for the Maintenance Allowance are almost identical to the Education Allowance, except that Form S.51A is used and the initial application must be accompanied additionally by a certificate from the principal of the day school.

Other Rules

It is imperative that any changes in the circumstances affecting the claim are reported immediately. Failure to do so will entail risk of punishment and the repayment of the allowance.

Allowances, like Marriage Allowance, are not subject to mulets of pay.

ACKNOWLEDGEMENTS

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

RNAS *Brandy*, RN Commcen Singapore, HMS *Euryalus*, HMS *President*, HMS *Forest Moor*, and No. 7 Wireless District, RNR.

The article "Do You Dig It" which appeared in the Easter edition was written by LRO(T) Blandford of HMS *Fife*.

THE NEW STYLE RO2 EXAMINATION

Candidates for the new RO2 examination, as published in DCI 1501/66 and Change 1 to the Communications Training Manual, need not be too alarmed if their present draft or employment gives them little opportunity for training, or acquiring experience, in their selected sub-specialisation.

It is regretted, but nevertheless a fact, that the Commodore Naval Drafting, for all his efforts, is not able to draft JRO's and RO3's to suitable billets in all cases. This is particularly true for ratings selected (W), who because of the shortage of sea billets may find themselves in ships without either EW equipment or sub-specialised (W) ratings.

The large majority of RO's should nevertheless find the RO2 examination much easier, as it is carefully slanted, on the book-subject side, to take advantage of the continuity of training within sub-specialisations, now possible by the instructions in DCI 1501/66. The difficulties of the small minority who find themselves in jobs not specifically connected with their selected sub-specialisation were both realised and recognised when the new examination was introduced. Article 222(e) of the Communications Training Manual instructs Examining Officers to assess the background and experience of RO2 candidates and to frame their questions accordingly. It is, however, logical to expect that all RO's, wherever they have been employed, should be capable of expanding their knowledge in all subjects beyond the standards laid down for New Entry training.

As a final word, from experience in HMS *Mercury*, it is very rare indeed for an RO3 who satisfactorily reaches all the laid down standards in practical skills not to pass the examination. So it might be said as advice, "Get your operating skills up to standard and the remainder almost automatically follows in their wake".



"Ave you tried putting these chips out in the sun... they may brown off a bit."

COMMUNICATION SATELLITE TRIALS IN HMS WAKEFUL

by Lieutenant Commander C. G. Traill

Trials recently completed in HMS *Wakeful* were designed to test the feasibility of ship communications via a near synchronous satellite. In the future as the tenure of shore stations overseas becomes less secure, it will become increasingly difficult to meet the need for rapid communications with ships at sea, by the use of existing HF techniques dependent upon the use of relay stations. The success of this trial is therefore an important event in the history of Naval Communications.

Technically the trials confirmed that satellite communications from a ship to other ships and shore stations are a practical proposition. Voice and telegraph signals were transmitted with exceptionally low error rates and these rates were maintained irrespective of weather conditions.

The terminal was built to take part in the Initial Defence Communication Satellite Project (IDCSP) under an agreement concluded between the U.S. Department of Defence and the British Ministry of Defence allowing a limited number of U.K. Earth stations to operate within the system. In addition to the *Wakeful* system three land based stations are now in operation at Christchurch, Cyprus and Singapore each manned by one of the three Services.

The satellites are active repeaters (as opposed to passive reflectors) launched into near stationary equatorial orbits at a height of approximately 20,000 miles by a Titan 3C Rocket. Two launches so far have been successful and a total of fourteen satellites is available for communication trials.

The ship project is part of the research programme into satellite communications at the Admiralty Surface Weapons Establishment and is under the control of Dr. Glanville Harries. The system was designed, built and fitted in 13 months.

The terminal consists of a 6 ft diameter aerial, with auto-tracking facilities, fed by a 20kW transmitter operating in the military band of microwave frequencies. The signal is amplified in the satellite and retransmitted at a slightly lower frequency. In order to keep the ship system noise temperature as low as possible, the parametric head amplifier has been cooled using gaseous helium to 20°K. The magnitude of the problem can be seen from the fact that, using 5kW of transmitted power, the receive signal is 10^{-18} of a watt or one tenth of a millionth of a millionth of a milliwatt. Two separate receivers in the system enable the ship to monitor its own signals as well as those from another sending station.

The transmitter/receiver was built in the Space Division of Plessey Radar Ltd., at Cowes, Isle of Wight and a specially designed stabilisation system, using Ferranti Gyros was installed in *Wakeful* by ASWE. The transmitter, receiver, modulator equipment, aerial control and signal processing



HMS *Wakeful*'s satellite dish.

equipment are contained in two transportable cabins which were dropped into position on the ship's deck.

The success of the trial in general and the confirmation of the predicted figures for capacity, signal thresholds, error rates, system losses, stabilisation accuracy and radiation levels have enabled ASWE to proceed with confidence on a streamlined system using reduced power and only one cabin which will be ready for fitting in mid-1969.

MEANS OF COMMUNICATING

by Longtoothfellow

"Passing the message" has long been bread and butter to me, but I have had occasion to reflect on one or two of the more unusual systems of "getting through".

In Stone. After attending the burial service for a messmate in Singapore in 1940, I was glancing at the inscriptions on some of the headstones when the grim humour of an unnamed sailor arrested my attention. His headstone read:

Hearken shipmates as ye pass by,
As ye are now, so once was I.
As I am now, so shall ye be,
So come on Jack, follow me.

I went straight back onboard.

In Sand. The exploits of the 8th Army, the Desert Air Force, and the Fleet under Cunningham are matters of recorded history.

Less well known is the fact that some of the semi-khaki-clad figures in the North African desert were matelots drafted away from their normal environment. Such a character was a 'Scouse' hunting of my acquaintance. He did not entirely conform to army routine, and in fact

found time off from warfare to be on friendly terms with certain nomads. His particular interest was in the nearest thing there was to a ship—a camel.

Relations were strained to breaking point one day when he was the recipient of a torrent of Arabic abuse. Realising that all this was lost on the 'Scouse' Infidel, the owner of the camel executed a swift series of signs in the sand which, in any language, meant, "Get thee lost".

'Scouse' had apparently committed the cardinal sin of trying to feed the 'Ship of the desert' with Pussers' corned dog on what must have been a meatless feast day.

One Word. Codewords are used, discarded and forgotten, but there is one word that is still very clear in my memory. To any sparker in the assault force ships at Salerno, the word "TIPTREE" was always good for a touch of chilled marrow, for it meant that an enemy aircraft was expected to attack by launching a radio controlled bomb and directing it to a target ship.

Those of us in small ships had no access to any form of Jammer and, in fact, were under instructions to find the bomb control frequency, then swing our transmitter onto it and hold a source of noise such as an electric razor in front of the microphone.

I was, and still am, a safety razor man. Have you ever tried blowing fifty cycle raspberries into an insensitive carbon mike while inflating a pussers lifebelt?

One Woman. A system which has seldom failed over the years is to whisper the text of your message, in your best "don't breathe this to a soul" manner, into the ear of the right sort of woman. This way you get just about the least expensive and most efficient "off line" broadcast in the business.

SPRING CROSSWORD

Winner: Lieutenant (CS) R. G. Winning, RN&RM Careers HQ, 274/275 Broad Street, Birmingham 1.

Runners up: F. D. Cawley, 1 Afton Lodge, Freshwater, Isle of Wight, Lieut. (SD)(C) D. C. Mitchell, 3 Valency Close, Northwood, Middlesex.

Solution

Across: 1 Toper, 4 Celebrate, 8 Swain, 9 Unmarried, 11 Alto, 12 Hence, 13 Heir, 16 Cast-iron alibi, 19 Telegraph pole, 20 Faide, 22 Rifle, 23 Tuan, 26 Crescendo, 27 Climb, 28 Limitless, 29 Niece.

Down: 1 Testament, 2 Practical, 3 Rune, 4 Cauterisation, 5 Bort, 6 Alive, 7 Elder, 10 Microphyllous, 14 Osage, 15 Nabob, 17 Inerudite, 18 Intenible, 20 Focal, 21 Dream, 24 Scot, 25 Icon.

WRNS PIN UP



GENE PITNEY

WRNS NEWS

Promotions

To Third Officer: P. M. Booth, S. D. Frank

Omission

It is regretted that the Spring edition of WRNS News omitted to mention that Miss A. Roscoe, an ex-WRO, had also been promoted Third Officer. We apologise to her for this.

1967 Ce Course

Consists of 3/O M. Thompson.

Wren Radio Operator: Advancement

At the end of June, 1967, the Advancement Rosters stood as follows:

Leading Wren Radio Operator/Radio Operator (Morse) to Petty Officer Wren Radio Supervisor: 15 (of whom 5 are in Singapore).

Wren Radio Operator/Radio Operator (Morse): 140 (of whom 15 are in Singapore).

During the last four months the average waiting time on the Roster from application for Advancement course to joining the course was five months for Leading Wren to Petty Officer, and sixteen months for Wren to Leading Wren.

There are two more Advancement courses planned for this year, Advancement 5/67 starting

on 5th September and Advancement 6/67 starting on 6th November.

Advancement Courses

The Advancement Courses this term have included No. 3/67: L/Wrens J. P. O'Connor, M. L. Hill, J. B. Hodgson and C. A. Eaton; Wrens D. C. Williams, P. Sewell, S. A. Bull, E. A. Dalton, N. A. Roberts, J. Bennett, J. L. Hornsey and J. P. C. Gamble.

No. 4/67: L/Wrens S. M. Martin, J. Fuggle and D. M. Mizen; Wrens S. M. Blackburn, S. F. Boyes, E. A. Connor, J. R. Starmer, H. Prendergast, O. Daive, P. C. Dobson, V. T. Maddocks and J. M. Bennett.

MERCURY MARINETTES VISIT THE COMMON MARKET

by Marinette 120883

"Naval Tradition went overboard with a splash at Whale Island today . . ." wrote the PORTSMOUTH EVENING NEWS on Friday, 16th June when twenty-three Wrens, two WRNS Officers, two Naval Officers and three Naval Senior Ratings, nearly all from HMS *Mercury*, cast off from the pontoon at G Moorings at 1230 for an eleven-hour crossing to Cherbourg.

In command of MFV 1060 was Lieutenant Commander J. Appleyard-List, assisted by Sub-Lieutenant C. O'Brien. In charge of the Senior and Junior WRNS Ratings were First Officer D. Talma and Third Officer K. Taylor. The female crew were guided in their nautical duties by RS Moloney, of HMS *Mercury*, and the engine by "George" and "Scrubber" from HMS *Sultan*.

Before we left Portsmouth the Command Public Relations Officer and a photographer from the PORTSMOUTH EVENING NEWS took up precarious positions in the bows of the ship to take photographs of the Wrens doing their joining routine—being issued with anti-seasickness pills, by Nurse Anne Bolton.

On leaving Portsmouth Harbour the Wrens lined the sides of the ship in the proper naval manner, passing HM Yacht *Britannia* and *Sir Winston Churchill*. Once away from land, however, we quickly dispensed with skirts in favour of something more practical, flet for eating and then scrubbing decks.

By this time we had been at sea for two hours and, although the weather was sunny and hot, the sea was rather choppy so a few girls were beginning to feel the effects of "mal-de-mer".

Nearly everyone had a turn on the wheel, but, until we had been at sea for some time, it would have been an exaggeration to say that the ship was pointing at Cherbourg all the time—however, there were only two complete circles! After a time accuracy came with experience, much to the Commanding Officer's relief.

During the whole time at sea and for routines while in harbour Wren Radio Operators who had just finished their training kept constant watch on Portsmouth CCN, which was being manned at the other end by Wrens who, not so long ago, were themselves training in HMS *Mercury*.

We arrived in Cherbourg at 2330 and were guided into Le Port Militaire by an enthusiastic Warrant Officer who could hardly believe his eyes when he came onboard. After an unsuccessful attempt to go down to the Wrens' Messdeck, he went up to the bridge and immediately offered to swap jobs with the Commanding Officer!

After finally securing alongside at 0230 everyone turned in, except the duty Quartermaster, who was relieved every hour until 0630. Not long after daylight the neighbouring ships in the basin noticed that there was something refreshingly different about our "Quartermaster". One could almost hear the wires buzzing as the news spread, and throughout the forenoon a rising tide of French Naval binoculars appeared round the port.

Once breakfast was over and the ship had been scrubbed and squared off, all but the Duty Watch went ashore. Girls who were not yet on watch hastened into the town in groups on shopping expeditions. We had a marvellous reception from the townspeople, who were only too eager to help us and find out all about us, including a Cherbourg journalist, who asked us if we were



"This is the boy friend I was telling you about; the big boy in one of the country's biggest organisations."

in the Reserve, to which we said "Non". He then described us as being "in activity".

The three PO Wrens had a special French lunch of egg and chips, whereas a lot of us bought French bread and cheese and took them back to eat onboard.

During the afternoon some people went ashore to spend more of their frames while others sunbathed onboard and exchanged smiles and waves with sightseers walking along the jetty on conducted tours, the main attraction of which seemed to be the English ship crewed by "Marinettes"—as a change from the French Nuclear Submarine *Redoubtable* fitting out in a nearby dock.

Wren Sue Jessop and two others went rowing in the ship's dinghy with Sub Lieutenant O'Brien and arrived back with five sailors' hats from French ships around the basin.

But it wasn't until the approach of evening that the fun really began! By this time the bush telegraphs had revealed that we were Communicators, so the other ships began to flash their invitations, until the volume of traffic looked from the MFV like the afternoon of the Allied gathering before a NATO Exercise. The matelots were in for a disappointment, however, because we *Marinettes* somewhat regretfully (but wisely) had to decline their invitations.

On Sunday morning, before our neighbours were awake, we left Cherbourg for the trip home. The sea was very lumpy at first, but soon flattened and once again gave us a very smooth crossing. Leading Wren Penelope Wade and Wren Barbara Kell—our two really accomplished helmswomen—spent most of the day keeping us dead on course, and we entered Portsmouth Harbour, once again lining the sides, at 1730.

After a memorable three-day break from routine everyone found it hard to settle down to work again. Salty "sea-dog" tales were told in the messes and elsewhere of rough weather on passage, going ashore in a foreign port and the impact of "Jolly Jackies" on the local populace.

The WRNS Motto at present is "Never at Sea", but as a result of our trip somebody will have to think up a new one. Any ideas . . . ?



"Mum, 'E's 'ome."

HMS MERCURY— RE-DEVELOPMENT

The redevelopment of HMS *Mercury*, for which £1.4 million has been funded, is now underway, and Communicators may be interested to learn what is going to be done.

Programme

The redevelopment is planned in phases as follows:

PHASE I

Sewage Farm Enlargement

Drill Shed

Petty Officers' Block

Five new Junior Ratings' Blocks

Alterations to existing Ratings' Blocks

WRNS Block

Victualling Block

PHASE II

Sick Quarters

Administrative Block

Instructional Block

PHASE III

Alteration to Leydene House

P and RT Centre

Church

Naval Stores and Estate Block

Alterations to the Garage Complex

New Tennis Courts and improvements to the Playing Fields

Captain's Residence

Hobbies Centre

PHASE IV

Replacement of North Camp Classrooms

Replacement of 'X' Section and Publications

Section Offices

New Assembly Hall

PHASE I

Phase I is firmed up with the final sketch plans agreed. The enlargement of the sewage farm is complete and construction of the Drill Shed commences this September. Construction work on the rest of Phase I starts in April, 1968 and the whole of Phase I should be completed by the end of 1970, when ratings' accommodation in *Mercury* will be right up to standard. The new Junior Ratings' Block will be four storied with single cabins for Leading Hands, and dormitories for 6 to 8 for the rest. It will also include a TV room and a quiet room. The present blocks will have their bathrooms increased in size (except Sommerville and Cunningham), and recreation rooms built on top. Mountbatten Block is being altered to give the Wrens their own dining hall, the New Entries a lounge, a new NAAFI shop, and a larger barber's shop re-arranged to allow more space at the west end of the block for CPOs, POs and Wren Senior Rates dining rooms served by one server. The new Wrens' Block will have sleeping accommodation and recreation rooms for all Wren ratings. Leading Rates and above will have single cabins, and junior rates will be six to a dormitory.



Sir Michael Carey commences the demolition of Nissen huts, 15th May 1967.

PHASE II

Phase II is planned to start one year behind Phase I. The Administration Block will house most of the offices now dispersed round the establishment, the cells and emergency party's dormitory. On completion of Phase II, the Main House will be clear of Wren ratings' dormitories and offices. The new Instructional Block will replace the remaining Nissen hut classrooms, the garage classrooms, and the Exercise Wireless Office.

PHASE III

Phase III will get rid of all the remaining Nissen huts and concentrate all the miscellaneous stores and workshops into two buildings, provide a modern gymnasium with changing and bath rooms shared with a covered swimming pool (it is hoped to cover the pool earlier), more outdoor games facilities, car parking, garages and concentrate all the officers accommodation in the Main House. It is probable that the wings of the Main House will be pulled down and rebuilt, but the exterior of the rest of the house will remain as it is. It is not intended to alter the hall, dining-room, and ante-room. It is further hoped that by the end of 1972 all accommodation will be up to the standard and all Nissen huts and Siberia gone.

PHASE IV

Phase IV is in the very early stages of planning but embraces the replacement of semi-permanent buildings such as North Camp classrooms, the Cinema and High Trees. Money permitting, it is hoped that this will follow on immediately after Phase III.

THE FIFTH ANNUAL NATO COMMUNICATION TRAINING COMPETITION

by Sub. Lieut. (SD) (C) P. R. Leonard

This year's NATO Communication Training Competition was held at the Signal Wing of the Fleet School, Canadian Forces Base, Halifax, Nova Scotia, Canada. From the 12th to 16th June.

The countries taking part in the competition were Belgium, Canada, Denmark, Germany, Italy, Netherlands, Norway, United Kingdom and the United States. The European teams assembled in Dusseldorf, Germany, on the 3rd June, being accommodated for the night in a Federal German Barracks situated approximately six miles from the city. The barracks had previously been occupied by the British Army, who had moved out two weeks earlier. There were still signs of their occupation, including the NAAFI opening hours. We had a chance to visit Dusseldorf during the evening, which although enjoyable, was found to be extremely expensive by those people that were unable to find the old part of the city.

On the following day all teams were taken to Dusseldorf Airport, where we emplaned in a "Yukon" aircraft of the Royal Canadian Air Force. The "Yukon" is an enlarged version of the Britannia aircraft, being capable of carrying 125 people. The flight to Halifax, Nova Scotia, took nine and a half hours, but during that time we were very well looked after by the cabin crew of the aircraft, with hot meals, coffee etc. It was interesting to cross over the coast of Labrador, and fly over land to Halifax, giving many of us our first glimpse of the hundreds of lakes, which are to be found in that part of the country.

On arrival at Halifax, we were met by the Canadian Navy and members of the local press, and after being cleared by the Canadian Health Department, were taken to the Canadian Forces Base, HMCS *Stadacona*, six miles from the airport. The accommodation provided for all members of the teams was extremely good, the four competitors of each nation being allocated a room, with the national flag of the country concerned on the door.

On the following day the teams were officially welcomed at ceremonial divisions by Admiral O'Brien, Royal Canadian Navy (CANMARCOM), a Communicator, who in his welcoming speech showed that he was fully aware of the problems facing Communicators in these days of automation. The flags of all the nations taking part were unfurled at colours, and much interest was shown in an unidentified flag, which later proved to be the Canadian Centennial emblem. Gifts were then distributed to all participants, cigarette lighters for the competitors, and cuff links for the evaluating teams.

The remainder of the week was spent in preparing equipment, warming up exercises, and sightseeing

THE RN TEAM



Right to left: RO2(W) Rose, RO2(G) Webb, S/LI (SD) (C) P. Leonard, CRS Childs, RO1(T) Skull, RO3(G) Kalas.

tours, including a visit to a local brewery, and a bus tour of Halifax. A bus trip to an RCAF station 120 miles from Halifax, provided a splendid view of the beautiful countryside of Nova Scotia, which was probably at its best after an extremely hard winter.

The competition commenced on the 12th June, and lasted for five days, and was designed to test operators in the four basic skills required of communication ratings. The tests and the RN competitors were as follows:

Radiotelegraph Reception	RO3	Kalas
Radiotelegraph Transmission	RO2(G)	Webb
Teletypewriter Transmission	RO2(W)	Rose
Flashing Light Reception	RO1(T)	Skull

Each competitor was required to participate in one exercise per day, which was marked, and the final result obtained by averaging the best three marks of each competitor. There were also two team events, a communication procedure quiz, and a communication relay, although these results were not counted for the award of the Challenge Cup. In the individual results the RN did not do very well, but produced quite good results in the quiz and the relay, where we came fourth and second respectively. In the shooting competition held between teams we also came second. The disappointing results of the RN team was probably due to the shortage of practice compared to some of the other countries, and also to the very high standard, which has shown a considerable increase on last year's competition. The final placings were:

1st	Germany and Italy	30 points each
3rd	Netherlands	28 points
7th	United Kingdom	11 points

The prizes were presented by Admiral O'Brien, the Challenge Cup to be retained at the German and Italian Signal Schools for six months each, Admiral O'Brien deciding who would have it first, by the toss of a coin.

On completion of the prize giving and a reception for all participants, the teams and evaluators were taken to Halifax Airport for the trip to Montreal, by RCAF "Yukon". In Montreal we were accommodated by the Royal Canadian Ordnance Corps, at Long Pointe, seven miles from EXPO 67, and during the next four days transport was provided to take all personnel to the exposition. This was thoroughly enjoyed by all, although the time did not allow us to see all of the exhibits, or to fully appreciate the magnificent amusement park called La Ronde.

Footsore, but fascinated, the European teams left Montreal at 0400Z on the 21st for the nine hour flight back to Dusseldorf, where after a stay of an hour and a half, we settled down in a charter BAC 1-11 jet aircraft for the flight to Gatwick, and from there to HMS *Mercury*.

The trip was thoroughly enjoyed by all, and the competition a success, although the results did not favour the RN team. Many new friends were made with Communicators of the other participating nations. The hospitality and the facilities provided by the Royal Canadian Navy were outstanding and will be remembered for a long time to come. The visit to EXPO 67 was an opportunity that many would have given anything to have taken.

Thoughts must however be turned towards the 1968 competition, which is due to be held in Norway, and would-be competitors must be prepared to achieve standards far in excess of those required by the average Radio Operator. For example, Teletypewriting at 50-60 wpm, Radiotelegraph Reception at 34-36 wpm, Radiotelegraph Transmission at 22-24 wpm and Flashing Light Reception at 12 wpm, all of these at the highest possible accuracy. Only with the achievement of these standards can our operators hope to compete with other nations. So, if you feel that you have the capability of reaching the required standard in one of these tests, and will be under 24 years of age, or have less than six years service in the Branch, by this time next year, then you could be the choice to represent the Royal Navy and the Branch, in the Sixth Annual NATO Communication Training Competition to be held in Bergen, Norway, mid-1968. I would suggest that SCO's and Senior Rates of ships who have likely candidates, give them every encouragement and facility for practice, and ensure that their names be forwarded to the Signal School, for consideration.

WASHINGTON LUNCHTIME

By Commander R. F. Burvill, RN
British Navy Staff, Washington

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* * * *

To work in Washington is a rare privilege. There is much to see, and much to learn. Much to admire, to envy perhaps; but some things to prefer our way.

Whatever else it is, it is seldom dull. Read the following and then remember some of the after-luncheon speeches you may have heard, or read accounts of.

AFCEA stands for the Armed Forces Communications and Electronics Association, a very alive and influential body of American military communicators and communications technologists. The majority of its members are reservist officers occupying jobs (mostly top ones), in the radio and electronics industry.

The Washington Chapter of this organisation holds monthly luncheons at which a speech is given by one of the senior members. At the last one attended by the writer the speaker was Major General John B. Bestic, USAF, currently the Deputy Director of the Defense Communications Agency, with responsibility for military command systems. His half hour on the rostrum was a fascinating performance which it may interest readers of the REVIEW to hear about.

The scene was the top floor banqueting room of the Willard Hotel, in the middle of downtown Washington. An average luncheon turnout of some five hundred and eighty members were finishing an excellent lunch when the General, a slight figure in USAF uniform, rose to speak.

He spoke without notes and started by saying his theme would be the comparison of military command communications as it was twenty-five years ago and as it is today. For a few minutes he reminisced on wartime experiences. The audience included many of his Service contemporaries, and this part of the talk soon had them in a good mood.

Then, "So much for the old days," said the General. "Let's see how we're doing now."

From his pocket he drew out a walkie-talkie, pulled out the aerial and switched on. The voice that answered was amplified for all in the room to hear.

"Minuteman Control," it said.

"This is Mobile 35, General Bestic. Will you get me —" (he gave a Washington telephone number). Then to the audience. "This is Major General Earle Cook" (the US Army's former Chief Signal Officer and former AFCEA President). "He's home sick and doesn't know about this." The audience chuckled, and then roared as the engaged tone came up loud and clear. The General talked on until the set beeped to tell him the connection was made, and then chatted drily with his colleague at the other end—obviously well-known to many of the



Major General John B. Bestic, USAF

audience, who received it all with slightly malicious glee.

Up to then it might have been no more than a good party trick, but more was to follow. Back to Minuteman Control again.

"Ask Omaha to put me on a UHF link to 'LOOKING GLASS.'" For our benefit he explained—"That's SAC's airborne command post." In a few seconds we heard an operator in the aircraft.

"Let me talk with the General." Another aside—"There's always one airborne."

"Hello Dick, this is Jack. This is an unclassified talk. How is it up there?" They chatted long enough for us to hear that Strategic Air Command has had a General Officer airborne since 1961. Then: "Minuteman Control, now a link to 'UPKEEP' please." This, he explained, is the Pacific Air Force airborne command post over Hawaii. Not so old-established as that of SAC, it has only been in the air since 1965. Again it was loud and clear.

Next, for a change came live calls on single side-band HF first to Guam, then the Philippines. Noisy but perfectly readable (and very democratic!) conversations with the operators in both places.

"So much for what I call the 80% links," said the General. "Now let's try the 99% one."

"Minuteman Control, this is Mobile 35. Put me on a satellite link to Viet Nam. I want to speak to General Huey." A delay this time—perhaps ten seconds; then a faint but clear voice saying: "Hello... Hello?... HELLO!" A roar from the audience.

Minuteman Control came up to say he was having trouble and would try again. "While you're doing that," said General Bestic, "Get me a satellite link to Hawaii. Make it to General French."

In ten seconds he was on the line, crystal clear. "Hello Harry, this is Jack." He explained the circumstances, and the two Generals gave the AFCEA

audience a demonstration of the half-second delay in a two-way, single-hop, satellite link. It was just discernible.

Then the Viet Nam link again. This time noisy and hard to make out over the amplifier system in the banquet room. We could, however, pick out a phrase here and there, and the General, his instrument to what he called his 'old ham's ear', repeated the rest of the conversation for us. Brigadier General Huey is General Westmoreland's Staff Officer for Communications, and if he was not best pleased to be called at two-thirty in the morning to speak to a luncheon party in Washington, he did not show it. On the contrary, the voice from almost exactly the farthest point on the earth from where we sat listening sounded quite amiable.

After all this, as a last act, General Bestic gave us a demonstration of the improvement in the link-up between the US armed forces C's-in-C. The problem here, he explained, was not one of propagation—most of the links were hard-wire anyway, but in the organisation and switching techniques. As he said, "When we looked into these links we found we were taking twenty minutes to raise the exchange we wanted, let alone the extra time it took to get someone responsible connected."

"Let's try it now. 'Minuteman Control, get the National Military Command Centre to convene a conference of all Command Duty Officers. Call me back when they're ready.'" By the time he had folded away the aerial and put the set down, it had started to bleep. "Ready for your conference, General."

"Ask each Duty Officer to report his name, rank, and readability." With no pause at all the Command Centre operator ran through his network:

"CINCPAC?" "Commander—, loud and clear."

"CINCEUR?" "Colonel—, same."

"CINC SOUTH?" "Colonel—, same."

"NORAD?" "Major—, same."

"SAC?" "Colonel—, same."

"CINC STRIKE?" "Major—, same."

"Is that all, General?"

*see footnote.

"Thank you, that is all."

As the operator clicked out there was a moment's silence, then a burst of applause. The General sat down; the audience rose to its feet. The clapping went on for several minutes; when it at last began to die down, my neighbour, in the business for many years, turned to me with a beaming face and said, "It's good to know we're getting somewhere at last." Then as an immediate afterthought added: "Just as well in this thermonuclear age."

What to make of this cool piece of showmanship, and the capability it demonstrated? How much of it was spontaneous or pre-arranged doesn't seem important in the face of what was achieved. To lay the whole thing on over a VHF link and through a public address system seems to the writer to demonstrate a confidence that can only come from routine, everyday use of the facilities that were demonstrated.

Much more interesting is the importance to the US armed forces of voice communication between senior officers. It has long been a requirement that the President, as Commander in Chief, should have immediate voice access to his top commanders in the field. The demonstration showed how this is moving 'down the line', and leaves one to conjecture how far the concept of command, as we know it, could be altered, when small satellite terminals make long-distance contact with virtually every combat group possible. It could be only a few years away!

*Respectively in Hawaii, Fontainebleu, Panama, Colorado, Omaha, Florida.



"In this country of ours, gentlemen, we have the greatest spy service in the world, I only wish it was ours."

IT COULD HAPPEN TO YOU!

Received by 'Phone 0935 GH/18th

P. 180159z.

Fm COMFEF

To GENERAL AFLOAT SINGAPORE

UNCLAS RTT.

DOCKYARD DIVER WAS DROWNED IN TERROR

Received by Hand PM 18th

P. 180159z.

Fm COMFEF

To GENERAL AFLOAT SINGAPORE

UNCLAS RTT.

DOCKYARD SIREN WAS SOUNDED IN ERROR

R.N. W/T STATION, KRANJI, SINGAPORE 1939—1942

by Herbert W. Radwell

CHAPTER I

Farewell China, Whither Westward.

The story begins at Kiukiang, north eastern China, a river port on the Yangtse River, 550 miles upstream from Shanghai.

In August 1939, HMS *Aphis*, a river gunboat of 625 tons, 2,000 IHP, two six inch guns and one three inch HA, was tied up alongside the river bank at Kiukiang. Originally designed for the Turkish Navy for service on the Euphrates, she was flat bottomed and had a draught of only four feet. I was her Petty Officer Telegraphist and Yeoman of Signals. My duties aboard were combined wireless and visual communications.

A few years earlier the Sino-Japanese war had ended in stalemate, thanks to the aid given to China by Britain and America, but Japan commanded control of all shipping up and down the Yangtse River. About five cables length away down river there was a Japanese destroyer secured alongside. She always seemed to have her sights trained on us and we did likewise to her.

Back home in Britain the political situation between Britain and Germany was very tense. It was not known whether Japan would come in immediately on the side of Germany if war should be declared between Britain and Germany, and so the Admiralty ordered all gunboats in the lower reaches of the river below Hankow to clear the river and proceed to Shanghai.

On 29th August, 1939 HMS *Aphis* pulled out from her berth at Kiukiang and proceeded downstream. The Japanese destroyer steamed about a cable's length ahead of us in the role of escort and to arrange the opening of the booms across the river. Humiliating to us, to say the least.

As we approached Wuhu "Our English Nurse" as she was known up and down the river, was once again on the rooftop of the Wuhu General Hospital with her semaphore flags. She made perfect semaphore, "Good Luck, God Speed" as was her usual practice whenever a ship flying either the White or Red Ensign sailed by.

I acknowledged her signal by semaphore as the ship proceeded on her way down to Nanking. Navigation was no easy matter on the river. With so many twists and turns on the narrow stretches it was difficult at times not to run down the slow moving junks and sampans. We overtook several "floaters" (floating dead human bodies). Some we hit, and disintegrated them, whereupon we were obliged to fix our personal spring loaded clothes pegs to our noses until we were clear of the stench.

These "floaters" were commonplace on the river. We had quite a number of Chinese ratings among the ship's company and they would never recognise

one as being Chinese. "No, no, him belong Japanese!" they would always remark.

Except for cleaning our teeth and shaving, we were compelled to do our face washing and bathing in water pumped from the river. This was already a dirty yellow colour and demanded the use of gallons of Izal disinfectant daily.

On several occasions after passing Nanking the First Lieutenant came along to the wireless office and asked me "Has the balloon gone up yet 'Pots'?" The answer each time was "Not yet, Sir!"

The ship had now passed Chinkiang and was approaching Woosung and Shanghai at the mouth of the river. It was 3rd September, 1939. I decided to have a search on my W/T receiver and picked up Reuters W/T Station, Shanghai, transmitting morse news items in English. Keeping tuned in, I then read the fateful news that England had declared war against Germany. Very soon the ship would secure to a telephone buoy in Shanghai.

Rear Admiral Yangtse, in HMS *Scorpion*, had already arrived there; and any official signals from Admiralty would be passed to us by phone from HMS *Scorpion*. I decided to wait for the AGM before reporting officially to the Captain.

When the ship had tied up to the buoy I ceased W/T watch and went forward to the quarter deck. In this class of ship the officers lived forward and the ship's company lived amidships and aft, hence the "sacred" end was forward.

The telephone rang, a voice said "Emergency State, Admiralty General Message for you". I replied "Go ahead, George, I think I know what it's about!" The text of the message consisted of three words only: "TOTAL GERMANY TOTAL". Then, reporting to the Captain, he cleared lower deck and informed the ship's company. The thought in everyone's mind was "What next?"

My office drawer was chock-a-block full of Shanghai dollar notes. It was no wonder! The Shanghai dollar was at the exchange rate of 3/3d, to the dollar whilst down at Hong Kong it remained steady at 1/3d. Not having had a decent run ashore for over four months we were all set for a real rip-roaring and exciting time, hitting the high spots amongst Shanghai's bright and cosmopolitan night clubs.

First of all, along the Nanking Road, Shanghai's "Oxford Street", to the Union Jack Naval Club for a good bath in hot fresh water and to rid oneself of blocked up pores caused by river silt. Then, to meet our "up river" pals and opposite numbers, all with the same idea in mind, have a few drinks together and then a good meal before setting off to do the rounds.

Here, all together now, were PO Telegraphists George Huxford, HMS *Scorpion*; Harry Spicer, HMS *Ladybird*; George Gardner, HMS *Grasshopper*; myself HMS *Aphis*, and Bert Soffe who was on the staff of the Resident Naval Officer, Shanghai. Our

ships were normally spread out along the river at 100 mile intervals.

Bert Soffe knew Shanghai like the back of his hand. Under his guidance we visited all the best clubs. In every club we went to were notices posted up "Officers Only". With our peak caps we all "got by" without any trouble from the club managers and continued our rounds until the early hours of the morning.

After a few hours sleep it was time to return to our ships. Speaking for myself only, I felt as languid and limp as a piece of wet cotton as I staggered aboard in the morning. However, it was a change from the boredom of life up the river!

Our ship spent a few days moored to the buoy in Shanghai harbour and then proceeded to the Yangtse-Poo Dockyard for docking. There was no going back to the river. With the exception of HMS *Falcon* in the upper reaches at Chungking, the river was now cleared of British gunboats.

In dock, HMS *Ladybird* soon joined us there. She was of the same class as HMS *Aphis* and came in for the same treatment. This was to prepare us both for an ocean voyage and to proceed to where we could make a useful contribution to the war effort. Where to, nobody knew.

I found Shanghai more fascinating than any other place I have ever visited during my world wide

travels. It was there that East did really meet West, and everybody was happy with it that way.

The streets were very colourful, both by day and night. Kilted Seaforth Highlanders patrolling nonchalantly with their rifles slung over their shoulders, British and American sailors ambling in their white drill uniforms, young Chinese girls in their smart print silk cheongsams, Chinese, American and European business men in either sharkskin or Shantung silk suits, all contributing to the varied scene. Thus, it was, with the better-off social classes. On the other hand, and no less colourful, were the poorer rickshaw coolies, wearing cone shaped straw hats and sweating it out in their bare feet as they ran about the streets performing their tasks as human taxis. One could rub shoulders with Chinese, British, American, French, Russian, Polish and Hungarian nationals all over the town. Such was Shanghai!

The ship had de-ammunitioned before entering dock. After five weeks, and towards the end of the refit, the ammunition was taken onboard again and returned to the ship's magazines. About three-quarters of the ship's company, which included my two young W/T operators, then left us to board a P. and O. liner. The liner sailed away to disperse the bulk of the company among other ships in the Far-East.

The last stages of the refit consisted of shoring up the bulkheads and deckheads below the upper deck with heavy timbers, to strengthen the ship for her impending ocean voyage. The ship now only had a skeleton crew of key ratings and enough watch-keepers to sail the ship by working in three watches round the clock.

On 17th October, 1939, HMS *Ladybird* and HMS *Aphis*, under sealed orders, sailed out of Shanghai to the open sea. HMS *Ladybird* carried the Senior Commanding Officer and thereby took up the van.

W/T silence being in force, my First World War vintage, type 4 spark and type 15 Poulsen Arc W/T transmitters were now out of commission. I was to keep single operator listening periods on my W/T receiver vide AFO 'S' series and spend the rest of my time on the bridge as Yeoman of Signals.

The Commanding Officer, First Lieutenant and Chief Gunner's Mate, working in three watches, coned the ship from the bridge. Communications with HMS *Ladybird* were maintained with semaphore by day and shaded flash lamp by night. Sailing orders had directed us to set a course for Hong Kong.

The ships had taken on sufficient fresh water for culinary purposes only. It was strictly forbidden to use it for washing, shaving or bathing. Both officers kept to these orders also. There was no habitation possible below decks, either in the wardroom or ratings' messes, the hatches being battened down, and so we all installed ourselves as best we could in the superstructure. Almost invariably the upper deck was awash as we rolled along through the



"Postcards of Suez, Port Said, Cairo, even London; well what are you looking at me like that?"

Formosa Strait. Lifelines were left permanently rigged fore and aft down each side of the ship.

On the second day at sea I spotted through my binoculars an unidentified three funnelled destroyer on the horizon, away on our port bow. Reporting to the Captain, he turned to the Bosun's mate and ordered "Stand by to pipe Action Stations." I quickly thumbed through "GERMANY" in the ship's copy of "Silhouettes of Foreign Warships" without avail, and before the Captain could get a clear sight of her Ensign or Jack flag, had her identified as an American class destroyer. She steamed harmlessly by.

Both ships arrived safely at Hong Kong on 20th October, 1939, where we tied up alongside in the naval dockyard. First thoughts were to get a wash and shave on the dockside. Not knowing where our eventual destination was to be, many of us decided not to shave and let our beards carry on growing.

It came as a shock when we had to exchange just over four Shanghai dollars for one Hong Kong dollar. However, the greater part of our needs were to be obtained at the China Fleet Club and prices there were reasonable.

Hong Kong was quite interesting, but not so colourful and as varied in its appeal as was Shanghai. Neither was it cosmopolitan. The greater part of the population were Chinese. These Chinese were more rugged than those in the North. The latter were more slim and cultured with smooth facial contours and of higher intellect. However, I always found the Chinese, both north and south, very happy and congenial folk.

Both ships left Hong Kong in company on 24th October, 1939. Out to sea, and then we learned that we were bound for Saigon, French-Indo China (now South Vietnam). This journey approximated that between Shanghai and Hong Kong, about 825 miles. We did not make quite as good progress. Being well out to sea it was heavy going compared to our previous coastal route. Saigon was reached on 29th October, 1939.

Only one full day was spent in the French Naval Dockyard. A few hours leave ashore were granted to give us the chance of stretching our legs, then both ships sailed again on 31st October. This time we were bound for Singapore, a journey of 625 miles. The routine was as before, no washing, no shaving.

Personal hygiene, when we were able to practise it was by stripping naked on deck and then tipping a bucket of salt water over oneself, followed by a rub down.

Providing one had a good pair of sea legs the whole journey was without incident, despite the ship rolling gunwhales under most of the way.

Approaching Singapore from the east we passed the Island of Pulau Ubin at the entrance to Johore Strait, and eventually secured alongside in Singapore Naval Base on 2nd November, 1939. Kiukiang was now 3,000 miles behind us.

We all looked pretty scruffy, but felt very well and as fit as fiddles. Except for the engine room staff we were well and truly sunburnt too. After a few days in Singapore, HMS *Ladybird's* PO telegraphist Harry Spicer, and myself, received notice that we were to be drafted to RN W/T Station, Kranji, Singapore and were being relieved by Leading Telegraphists from Kranji W/T Station.

JUST FOR THE RECORD—Both river gunboats continued their ocean voyage via Penang, Colombo, Bombay, along the Persian Gulf, down to Aden and then through the Red Sea to Alexandria, Egypt. They both made a good name for themselves during the North Africa campaign. In enemy action, HMS *Aphis* Chief Gunner's Mate Frank Arnsworth was killed, whilst his Gunner's Yeoman, Able Seaman 'Birdie' Chapman won the Conspicuous Gallantry Medal. I had spent many hours on the bridge at sea with them whilst they were Officer of the Watch and Coxswain respectively, and fine seamen they both were.

CHAPTER 2

Singapore, Sunshine and Security To be continued.

TRAINING AND ADVANCEMENT NOTES

by the Supernumeraries Training Officer

In my last article I stated that only ratings who joined the Navy before 1st January, 1963 were entitled to a Fleetboard Preparation Course. This statement was slightly misleading as some of these ratings in fact started their training on the new syllabus and therefore are not eligible for the Preparation course. All candidates for the course should be quite certain that they joined before 1st January, 1963 and started training under the old structure syllabus, also that they have not previously undergone a preparation course.

The long awaited Change 1 to the Communication Training Manual has now been distributed and should take care of the many queries on the conduct of examinations. The new RO2s examination (DCI 1501/66) is now in full swing in *Mercury*, and passing percentages and standards of knowledge were included in Change 1 to CTMs. The fact that some selected 'W' will have little or no 'W' experience before taking the examination is appreciated. It is also to be noted that all ratings taking the examination are required to read an MMX and an MKX. Judging from the results in *Mercury*, the MKX seems to be the poor relation as hitherto the requirement was for ratings to read only one or the other, and not both.

I have included a comprehensive list of Forthcoming Courses at *Mercury* in this edition, and I hope this will be a help to those concerned.

NEWS FROM THE RESERVES

BEA PERSONALITY GIRL, 1967



(Photograph by courtesy of BEA News)

(l. to r.) Miss Howell, Miss Davidson-Houston, Miss Fleming.

From the 87 candidates who took part in the current Personality Girl contest run by BEA and reported in the national press, Third Officer Rosalind Fleming, WRNR, was selected in third place.

Third Officer Fleming, who is attached to the London Division, was recently in HMS *Mercury* where she officially became a member of the Communications Branch by successfully completing Part 'A' of the Cc Course to qualify as a Cj Officer.

We would like to extend our heartiest congratulations to Miss Fleming on this splendid double.

FORTH DIVISION RNR HMS CLAVERHOUSE

Take an old stone hotel on the shores of the River Forth, instal an AWF, 2 AJEs, an AKL, and a number of wire aerials on the roof and the result is HMS *Claverhouse*, the home of the Forth Division of the RNR. Come inside, pass three messes and climb 74 stairs—MPBW refuse to install a lift—and on the top floor you arrive at the communication offices and classrooms, the home on two evenings a week of some 40 RNR and WRNR communications ratings.

Training nights see an Income Tax investigator, a speech therapist, and a bus driver as a CRS, PO Wren and RO2 respectively. Our numbers remain

fairly steady, RO Petrie left us to join the RN, but this was counterbalanced by LRO(G) Mick Swain ex-HMS *Kent*, joining the Division on his discharge from the RN. One other recruit must be mentioned; the permanent staff Wren Writer. She is invaluable as a voice operator in HQ when our minesweeper, HMS *Killiecrankie*, goes to sea during the week with the permanent staff onboard.

Currently our 'sweeper' is busy with her summer programme of exercises and visits. This year they range from the Shetlands to Gibraltar, and in addition to the 14 day cruises, there is the week-end training. So far this year she has managed 12 week-ends at sea in succession.

Monday and Thursday are our training nights. On Mondays we exercise with our affiliated ship, HMS *Fife*. Excellent liaison has been established and *Fife* keeps us on our toes with her questions and W/T exercises. On Thursdays we concentrate on the Reserve exercises and the training of our New Entries and Junior Rates.

As a final thought, our Chief Elec. has just completed 40 years service in the RN, and says that he has no intention of retiring just yet.

THE NAVY GETS A NEW TYPE OF RIFLE

Perhaps the most important single event this shooting season has been the change over from the .303 number 4 rifle to the Self Loading Rifle (SLR), and with it the news that all shooting in the Royal Navy Small Arms Meetings will in future use only the new rifle.

Now that we have got this new rifle in *Mercury*, it may be some value to Communicators to learn something about it. The British Army got the SLR ten years ago, so it is not before time that the Senior Service has finally got in on the act. For the technically minded, this rifle is the standard NATO weapon, developed from the Belgian FN rifle. As a round is fired the exhaust gases, mysteriously and completely beyond the comprehension of the normal Communicator, force a second round into the firing chamber. No bolt action is required by the firer, hence it is just a matter of pressing and releasing the trigger. By not coming off aim at any time, it is easy for even the worst marksman to produce good results.

The magazine holds 20 rounds of 762 mm (.301) ammunition, which is a great improvement on the .303s capacity. With its much higher muzzle velocity and with the improvements in ammunition design, the killing power of the SLR is also far greater than that of the number 4 rifle. The pistol grip of the new rifle makes it an easy weapon to handle, and stripping down for cleaning becomes a simple task for even the poorest mechanic. If the cries of, "What a beautiful gun" echoing from *Mercury's* open air range are anything to go by, the SLR is going to be very popular.



"SAM" FERRIS

Half a century of service as a Communicator in and with the Royal Navy is the record of Mr. Harry "Sam" Ferris, who has retired as head of the Communication Centre on the staff of the Flag Officer, Naval Air Command.

He joined the Navy as a signal boy on 10th May, 1917. During World War I he served in HMS *Minotaur*, a four-funnel cruiser, which was the flagship of the 10th Cruiser Squadron, and saw the surrender of the German Grand Fleet at sea.

Afterwards, he served on the China Station (twice) and in South Africa as Yeoman of Signals to Admiral C. L. G. Evans, "Evans of the Broke".

For ten years from 1923 he was in submarines in single and twin-gun "L" boats.

The early part of World War II found him serving in HMS *Aurora* at Narvik and with the Channel escorts. He was at the St. Nazaire and Dieppe raids, earning a mention in dispatches.

After service in the Africa campaign and at the Salerno and Anzio landings, Mr. Ferris doffed uniform, aged 45, with 28 years of "naval time" behind him.

He then joined the staff at Fleetlands as a clerical officer.

In October, 1961, he was appointed to Lee-on-Solent as head of "Comcen," and the following year he was awarded the M.B.E. for his services to Naval Communications.

We wish "Sam" Ferris well in his retirement.

LETTERS TO THE EDITOR

Dear Sir,

In your Spring Edition of *THE COMMUNICATOR*, "El Bug" covered just about every point, good and bad, regarding the use of "bug" keys. Having used one for a few years myself, I think that their general use would be a great advantage.

The standard of morse transmitted by RN operators has dropped over the last four or five years, and with the increasing use of teleprinters on "from ships" circuits, the standard must fall still lower unless more emphasis is put on morse operating.

"El Bug" seems to have hit upon a good idea in suggesting that good morse operators could be taught—and allowed—to use "bug" keys, and it would certainly add interest to what appears to be a dying trade—Sparking!

So far, comments on "bug" keys have come only from operators. What comments, for and against, can *Mercury* offer?

"ANNUVERBUG"

Editor's comment: While "bugs" operated by competent personnel can produce excellent morse, the new "passers" key is probably easier to use and would require less training effort to teach operators. However, the use of "bug" keys by "cleared" persons will be looked into.

WRNS QUARTERS,
RNAS LOSSEMOUTH

Dear Sir,

Having just completed a two weeks long exercise at RNAS *Brawdy*, during which we worked with certain members of the Ops Pool, we have come to the conclusion that we would like a Wrens Ops Pool. Do you think this would be practicable?

Yours sincerely,

WRO GEORGE
WRO HATCH
WRO WEBB



"Let's see those ticket numbers again Bert."

GOING THE ROUNDS IN "MERCURY"

CHIEF'S CHATTER

The Easter Ball, held in conjunction with the Petty Officers' Mess, was highly successful and much enjoyed by all. Regrettably, plans to hold the Summer Ball ashore on a similar basis have not materialised owing to difficulties concerning a suitable venue. However, the Chief Petty Officers' Summer Ball will be held in the Mercury Club on Tuesday, 15th August.

Other events in our social life since our last article have included a most entertaining evening with the Petty Officers when, after some good games, we relieved them of the Silver Dart. Then, on the 16th June, a formidable looking team from the Wardroom visited the mess, intent on retaining the Sea Dad's Trophy. They were set on doing so too, when CCY Rundle "snookered" a narrow win to place the trophy where it belongs—in our trophy case. We are looking forward to retaining the trophy next time.

In the sporting field, the combined Chief Petty Officers and Petty Officers tug-of-war team won the day at the annual Mercury sports.

It is rumoured that, due to the consistent form of our one armed bandit, mess levies, already down to 5/- on alternate paydays, may be discontinued shortly to allow our hard working treasurer, CRS Farrer, more time for tanner counting.

On the 9th June, CCY E. Palfrey took over the chair from CCY Alec Markins who is now on an EVT course prior to leaving the Service. "Thank you Alec, Our best wishes go with you into civilian life".

A date to remember: 16th September is the date for the reunion in the Mess. All Communication Chiefs are requested to pass on this date to any ex-CCYs or CRSs with whom they may be in touch.

Finally, our heartiest congratulations to CCY D. F. Crook on his award of the B.E.M.

Movements in 1967

INS:

CCYs Palfrey, Rundle, Jackson, Butler, Stevens, Stockwell.

CRSs Courtts, Fisher, Garrard, Alderson, Lawes, Excell, Stafford, Williams, Pratt, Huggett.

OUTS:

CCYs Pearce, Head, Jahme, Cooper, Ellis, Markins.

CRSs McKay, Gooch, Phillips, Bavington, Barbour, Shuker, Greenaway, Kennett, Lomas, McCarthy, Maddron, Bourton, Arbuckle.

THROUGH:

CCYs McGilvray, Morgan, O'Brien, Sayers, Crook.

CRSs Newton, Marsh, Saunders, R. Parker.



"Fancy a young chap like him walking about with short hair. He looks like an old hand."

PO's PATER

The combined Chief Petty Officers' and Petty Officers' Easter Ball, held in Clarence Pier Pavilion, went off very well. The majority of the mess members said it was the best dance yet.

The mess has now formed a bowling league at the Ambassador Bowl at Portsmouth. We have six teams at present and are looking for more.

In more local sporting events we have done quite well, and the trophy case is looking very healthy at the moment with both shooting cups, and the cups for hockey, rugby and tug-of-war gracing the shelves.

Sports day went off quite well with CY Elliot coming second in the 2,000 metres and the 440 yards and RS Rietzler coming third in the high jump. In addition, of course, we won the tug-of-war which was waged against Anson Division.

For details of the drafting state, readers are requested to read the Drafting notes at the back of the magazine.

SIGNAL SCHOOL NATTER

by LRO(T) G. R. Artingstoll

Once again it has been a very eventful term.

At the Command Small Arms Meeting, *Mercury* won both the Somerset Cup and the Goldsmith's and Silversmith's cup, and LRO(W) Kimber came first in the Members and Pensioners competition with the .303 rifle.

The annual Brickwood's Field Gun competition has come round once more. This year *Mercury* has two teams entered, one drawn from the Ship's Company rates, and the other from the New Entries. The Chief GI (CPO Cornelius) was, until he was injured by the field gun, training both teams. This task has now been taken over by his able deputy, PO GI Yalden.

Our Sports Day was held on Thursday, 15th June in gloriously sunny weather. The New Entry Division won the Inter-Squadron Athletics Trophy, with Blake Division in second place. The Captain's wife, Mrs. J. R. McKaig, presented the prizes.

Visitors this term have included the Director General of Naval Training, Rear Admiral G. W. Gay, MBE, DSC, MIMechE, a party of 2 masters and 20 schoolboys from the Royal Alexandra and Albert School, Gatton Park, Reigate, Surrey; and Rear Admiral P. M. Compston, CB, the Flag Officer Second in Command, Western Fleet (Designate).

Key jobs in *Mercury* are currently held as follows: New Entry Leading Hand is LRO(T) R. Chandler; LRO(W) P. K. Wood has the Postman's job; Drafting is done by LRO(T) Quick; RO1(G) E. Latter is running the Swimming Pool; while RO2(W) Marston is Tanky.

Wedding bells have rung out here once again, this time for RO2(W) Cope. In addition, the engagements of LRO(W) I. E. Jones to Miss Valerie Linkhorn and LRO(W) Deighton to Wren Towf have been announced.

In the *Mercury* Club, CCY Knight is at the helm, assisted by RS(W) J. J. Wood and LRO(T) D. C. Hill. Recently Malcolm Mitchell and the No. 6 Players Show entertained us with a variety show. This was a great success. A darts match was played in the club this term versus the Centaur Inn, North End, Portsmouth. This provided a chance for ex-Mess President Joe Brown to meet old 'oppos' and to tell us that he is shortly to become a Bingo Hall manager.

In June, a barbecue was held at the Country Club, Bracklesham Bay, which is near Chichester. Music was played by Mike Raynor and the Condors with the Ship's Company and Trainee Wrens providing partners.

Oh! By the way, Communicators. When you come back to *Mercury*, if you want to bring your own ball and chain, don't hesitate—we like you to feel as comfortable as possible.

HMS MERCURY'S WRNS

Marriages

Four of our Wrens are to be married during the month of July. On the 3rd, Wren Bibby marries RO2 Betts, Wren Lee marries Denis Adams on the 8th, and the weddings of L/Wren Powell to LEM Green and Wren Lomas to RO2 Gavin are both due to take place on the 29th. We all wish them every happiness for the future.

Drafts

L/Wren Khristiansen to *Raleigh*, SNN Heeralal to Manor Park Hospital, Bristol, Wren Turnbull to *Collingwood*.

Sport

HMS *Mercury's* Sports Day was the 15th June. The highlight of the day was when Sampson and Tuff (not Hercules) appeared on the field fighting fit to put the shot. They proved themselves fitter than the Wrens, PO Wren Tuff taking first place and Chief Wren Sampson second.

Sailing is very popular with the Wrens at the moment. The weather has been very suitable for this and both Trainee Wrens and Ship's Company Wrens have taken advantage of dog watch sailing in *Meon Maid* (*Mercury's* yacht).

Wren Thompson was a member of the first all-female crew to sail the *Sir Winston Churchill*. The fortnight onboard turned out to be an education in itself! Fortunately, amidst all the hard work they were able to visit St. Malo, Alderney, Guernsey and Cowes. It looks as if the sailors will soon be out of a job—Wrens are taking to the water more rapidly than ducks these days!

NEW ENTRY SPORT

Having won the minor olympiad with HMS *Raleigh* in the winter, we are quietly confident of retaining the "Cock" at the forthcoming summer meeting. This time we take them on at cricket, volleyball, softball, shooting, sailing and athletics.

The establishment cross country team received a lot of support from the New Entries during the winter season. No fewer than sixteen represented HMS *Mercury* on six or more occasions, giving us an average position for the season of 7th out of eighteen teams. The autumn and spring Divisional runs were won by Anson "A" and Knowles "A" respectively, with Pasco "A" as runners up on both occasions.

On the rugby field Knowles and Howe did well but succumbed to the experience of the Chief and POs in the semi-final of the K.O. competition. A similar fate met Anson in the hockey and tug of war K.O. competitions. For the coming soccer season there is an urgent requirement for new talent because many of the "stars" have moved on since last

season. Badminton and squash continue to be very popular and we now have an adequate stock of racquets, shuttlecocks and balls.

There is no doubt that Howe Division are top of the honours list for winning the establishment sports. They had already won the Macrihanish boxing trophy and been runners up to Knowles in the Open Day sports.

HMS MERCURY—OPEN DAY

by Lieutenant (SD)(C) C. D. Carter

Saturday 10th June was quite a day in HMS Mercury. Besides being the Official Birthday of H.M. The Queen, the birthday of H.R.H. Prince Philip, Duke of Edinburgh, and Commonwealth Day, it was Open Day for the New Entry Squadron and WRNS Training Division.

Some 600 parents, guardians, relations and friends came on a glorious sunny and warm day to see

where their sons and daughters lived and trained for their future careers.

They were shown by the New Entries and WRNS Trainees how they are taught touchtyping by a new system called Videomatic, which has a trainee touchtyping at 11 wpm in 6 hours; teletypewriting, morse repetition, voice procedure, flashing, and flaghoisting, and, by demonstrations, how all this is put into use in fleetwork, switch drill, tape relay, message handling, and in a wireless office of a ship at sea.

In addition to seeing the various activities, the majority of the guests had lunch in the dining hall and saw the film, "Make a Signal".

During the afternoon, the WRNS Trainees took their guests to Soberton whilst the New Entry Squadron held their inter-divisional sports at which the spectators saw Knowles Division win the trophy with Howe a very close second.

Guests departed at 1700 to conclude a very successful Open Day.

FORTHCOMING COURSES AT HMS MERCURY

Editor's Note:—Readers are reminded that for a variety of reasons some of the courses shown below may be cancelled or others added, and dates may well change.

Course	Commence	Complete
SST (6)	4th August	27th October
SSW 9	7th August	27th October
SSG 13	14th August	3rd November
WRNS ADV 5	4th September	13th October
RS 6	11th September	9th February, 1968
EW1	11th September	17th November
SSW 10	11th September	17th November
SSG 14	18th September	24th November
WRO 10	18th September	1st December
WRO(M) 4	18th September	29th March, 1968
RS(W) 4	25th September	23rd February, 1968
SSG 15	2nd October	8th December
SSW 11	2nd October	8th December
RS 7	9th October	8th March, 1968
WRO 11	9th October	22nd December
CY 5	16th October	19th January, 1968
SSG 16	16th October	22nd December
SSW 12	16th October	22nd December
Fleetboard for LRO	17th October	18th October
SST 7	30th October	22nd December
WRO 12	30th October	29th January, 1968
RS 8	6th November	5th April, 1968
SSG 17	6th November	29th January, 1968
WRNS ADV 6	6th November	15th December
WRO(M) 5	6th November	31st May, 1968
Fleetboard Prep Course	13th November	8th December
SSG 18	20th November	12th February, 1968
SSW 13	20th November	9th February, 1968
CY 6	27th November	1st March, 1968
RS 9	4th December	3rd May, 1968
SSG 19	11th December	5th March, 1968
SSW 14	11th December	1st March, 1968
Fleetboard for LRO	12th December	13th December

FEATHERED COMMUNICATORS

by Lieut. Cmdr. David Thomas Ferrand

The best things in life are free. Take nature as a whole, and birds in particular. Birds are taken for granted by most sailors, who class them under four species: anything small is a sparrer, and slightly larger is a parrot; bigger still is seagull or shytaik, according to habits. He who can develop an interest in birds will soon realise the ideal opportunities for following this hobby, which are provided by the Navy. We travel to remote parts of the world, many with vast bird populations if nothing else, and so far away from commercial routes that a civilian ornithologist would have to pay thousands to get there.

Birds are highly skilled in the art of communicating with each other, and some of their methods bring delight to our ears in the form of sweet song, produced to a large extent by the male bird to please his mate. Birds have been used to carry man's messages ever since the time of Noah, from the raven and the dove to the more sophisticated carrier pigeon. Having been at it for longer, they have their own methods yet unknown to man; what causes a flight of thousands of starlings suddenly and simultaneously to wheel round and fly in the opposite direction?

An ideal place to start your interest is HMS *Mercury*, situated in such superb countryside. The woods around teem with birds. In odd moments I have jotted down the names of over fifty different species of birds seen or heard from my seat at the Captain's Secretary's desk, whence on a clear day I have a unique, uninterrupted view over hundreds of trees down to the Solent and Isle of Wight beyond. I could enlarge on this list if I explored the woods more, visiting such quiet places as the sewage farm which attract birds, particularly waders.

On shore in the United Kingdom there is considerable scope for birdwatching at less popular places, such as Invergordon with its nearby Fyrish Hill and surrounding forests, the home of capercaillies and the rare crested tit. From Chatham you can cross up the Medway and visit the colony of sandmartins in the quarry at Uppor, or take a bus to High Halstow and explore Northward Hill with its heronry. A visit to what might otherwise be thought a very dull place can be transformed by birds. Some of my happiest hours in the Navy have been spent in such out of the way places as Loch Scapa, Shetland, St. Kilda, quiet Norwegian Fjords, primitive islands in the Indian Ocean and deserted bays in North Japan.

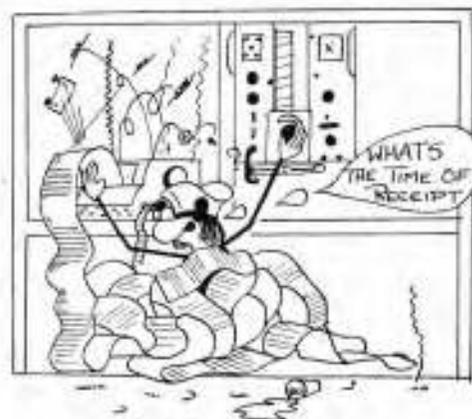
In more populous places you can often make local birdwatching contacts through museums and libraries; these enthusiasts will take you to their favourite hunting grounds and really show you the local colour. In Gibraltar, for instance, by

exploring the Rock itself you will see birds rare on the British list but quite common there, and this applies even more to Spain if you can get over there. Birds as varied as the crested tit, black redstart, woodchat and great grey shrike, golden oriole, hoopoe, roller, bee-eater, red and black kites, ring ouzel, siskin, crossbill, eagle owl, marsh hen or montagu harrier, goshawk, honey buzzard, hobby merlin, lesser kestrel, purple and night heron, bittern, stork, spoonbill, avocet, flamingo, quail, common crane, great and little bustards, stilts, godwits, and numerous other species, some never seen in the U.K., are many of them common in Southern Spain within striking distance of Gibraltar. This is perhaps the happiest hunting ground for a British ornithologist.

Even in the heart of London you can sometimes see rare birds like the black redstart, and visit the hosts of waterfowl in St. James's Park; there also you may see the common gull, which in fact is rarer than most gulls. As will be seen in parks where people feed them, as well as in remote places unvisited by man, birds are by nature friendly and inquisitive. They only become shy and elusive when frightened or persecuted.

You can watch birds at sea, thus making a spell on the bridge much more interesting without interfering with your duties in the least. Books such as Alexander's *BIRDS OF THE OCEAN* now held in all ships' reference libraries, will help you to identify seabirds sighted. You will also see land birds, especially during spring and autumn migration. They land on the ship exhausted and quite lame. Passing through the Mediterranean in early spring you will see turtle doves alighting to rest and swallows skimming low over the bridge. It is exciting to see rarer birds too, such as pied flycatcher and blue-headed wagtail.

Interest in birds is indeed a thing which you can have for nothing and can be the source of enormous pleasure all through your life.



And so! Progressively onto 75 Bands.

MALTA TO U.K. OVERLAND

by Sub. Lieut. (SD) D. Davies

The following article is written in the hope that it will help anyone interested in a touring camping holiday on the continent.

After over two years in Malta, without a real family holiday, we have decided to travel home overland.

Transport

First of all a car was chosen, keeping in mind the requirement for comfort and roominess, large storage space, and as a "last resort", overnight accommodation.

Accommodation

After taking many factors into consideration the conclusion we came to was that if one requires reasonable conditions and does not want to book well ahead, camping is the best method. EUROPA CAMPING, CARAVANNING at the cost of about 15s. contains a very good catalogue of camping sites, while the AA and RAC provide a camping service (AA cost 10s.) which includes a list of camping sites and a camping carnet. Possession of the carnet insures the holder and his party against third party risks while on camping sites and also secures a reduction in fees on many sites.

Choice of Tents and Accessories

Several firms offer tents, these being of two main types, frame or ridge. The former are supported by a frame and consist of two rooms at least, whilst the ridge are normally one room. For travelling we considered that the ridge tent was the better buy as they are lighter and easier to handle.

For beds, sleeping bags and airbeds are recommended rather than camp beds, as the latter raise storage problems. For the sleeping bags we have made up inner bags of sheeting, and are carrying a spare blanket for each member of the party.

In addition to the normal groundsheet for use in the tent, another groundsheet, made of polythene sheeting, is considered advisable to guard against condensation.

Victualling

To facilitate maximum travelling during the day, we decided that breakfast will be the only meal we cook ourselves. This is to consist of anything which will go into a pan. In addition, while we are eating breakfast, we will prepare soup and coffee for lunch which, supplemented by fresh bread, butter, fruit etc., should keep us going until we dine at a local restaurant in the evening. As four people are being catered for on this particular journey, it was considered necessary to buy two butane gas cookers. These cookers are clean to handle, easy to stow, and fuel for them is easily obtainable anywhere on the continent.

Cooking utensils to be taken are basic (frying pan, saucepan, kettle and teapot) and the crockery and cutlery are all of plastic.

Route

The route has been planned so that no more than two hundred miles are covered each day, thus allowing time for sightseeing and for possible breakdowns. Again, to facilitate sightseeing, it was decided to start early each day and aim to arrive at the next camp site by about lunch time.

The journey will take us up through Italy, through Austria, Leichtenstein, Switzerland, Germany and Luxembourg before we have recourse to the Channel ferry across to U.K.

Cautions

Beside mandatory requirements of some countries (e.g. Italy insists that each car carries a red triangle to place in the road in the event of a breakdown), it is a very wise precaution to guard luggage well by having padlocks and chains to secure it to the car's superstructure; and carry a first aid kit, and a fire extinguisher.

Conclusions

In planning this trip, we have come to the conclusion that it is almost essential to belong to a motoring organisation so that all the advice and assistance required is readily forthcoming. In addition, make sure that everyone knows how to erect the tent etc.,—a practice run in slow time is a good idea. Carry as little ready cash as possible, change your money into traveller's cheques before leaving.

We are certain that with the preparation we have carried out we will have a splendid journey home and hope to be able to tell you a little about it, Editor permitting, in the next edition.



"Well there's nothing wrong with that Anglo-Spanish relationship."

SHIP-SHORE NEWS

HMS APPLETON

by RO1(G) Edwards (Bungy) and
RO2(T) McMurdo (Mac)

HMS *Appleton* commissioned in Gibraltar on 7th February and as a black cat crossed in front of the ship's company (Captain insists he organised this!) we all hoped for a good start; this was not to be; we sailed from Gibraltar via Malta to Aden and did not have less than force eight winds until we passed through Suez; "hard liars" earned the hard way!

Contrary to popular belief, all "sweepers" are not fitted with 619/CAT, ours is 618/CAS and after failing to contact anyone over about a twenty-mile range between Gibraltar and Aden, I began to think we should have been fitted with the former. At time of writing, after a lot of work by ship's staff with assistance from HMS *Sheba*, all seems reasonably well, although two to three hundred miles on the transmitter seems about the limit on range at present.

Most of the ship's company consider themselves qualified prison warders due to helping the Military Police guard "Gollies" in cages after they had been rounded up following riots in Aden.

At present we are engaged in supporting the Joint Service Expedition to Socotra and "banyans" are the order of the day with yours truly cooking pot-ness on the beach.

With apologies to all 'sparkers', Mac says I must include the fact that I now owe him a can of beer due to him getting in contact with RFA *Olma* on V/S before I could on W.T. For the technically minded, *Olma* has CJA's with frequency synthesizers and we did not even carry a crystal for the required frequency.

After we wind up this expedition, we are off to Bahrain to join up with the rest of the 9th MCM Squadron and after doing three months of dhow patrol and the like, it will be a case of "Mine sweeping, what's that?"

Anyone wanting a GSM? Slap in for a swap-draft, Mac and I will try and fix you up.

HMS BARROSA

by LROs(W) Edgar and Harris

The ship has been in commission now for a year, most of which has been spent refitting at Plymouth (much to the dismay of "Jan Dockie" and the ship's company). We are finally at Portland, four months late, via the *Torrey Canyon* campaign.

Barrosa must be one of the few ships unaffected by staff shortage as can be seen from the following: (W) LROs Harris, Kirton, Edgar, ROs2 Straker,

Tnbbs; (G) LRO Powell, ROs2 Brookman, Claridge, White; (T) LRO Jones, ROs1 Birnie, Brown, RO2 Williams; (U) ROs Sykes, Davies, Harvey, Warr, nder, Harrison, Speakman, Hopkins, Beattie, Watts. The heads of departments are RS(G) McKenzie, CY Phelan and RS(W) Talbot shortly to leave the service much to the envy of us all. The whole being administered by S/Lt. (Communications are never impossible only people) Fields (SD)(C).

The *Torrey Canyon* incident has been our only operational task so far and proved to be most beneficial communications wise with the whole of the staff taking an active part. During our month down at the wreck we had fourteen circuits going, controlling all the fishing boats and tugs spraying the slicks, all aircraft, civilian and Service, taking an active part or just flying over the area. An interesting part of this episode was when HMAS *Anzac* requested to join in after picking up our HF transmissions while she was somewhere in the Indian Ocean. She politely withdrew her request when she found out the wreck was off the Cornish coast.

Our work-up is progressing well but we are all anxious to get this phase of the commission behind us; however our IS platoon representative RO1 Birnie is proving a very capable action man and will be sorry to leave.

Sports wise we try our best at soccer and are confident of winning a game eventually. Several of the staff are often called upon to play for the ship's first eleven which has only lost one game since commissioning. The fact that we have only played one game is beside the point.

Congratulations go to two members of the staff who have become proud fathers during the past year and to the LRO(G) who has completed the double. RO2 Williams has our sympathies when he takes the plunge this July.

The future is not certain at the time of print but we hope to finish at Portland. We should sail for the Far East around early August, another quip from our commissioning forecast joke book, with visits to San Raphael, Theoule, and Sorrento en route. After the visits we have an AMP at Malta and from there proceed East for the promise of the exotic orient. What, again?

HMNZS BLACKPOOL

by "Waka"

Hullo once again from *Blackpool*. We are writing this from Sydney, Australia, much to the disgust of the ship's company in general, as at this date we should be home in New Zealand, but owing to the small fact that we broke down en route from Brisbane to Auckland we had to limp into Sydney,

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Ford Corsair (Auto)	£12 . 15 . 0£19 . 15 . 0
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where we will be staying for a couple of weeks or even more, I wonder if the *Caprice* ship's company would like their old ship back again, a straight swap would be appreciated.

However Jack is not always a dull boy, and the following amusing incident occurred during our last "Fotex" before we left the FES. Our CCY, who normally sleeps in the MSO left instructions quote, "if anything important happens, kick me in the MSO" unquote. These instructions were duly pinned to a size nine with following note appended:—"MSO unknown part of body, however suggest that you put on this boot and have a kick around, you are bound to kick him in the right place sooner or later. Should respiration and/or heart-beat cease before he awakens, suggest you shake LSG Crick and tell him to put in a request to be rated up tomorrow".

Apart from a couple of small exercises, "Fotex" being one of them, the trip was quite normal, with *Blackpool* winning the "Cock" of the 2nd Destroyer Squadron twice in succession.

By the time you read this, there will probably be only a couple of the original first commission crew left onboard, and we hope the next commission will maintain the usual high standard of efficiency!!! during "Auckex", and subsequent exercises.

HMBDV's—FAR EAST FLEET

by LRO(G) A. G. Howard

These vessels are odd in their shape and size,
The Horns on the front are a Boomer's eyes.
These Horns are not used for working the
Gate,

But for feeling your way in the night when
it's late.

Work they have plenty with sea time to do,
And we all hope that Draftie realises it too.
The Crews they are varied with Indians and
Paks,

Chinese and Malay, of these we have stacks.
The names of these vessels appear down
below,

Where these names came from, I really
don't know.

Our procedure on Tug Net is not very good,
And sometimes, I think, we are not understood.
This is because the "Tiffs" are the Ops,
To hear them on Tug Net is like Robbers
and Cops.

A reply to a "Radio Check" is not "Loud
and Clear",

But "Fair to Middling" by Old Chiefy Beer.
Barbain has gone to the dockyard at last,
For repairs she deserves for her hard worked
past.

Barfoil has joined the Fleet once more.
After her refit in the Yard, Singapore.
She's been to Penang and Malacca as well.

And has work on the Tri-plane, so I've
heard tell.

Barmond our last "addon", to the Fleet,
Has plenty of work in the Dockyard to meet.
Aboard this vessel is a Malay by birth,
Who can't understand the reason for mirth.
For one day *Barmond* to the Dockyard
did go,

The sea it was calm and the wind did not
blow.

A Sweeper ahead began to draw near,
Whose Pennant Number was not quite clear.
"What Sweeper is that?" the Skipper did cry,
"The *Hubberston*, Sir" back came the reply,
"The *Hubberston* you say," the Skipper then
said,

"By Allah" thought Ali, the engine's
"Ahead".

Down to the telegraph his hand then did fly,
"Engine going "HUB—ER—STERN", was
his half wit reply.

What the Skipper then said I cannot print
here,

But in your little minds it should be quite
clear.

To get this draft, "Fleet Pool" you must be,
With a Spouse that don't drip when you're
always at sea.

A quarter is yours when you get this job,
The Grocer, your wife, will most surely rob.
A prayer mat is issued when you join the base,
And every night to the East you must face.
Three Boats and a Depot are yours for to care,
By the time that you finish you won't have
much hair.

You can call and call on "MCCN",
And four hours later, be still, "ZGN".
You will curse "618's" with all your might,
And pray for a big set to put things right.
So, if this is the draft that appeals to you,
Slap in now, for my time is due.
So Draftie, Oh Draftie, please hear my plea.
For Whitehall Wireless is the place for me.

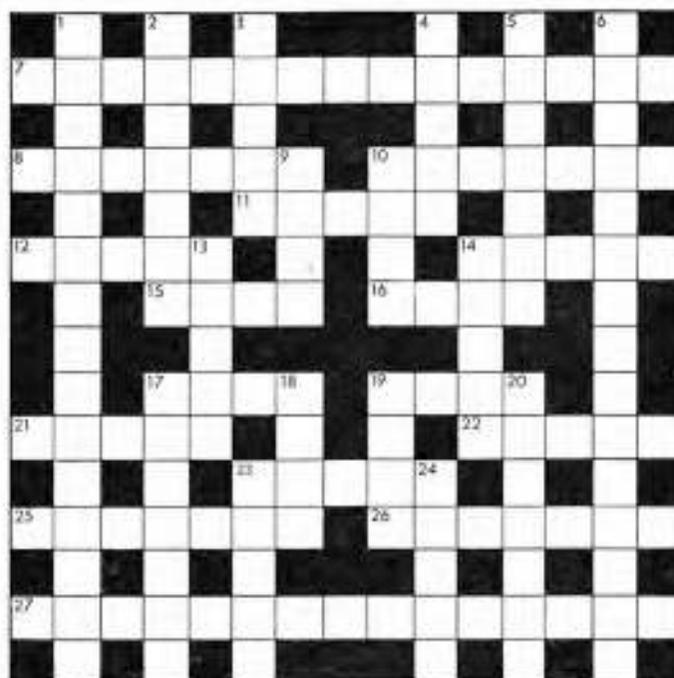
ONBOARD THE BRITANNIA

by CY King

HM Yacht *Britannia* left Portsmouth on 16th June to carry out a tour of Canada, which includes a visit to Expo 67 by Her Majesty The Queen and His Royal Highness The Duke of Edinburgh, and visits to the Maritime provinces by Her Majesty Queen Elizabeth, The Queen Mother.

Unexpected visitors landed on the *Britannia* on the second day of the passage to Canada in the form of five pigeons. It was learnt from radio reports that a pigeon race from France to England had taken place. However, strong cross winds and fog in the Channel had resulted in several thousand pigeons being lost, and obviously these five birds had decided

SUMMER CROSSWORD



by ANN JEWELL.

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

Across:

7. Belonging to the Army? (7, 8)
8. A listener in flight is exhausting. (7)
10. Company presents and sticks. (7)
11. A number or possibly just one voice. (5)
12. The royal order leaves Edward in charge of 160 Romans. (5)
14. "Plutus himself,
That knows the —— and multiplying
medicine," (*All's Well That Ends Well*). (5)
15. The vessel was found inside. Were you aware
of this? (4)
16. Ron leaves the infernal river in pain. (4)
17. These amazing words reveal a fine crack. (4)
19. Fifty, a politician reckons, will shine. (4)
21. Thus the cap is strong. (5)
22. A silly bird! (5)
23. Points a marine colony. (5)
25. Points out the credits available. (7)
26. It rises and sets with the sun in summer. (7)
27. Lick string tapes into position. (8, 7)

Down:

1. Pleasing company a comfort in old age. (8, 7)
2. Girl takes some cereal and is guilty of one of
the deadly sins. (7)
3. Check the good man, aunt, removing the
article. (5)
4. Backward perch surrounds no benefactor. (5)
5. Cleric? —er, that is, I'm in a dream. (7)
6. Secret rare berth. (anag.) (9, 6)
9. Strange articles hide armour. (4)
10. Fish a satisfactory conclusion. (4)
13. River of cloth. (5)
14. Is Tom to read assiduously? (5)
17. Sh! — nice Les is worried. (7)
18. Confines gulls. (4)
19. I leave the Scots landford to garnish. (4)
20. "And fancies fond with gaudy shapes ——,"
(*Milton*). (7)
23. Indifferent to, so surrounded. (5)
24. "Be merciful, great duke, to men of ——!"
(*Henry V*). (5)



"Now don't forget—straight to C-in-C's hand, message room."

to seek refuge onboard the Royal Yacht.

After three days, three of our stowaways decided they had been AWOL long enough, and left the Yacht to return home—we sincerely hope they made it.

At the time of writing—several days after leaving Portsmouth—two of our pigeons are still with us. They obviously like the comforts of their new found home, and appear to be thriving on their diet of split peas, peanuts and other delicacies provided by the Royal Yachtsmen.

As a token of appreciation of the care and attention she had received, one of the pigeons laid an egg.

The egg was immediately wrapped in damp cotton wool and taken to the engine-room for incubation, where it is being kept at a constant temperature, and turned every fifteen minutes. Results are awaited with eager anticipation.

HMS BULWARK

by LRO(G) T. Rowley

Greetings from the Paper Tiger of the China Coast.

Shortly after our last article at Christmas, (Sorry about Easter, Ed) we successfully completed a Far East exercise and a most memorable visit to Brisbane. The wonderful hospitality of the Australian people, especially the female of the species, undoubtedly made this the highlight of the commission so far. Two of the staff took the hospitality too literally and decided to remain behind, but one has since rejoined the fold.

The author of the last article, Lieutenant Clark, the good Pronto Minor (or Panic Major—dependent upon the state of the Broadcast) has since taken his leave of us to take up his new appointment on the staff of FOAC. Happy jamming COMNOBPAC. In his place came Sub Lieutenant Gawley, fresh from the fields of *Mercury* with knowledge of some obscure DCI—our Morse perforator is now 100% efficient!

Since the end of the confrontation in Borneo, the role of the Commando carrier has in no way diminished. We have taken part in numerous major amphibious exercises with a Commando embarked and the arrival of *Fearless* on the station has added spice and, at times, strife. With these exercises, a six week refit in Singapore, flood relief in Malaysia, and rendering assistance to merchant shipping in distress, the last ten months since we arrived on the station have not been an entire waste of time.

As regards "runs ashore", the commission has proved rather a wash out. Apart from Brisbane, the only other ports to have seen anything of the Rusty B are Hong Kong and Singapore. There is no truth, however, in the rumour that Kurt Jurgens will be assuming command of the *Bulwark* in a remake of the film "Ferry to Hong Kong" but it is a fact that the majority of the ship's company are on nodding terms with every bar girl from Wanchai to the New Territories, and on the notice board in the mess a hunch of "Up Homers" keys hang.

Judging by the number of Beat Groups we have playing in them at the moment this ship must be one of the few to be getting as much money out of the bars as they are putting into them. The group calling themselves "The Shades of Blue" keep RO2 Fuller and Thomas employed pounding out the big beat in the New Top Hat Bar every evening.

During the refit, a trip to Penang in an MFV was organised for the Midshipmen. RO2 Nuttall and Hughes-Jones went along to man the 62 portable but this proved to be a complete failure as they only managed to receive two out-of-date weathers during the complete fortnight. Needless to say, the runs ashore in Penang were sufficient to show the Midshipmen some aspects of life which they had not hitherto encountered.

After much scrubbing and cleaning of little used and even previously undiscovered offices, rigging emergency aerials, starting emergency generators and all the other associated tasks involved in the preparation for Admiral's inspection, the ship was looking better than she had for some considerable time. Imagine our consternation—not to say joy—when the whole thing was called off due to operational requirements.

Although there is little to record in the sporting world, there have been numerous successes in the training and advancement field. Worthy of note is RO1 Hunt who has progressed to this lofty position since he joined the ship as a JRO less than two years ago. Other advancements include CY Danes who has picked up his provisional rate, and LROs Pye and Jones. LRO(T) Pye was fortunate enough to pick up his hook when a vacancy occurred for another LRO in the (T) Department so he was rated Acting Local in advance of his B.13. It is also one of our rather doubtful privileges to be one of

the few ships with two CRSs, Jones and Melton. This (un)fortunate state of affairs occurred when CRS Melton picked up his buttons only to find that his chances of getting a draft chit from the ship were about equal to a snowball's chances of continuation in the Halls of Hades.

By the time this article appears in print we will have completed another two exercises and a four week docking period. During our last period in refit we had nine days' station leave, during the docking period we hope to take the remainder.

Should the author have further inspiration in a couple of months we may well appear in the Autumn edition, our last this commission, we hope, as by Christmas we look forward to being with our families again. In the meantime, this lot has just about exhausted my talents and the office stationery, so, until next time, I will take my leave.

Snippets from the Watch Turn-Over Book

K...S QRK5 on YAP Primary

RO 3 B...E: "When asked what watch he'd got answered, "Oh, uh, Ingersoll"

LHOW "Go drop the deadlights on 01 and 02 flats, will you?"

RO3 B...E: "Yes, but where are the switches?"

HMS CAPRICE

by "George"

Hello there, all you non-combatants, we of the mighty comms. staff of Her Majesty's warship *Caprice* wish to say Hello in our first entry to the COMMUNICATOR this commission. This being a new commish, we thought we should let you know a bit about this greyhound of the ocean.

Our staff consists of Messrs. Saunders and Wood, RS and CY respectively; LRO(G) Youde, brother of Chris, LRO(T) Codling brother of Ray; RO2's Rowe, Windsor, Douglas, O'Connor, of the (T) Org; RO2's Matthews and Farmer of the (G) Org; last but not least, the rabble: Taff Cahill, Nutty Bird, Beans Evans and Field, Dave Jennings, Taff Smith alias Smudge, Seedy Hole, a streak of lightning when he moves; Vic Harrison worn and weary after communal duties.

Previous to joining, the senior rates were fortunate to get the valuable instructional course known as the CTT (this is highly recommended for those who have not been to sea for six or more months). Things change so fast these days, one needs the tuition from those fully versed.

We seem to have got into the swing of things since joining in April, many of the juniors now know where the flag deck is. The mess is beginning to look like a floating palace, and we've joined the elite of "Britain's new Navy", by getting a telly in the grot, thanks to the good work by LRO Youde and RO2 Rowe.

Even in such short a time as two-and-a-half months, there have been a few good runs ashore in the swinging city of Pompey.

One only has to visit the Dockyard, cast one's eye around, and immediately this streamlined warship is discovered in 14 dock. Upon looking closer, you will see the Yeoman and killick bunting digging out like ten, while the boys sit reading their DAILY MIRRORS. That's how happy we are, why don't you try it? We appreciate the fact that we cannot contribute much to this fine magazine as the only sea time has been from dock to dock, and wall to wall. But we hope in due course these golden words will reach the eyes of some barrack stanchion, or maybe a long-haired youth in the Naval Recruiting Centre.

HMS CLEOPATRA

by LRO(W)

After contributing regularly to THE COMMUNICATOR's profits since the commission started, we thought we should get our full money's worth by sending our own contribution to let everyone know that the "mighty Cleo" exists.

HMS *Cleopatra* commissioned for the first time on 1st March, 1966. We had hoped that Liz Taylor would be at the commissioning ceremony, but she was unable to come.

We sailed for Gib. on the 25th July, and no sooner had we arrived when we had to sail to assist a ship in distress. The ship, SS *Wendy*, sank before we arrived.

The remainder of the passage to the Far East was fairly normal with stops at Malta and Singapore and then exercises with the American Seventh Fleet before arrival in Hong Kong.

From Hong Kong, we sailed to take part in



"Strange, it's not even wet."

various exercises during the 26 day passage to Australia. We were very glad indeed to see Sydney—even through the rain.

We had a month in Aussie, and visited Newcastle and Geraldton before returning to Singapore. On passage back we took part in the notable 5-ship RAS which featured in several well known photographs.

After a 4 month stay in Singapore, we went to Bangkok with COMFEF embarked and then on to Hong Kong again for D2s inspection. The inspection was not too bad as we only did the harbour one.

We were unable to participate in "Fotex" proper, but managed to walk away with the Small Ship's Cup at the subsequent sports week. We also had the pleasure of taking a film unit and 6 WRNS to sea for a day, so if you see a film on Seacat and a Wren appears, don't bother to slap in for a draft chit to the Far East, as only a few of us have got them yet!

Like most ships, the stokers "steam" broadcast still produces buzzes, but on this ship they have a nasty habit of being right. They were the first to produce "No Japan: Beira instead", and here we are on Beira Patrol.

We are due back in the U.K. on the 20th July, but whether or not the closure of the Canal will alter this remains to be seen.

The commission's funny, heard from an RO2(U): "Was it a bloke called Code who invented the Morse Code?"

The communications department consists of the following:

The SCO, Sub. Lieut. (SD) W. H. Davies, R.S. Sterne, LROs Beckson, Quigley, Rogers and RO2(G) Strong.

RS(W) Agnell, LROs(W) Saager, Spalding, Shepherd, Foden and RO2(W) Darkin.

CY Bell, LRO(T) Griffiths, RO2(T) Keeler and Clifford.

RO2 Cobb, Platt, and Jones, RO3 Davies, Collins, Crone, Rossi, Hay, Preston, London, Brown, Harston, Poulton, and JROs Flud and Robinson.

CLYDE SUBMARINE BASE FASLANE

A number of you will have already noticed the appearance of a new callsign and routing indicators in our more common publications and this may have aroused some curiosity or perhaps renewed an interest in the type of base these station identities serve.

Submarines have been based in the Clyde for many years now, first at Rothesay and then at Faslane using the jetties of the wartime emergency port. The move from Rothesay to Faslane enabled advantage to be taken of closer support ashore, not



HMS Valiant arriving at Faslane after underwater trip from Singapore (27) days.

on a great scale but enough to begin to link submarines and Faslane. Housing, recreational facilities, a convenient railhead for stores, somewhere to park cars, were the kind of things with a few small offices and workshops which enabled the depot ship to be detached for refit or for a short cruise. When the Polaris project came along it was a relatively simple decision to combine the facilities for all Clyde based submarines into one comprehensive unit with one barracks, one set of workshops and the many supporting elements, all common to the two squadrons that will operate from here in 1968, without the need of a depot ship.

The Polaris submarines will be operating to a patrol pattern made possible by nuclear propulsion and quite unique in peacetime. Therefore it is all the more important that better than average recreational and welfare facilities are provided ashore for the crews when they return to harbour after their long submerged patrol. For the first time in 50 years MOD(N) have had the opportunity to build a completely new base with the right facilities for both work and play.

The Clyde Submarine Base now covers a vast area at Faslane and Coulport and will soon include all of Capic Clyde's responsibilities, bringing the whole of the western half of Scotland under the command of Commodore Clyde early next year.

The one mile by a quarter long operating base at Faslane, which is to be commissioned HMS *Neptune* on 5th August 1967, is where the Commodore will have his HQ. The base contains a Command building, workshops, jetties, a floating dock and a stores complex capable of supporting four Polaris submarines, twelve fleet and patrol submarines, one frigate and the needs of the base itself.

All of the buildings in the base, and the jetties, are connected by a pneumatic tube despatch system, which will provide us with one of the most speedy message distribution systems (15 mph). The pneumatic tube will also be used for distributing correspondence, files, and small items of naval stores.



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Starting pay at age 25 and over £1,035 rising to £1,402 (National rate) per annum. Adequate allowances are paid whilst overseas.

All first appointments are on a temporary basis and candidates must be prepared to undergo a medical examination.

Candidates and both their parents must have been British subjects at all times since birth.

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In the training area there is the RN Polaris School where the Polaris crews are given their initial training and refresher courses, and not as some of the locals first thought, for the education of naval children.

The barracks area will accommodate about 250 officers, 1500 men and 100 WRNS, and will provide them with clubs, shops and a bowling alley in a large four storey mess and recreational building. There are also numerous playing fields, tennis and squash courts, a cinema, swimming pool, rifle range, sports arena, and a sailing centre.

The operational, training and barracks areas will be predominantly manned by uniformed personnel whilst the armament depot at Coulport and the stores area in the base will be almost entirely civilian. Including an average number of submarines alongside the total of naval personnel inside the base during a normal working day is expected to be about 2500 plus approximately 1000 civilians.

For accompanied personnel there are several MQ sites in the locality, two in Helensburgh and one in Rhu. The largest, which is named Churchill Estate, is being built in the west of Helensburgh. It will comprise almost 800 ratings' quarters catering for various family sizes and providing play areas, a community centre, shops, welfare offices and a school. At the other end of Helensburgh there is the Ardencaple Estate which has 162 ratings and 35 officers' quarters. The site at Rhu, which will have 122 officers' quarters is to be named Mackenzie Estate, after the Chief of the Polaris Executive. There are likely to be a further 75 ratings' quarters at Gareloch Head, for use as an overspill; at the moment however the ratings MQ roster is dry.

For obvious reasons there is little that can be written, in these columns, about the Communications System, except for the inevitable funny which occurred during a particularly busy phase. We had been requested to use alternative secure methods of transmission at a time when we were already fully committed. Whilst considering ways of solving this problem we received a signal from the RAF, one paragraph of which read "Communications God Throughout"! Originator and DTG supplied to disbelievers!

For those who are interested in serving at Faslane the Communications Complement at present consists of one CCY, two CRSs, one CRS/RS(W), four RSs, eight LROs (G, T, or W), eight ROs (G, T, or W), and twelve WROs. Most of these—not the WROs—will be submariners by about 1969.

HMS DELIGHT

(adapted for print from a story by
RO(I)T) C. F. Guise)

Delight has been in commission for two years and before that spent two in refit/reserve so this must be the first time an article has been received



INT Romeo Corpen?

from USS (Usually Sails Sunday) *Delight* for a long time.

After the usual pre-refit trials plus a spell at that well-known "rest" camp, Portland, the ship sailed for the Far East at the end of March '66 and again, this time successfully, in April. The time spent in the Far East was quite brief with the usual stops en route plus a spell of Beira patrol and many a good run ashore in Mombasa. We arrived at Singapore in June and a restful month was spent alongside *Triumph* before sailing for a scheduled five-week Borneo patrol which was so successful that the confrontation ended after we had only been on the job for three weeks.

Next stop was Hong Kong for two weeks and a change of command, Cdr. G. A. F. Bower, RN (now Captain) being relieved by Cdr. J. M. Child, MVO, RN. After a riotous fortnight we sailed for Subic and a few days exercising in the area. Fortunately or unfortunately, depending on one's views, this was the only exercise we got nabbed for until our return to the U.K. After Subic it was back to Singapore for a final rabbit run and then the passage home. Whilst refuelling at Gan our football team excelled themselves by beating the RAF, the first time in many years that they have been beaten by a ship's team.

We arrived back in Guzz in October and after leave and AMP sailed for Londonderry for one of those horrible "Jasex" things, loved by the Londonderry Squadron no doubt but not by us.



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THE DECCA NAVIGATOR

The Irish Sea was in fine form the whole time we were there. We left in good spirits for Christmas leave. We sailed again on the 2nd January, and after doing some trials, called in at Pompey for a wash and brush up and then sailed for Rotterdam where we stayed for five very enjoyable days. After that it was back to Guzz again and further exercising during which the Long Watch System was worked by the whole ship's company, except M(E)s. This system for readers not familiar with it, basically splits the ship's company into two defence watches and ensures each the six hours "uninterrupted" sleep necessary to sustain prolonged periods in an action state (including the Yeoman). The exercise ended with a sports phase in Plymouth and there we did very well by winning the NATO Small Ships Football Cup, beating *Berwick* in the final. Captain of the team was LRO(G) Dickinson.

In other ships' teams the Comm. Dept. is well represented, CY Captain of the rugby team, three ROs in the hockey team and another in the football team and two cross country runners. The LRO(T) also participates by carrying three badges and the portable fog horn to the football matches.

After three days in Guzz we sailed for the Clyde area for a fortnight's COOX and then back to Guzz for more leave, or so we thought. The *Torrey Canyon* put a stop to that and we took over command of Operation "Mop Up" from *Barrasa*.

This lasted for a week before we were finally relieved and we entered Guzz ahead of *Barrasa* but somehow she got all the attention of the Press. Better not grumble too much, *Delight* was given fair coverage by the SCOTTISH DAILY EXPRESS with a front page picture of us towing a ditched helicopter. The *Torrey Canyon* episode messed up leave arrangements and the ship's company were given a free telegram each. Portpatrick Radio must have had a shock when they received 209 telegrams in one dogwatch.

Since then we have been Royal Escort for a week during which time HRH Queen Elizabeth The Queen Mother, embarked in the Royal Yacht, visited ports in the West Country and France. We reckon we can dress overall blindfolded. We have visited Amsterdam, which started off very well with a brewery run first day in; Middlesbrough, which is the best run the ship has had during the whole commission; Lerwick (Shetlands) mainly for IS platoon and landing party training; Esjberg and Sandefjord. At the time of writing we are in Rothesay for Clyde Regatta Week. We pay off and re-commission in September for GSC Home W1. It should be enjoyable for our lucky reliefs provided they can survive the Portland Races in winter. The staff onboard at present are: tactical, CY Gore, LRO Pollard, RO1 Guise, Radio, RS Foley, LROs Dickinson, Carter, Beck, ROs2 Wright, Henderson, ROs2(U) Hull, Askew, ROs3 and FROs Robertson, Buckingham, Campbell, Green, Walker, Scaife, Tavener, Edmonds, Skeen and headed by the Navigating Officer, Lieutenant Evans.



"Darling, you've changed."

HMS FEARLESS

by CCY Murrell

Since our last contribution, lots of changes have taken place. *Intrepid*, our younger sister, joined the fleet at the beginning of April, and both our bosses have been relieved. Our SCO, Lieutenant Commander J. P. G. Bryans has gone to *Ganges* (counting socks), and Lieutenant (SD)(C) J. K. Dempsey to *KD Malaya* (Loan Service). We wish them luck in their new appointments and welcome their reliefs Lieutenant Commander B. H. Todd and Sub-Lieutenant (SD)(C) W. F. Prickett.

We completed our Spring cruise on 24th April, having called at Okinawa, Hiroshima and Inchon. We then went straight into our DED, moving into *Terror* and luxury for a month whilst this was accomplished. Sailing again on 9th June, we have just completed our shake down which included five days at the little island of Pulau Tioman.

The Communications department are ably represented in most sports. LRO(G) Kirven has played as "sweeper" in the ship's first soccer XI since commissioning, and helped them to win the Big Ship's Cup. RS Shaw and LRO(T) Robinson play 1st team cricket—but the season is yet still young. In basketball, RO2 Mounter bounces a good ball, and is being watched as a possible for the Command team. LRO(T) Geggus leads the ship's

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water polo team which also includes RGs Holt, Greatorox and Anderson. The department came third in the ship's athletic meeting (we would have come first under AAA rules!) which shows that we have quite a number of budding Jessie Owens on the staff.

What's ahead? A 12-day routine visit to Honkers after a 3-day 'overload' exercise (bootnecks everywhere!), other exercises with our flat top chummy ship *Bulwark* and LSL *Siv Lancelot* (What's a LSL, Chief?), and later on a friendly(?) visit by a very senior Communicator, Rear Admiral E. B. Ashmore, CB, DSC. (FO2 FES) for FO2s inspection.

HMS FIFE

by CRS D. L. Alderson

By the time this article goes to press, the ship will have been in commission for fourteen months and on 21st June, we celebrated our first anniversary. Since our last article we have unfortunately been tied to either Pitch House Jetty or Fountain Lake Jetty for long periods while the contractors, ASWE representatives and ship's staff continued with the long and complex business of getting equipment and weapon systems ready for acceptance.

We did, however, have a break from this routine when we sailed at the end of February and carried out some useful exercises with RAF Canberras in the North Sea. We then continued north in order to carry out certain trials off Norway.

Our sojourn alongside Pitch House Jetty was highlighted by a visit from C in C Western Fleet, Admiral Sir John Frewen, K.C.B., who spoke of the importance attached to our role as pioneers of the new weapons systems, the need for such a lengthy trials programme, and the consequent long periods in harbour which have to be accepted. He likened us to a brand new fighter aircraft, tank or any other new complex weapon system which normally undergoes a two-to-three year prototype evaluation period before being accepted into squadron or front line service. The *Fife*, however, has been in commission barely a year!

We have now been officially designated ADA trials ship and all future ships joining the fleet with this system will of course have the benefit of our experience gained in the course of these trials programmes.

One big disappointment, however, was the cancellation of the proposed visit to the United States; but the Captain did manage to salvage something from the wreckage of the revised programme, and has arranged visits to Gothenberg and Copenhagen at the end of July. Until then we must be content with the scenery surrounding Fountain Lake Jetty, broken only by the odd day's (and night's) running for evaluation trials.

The communication department has been reduced to a minimum as a result of our revised programme and it was particularly disappointing to have to

let the juniors go, after starting a concentrated training programme for them. All the EW ratings have been lent to *Mercury* for a few months. However, despite these setbacks, we are able to continue with our weekly harbour, NATO and RNR Edinburgh exercises. In addition, we were happy to record that four Fleetboard candidates (two 'G', one 'T' and one 'W') passed for Leading Rate, whilst LROs Blowman and Bennett both passed provisionally for RS and RS(W) respectively.

The department came fifth out of eight places in the second competition for the Duchess of Fife Rosebowl trophy; a very creditable performance considering we are by far the smallest department in the ship. A communicators' soccer match was also arranged, in which event the CRS was persuaded to play—I still have a 50 cycle ripple on my tibia and fibia to prove it!

Our last article in this magazine gave notice of an impending Olympiad between *Fife* and *Glamorgan*, and we said we hoped to be able to tell you that we beat *Glamorgan*. Not only did we beat them—we thrashed them! The score: *Fife* won nine events, *Glamorgan* three events and two were drawn. Shortly after that victory, FO2WF arranged a DLG Olympiad between the four County class ships in Portsmouth. This Olympiad consisted of a variety of sports and at the end of it, one overall winner emerged—the *Fife*.

HMS GANGES

Since our last contribution, classes have come and gone, Instructors have changed with the frequency of a film star's husbands, but *Ganges* marches on and looks set to do so for a few years to come, despite rumours and doubts about its future and the school leaving age.

At the time of writing, the establishment is preparing for Parents Day and anyone who has been to *Ganges* will know what this entails. The juniors are busy perfecting their displays, amongst which is the traditional mast manning ceremony. This year's button boy is JRO Cwik. The Signal School will be open all day to give the parents the chance to see the kind of training which their offspring are undergoing.

The display classroom mentioned in last term's COMMUNICATOR is gradually taking shape and should be ready soon. When completed it will be a valuable addition to the training aids, enabling the JROs to put their knowledge to a more practical use than at present.

The juniors themselves still manage to give their Instructors grey hairs, ulcers and fits of black depression but basically they're no worse than before and there's a sneaking suspicion that some of them might even be better.

To relate the sporting achievements of the *Ganges* teams over the past months would take far too long; suffice it to say the JROs are holding their



"The Staff, the Raw Material and the scintillating End Product!"

end up in the establishment teams and help make *Ganges'* teams a force to be reckoned with in East Anglia. Unfortunately, due to pressure of work, the long-suffering staff (a sentiment not shared by the SCO, ASCO or CI) have had to confine their sporting activities to making the Signal School gardens the best in *Ganges*.

Lieut. Cdr. Copp, our old SCO, left us a few weeks back to take up his new appointment as Flag Lieutenant and SCO to FOSM, and his relief, Lieut. Cdr. Bryans, who has been with us for a few weeks, has dug himself in. We wish them both every success in their respective jobs. CRS Jones leaves his sheltered and trouble free life as Reg. Chief for the harsh, cruel world of civvy street in a few weeks' time and later on in the year is followed by CCY Jupp. CRSs Cokes, Shotbolt, RSs Mitchell, Laybourne and CY Harvey all leave us soon for far away places and we wish them luck—they'll need it.

HMS GLAMORGAN

by T. E. H.

This has been without doubt the most interesting period, so far, in the ship's first commission. Probably due to so little time spent alongside in Portsmouth, after the initial shock of the prospect of almost a full term away, even the natives were smiling.

Trials continue to take up a great deal of our time and our communication equipment has stood up well to the test, thanks mainly to CRE Bradley and his staff who have worked without complaint to keep the ICS and UHF gear in tip top condition.

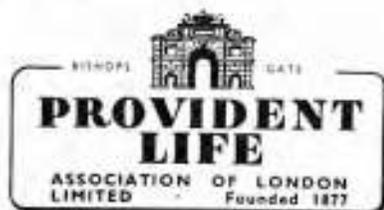
We have at long last made our visit to the county of Glamorgan, the weather being kind enough to allow us to enter Cardiff on 22nd April. A civic reception attended by the Captain, Officers and 180 members of the Ship's Company on the evening of our arrival heralded the beginning of a five-day hooley during which many friendships were made and many thick heads experienced each morning. The hospitality afforded by all concerned was so



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great that a simple 'Thank You' seems inadequate, but what else can one say. We hope that the RNR, WRNS and Ratings of HMS *Cambria* enjoyed their visit to a modern warship.

After a week-end in Pompey to recuperate, the ship sailed for a further week in the Portland areas for more trials, but the weather turned rather nasty, making things distinctly uncomfortable.

On Tuesday, 9th May, the flag of C in C HF was transferred from *Warrior* to *Glamorgan* and late p.m. the same day Admiral Sir John Frewen, KCB, arrived by helicopter. The ship then sailed for Aarhus, Denmark, via the Kiel Canal. The weather was perfect and many were the jobs found on the upper deck—the aerial party has never been so large or worked so conscientiously!!

Denmark turned out to be a very expensive run ashore. The locals informed us that a tax had been levied on most things in February of this year. This is to be followed by a further increase in July, in preparation for the country joining the Common Market. Could this be an indication of things to come in our own country? However, judging from personal experiences and the sight of bleary eyes and haggard faces each morning, prices didn't appear to worry the ship's company very much.

After we left Aarhus on 16th May, rendezvous was made with *Delight*, *Zulu*, and *Token* in the North Sea on the 18th. All ships then proceeded in company to Amsterdam another first-class run ashore with the added attraction of an evening's "window shopping" down Canal Street.

After our Continental vacation a three-week spell alongside at PHJ for the Spring Bank Holiday week-end, etc., before another month at sea.

Little opportunity has been found to devote time to sport although the ship's teams do very well wherever we go. We were beaten by *Fife* in the one-day Olympiad between the two ships but they have had a lot of time to practise and train!!

In conclusion we bid farewell to CCY(TCI) Jim Watson who was unfortunate in having to leave us for RNH Haslar; we wish him a speedy recovery and well in the future. At the same time we welcome CCY Smith who, according to Drafty, is leaving the comparative calm and serenity of the West Country in early July.

HMS HARDY

by RO2(W) Court

Hardy, named after that redoubtable Captain of 'kiss me' fame, continued her splendid role throughout the last year of Home Sea service—at least, that is what we were led to believe it was.

There have been a number of staff changes. Nolly Court now leads the (W) department, and is ably assisted by Paddy Alexander. Paddy proved that with hard work even the worst linguist can be understood eventually. RS Pearce has relieved RS Rocket while Yeoman Stephenson has superseded Yeoman Lannigan.

During our time at Londonderry, we have had, without a shadow of a doubt, more runs than that—cancelled! Pops Pearce used to enter our programmes in his diary as they were promulgated, but after three diaries of crossings out, he abandoned hope and ditched the lot.

HMS HYDRA

by RO2 Providence

One rarely hears of this ship, partly because it is a survey ship, and partly because we are nearly always at sea!

Hydra is one of the Navy's newest and most modern survey ships. Unlike the majority of others, it was built specifically for oceanographic surveying. We commissioned for the first time on the 3rd May, 1966, and since then we have been surveying in the North Atlantic, chiefly off the Icelandic coast. On an average we spend 16 days at sea and then 3 or 4 days in a nearby harbour. Occasionally the "Great One" is in a good mood, and then we might get 5 or 6 days in harbour, but never more. Our runs ashore since we commissioned have been Reykjavik, Copenhagen, Londonderry and Thorshavn (Faroes), not to forget Chatham our base port.

As most of your readers will know, the North Atlantic is nearly always rough. Periods of calm lasting for 2 or 3 days sometimes occur which enables Mr. Seasick 1967, RO Attoe, to stock up with his nutty for the next stretch of roughers.

Since we left Chatham on 12th April this year we have steamed 11,446 miles to date (18th June) and by the time we get back to Chatham on the 30th August will have completed 35,466 miles of surveying. It would not be too bad if we could make warship speed, but we have a maximum of 14 knots, provided the wind is behind us!

The living accommodation on board is just great, cabins for all, Junior rates, with the exception of the LRO(T), are 65 to a cabin, but the LRO(T) has one to himself. The CPOs are supposed to be two to a cabin, but in order to keep one step ahead of the POs they have managed to get a single cabin each which means that the POs are two to a cabin.

With the Maltese domestic staff catering for us, our food is well above average and the envy of all our visitors.

On the Communications side we are complemented with RS(RCI) Challinor, LRO(G) P. Robinson, LRO(T) A. Harvey, RO1(G) Dobson, RO2 Brown and Providence, Waugh and Fairs and RO3 Comer and Attoe.

All in all this a very good draft, especially if you intend to get married or have any other reason for wanting to save money. Incidentally, *Hydra's* next commission will be a GSC, North Atlantic and not the Indian Ocean as shown in the Navy News.

Editor's note: GSC N. Atlantic is correct and is shown in our own Drafting Forecast.



"He said, 'don't wait up, see you closing time.'"

HMS KENT

by Invicta

Situations wanted, Employment for approximately 45 skilled and semi-skilled Communicators available from mid-October. Dry land appointments preferred, hours 9 till 5, long week-ends.

Well, they say it pays to advertise, and we all hope that drafty takes note of the above, for shortly after this issue goes to press we shall indeed be on the availability list. At the time of writing however, we are having a few sleepless nights crossing the South Atlantic in the teeth of some fairly rough weather. Since leaving Singapore at the end of May, we have called at Mauritius and Capetown, and after that we really needed some high winds to clear our heads of all that South African brandy! *Kent's* visit to the Cape did much to renew old acquaintances with the SAN and civilians alike, and as ever the hospitality was overwhelming. A few days out from the Cape we called at the island of Tristan da Cunha to deliver much needed stores to the Islanders, some of whom we took onboard for a brief look round. This pause in the South Atlantic gave the many philatelists among us a chance to obtain some fairly rare and valuable additions to their collections. We are now bound for Montevideo, and I suppose we will take up where we left off in Capetown. After Monte,

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we visit Buenos Aires, and then on to Rio de Janeiro before the long trek towards Chatham and home in early August.

We had thought of starting this article with the heading 'Situations vacant' but didn't want drafty flooded with applications!

This is therefore the last appearance of this commission in *THE COMMUNICATOR*. Through thick and thin we have battled for two years, and surprisingly enough come out smiling. Most of us have managed to get ourselves elevated one rung up the ladder, for which we owe thanks to a lot of hard work by many of the staff. To those coming to *Kent* in the autumn we extend a warm welcome to the finest ship in the outfit.

KRANJI W/T

It had to happen—we all knew it would happen—but we all tried not to believe it but to no avail. Sunday morning came, and Lieutenant George Clarke left Kranji for the last time. Since then there has been a distinct hush in the "donk-donk" of the nightjars, and the wild hibiscus are hanging their heads in mourning. As he was going so early in the morning, we fixed a more traditional style of farewell at noon on the previous day, when Lieutenant Clarke, armed with the longest "oggie" we could make (suitably inscribed with the stirring words of the West Country Anthem) was invited to climb into a decorated cart (PD stores) to be towed away. The usual salutes of two thousand plus crackers were also fired. Lieutenant Clarke went home early because of ill health, after a commission in Kranji as Executive Officer, during which he has placed his own mark on the place, and we shall all miss him very much. Whether he will succeed in establishing the only Chinese Golf Course in Cornwall remains to be seen, but we wish him, his wife and children, good fortune whatever the future may bring. (Meantime, we planted the golf clubs you left behind but can't seem to make them grow. What did we do wrong?)

To Lieutenant Shackell, due to join us in about six weeks, we offer a friendly welcome, and our good wishes for a happy commission in Kranji. (We will not repeat the murmurings we can hear from the inner office about not hanging about—get on that 'plane).

April saw the departure of Lieutenant Stockwell, who is now enjoying the rural delights of Forest Moor. He did us proud in Kranji both professionally and extra-murally. Staunch member of the football, rugby, cricket and hockey teams, founder member of the Kranji Naval Players, and member of a small but select syndicate that endeavoured to corner the Tombola Prize market. His relief, Lieutenant O'Carroll, has already settled in, but our welcome is none the less warm. The buzz is that he and his wife are both very keen on "musicals" but there is no truth in the other buzz that circuit report sheets are in future to be read to the music of "Pinafore".

Another blow. A little man was actually revving up his bulldozer, preparatory to clearing the way for the nice, new, long awaited, extension to the STC when down the hill puffed a fast runner from MPBW crying "Cease!" And that was that. The extension was cancelled. To our predecessors who plotted, planned and pleaded for the new building, to those who have put up with the shortcomings of the STC with a grin, because "soon we shall have, etc., etc.", we offer our apologies. We did our best—we had actually reached the stage where the contractor was marking out the short cuts through the "Don't walk on the . . ." areas. Now, Sub. Lieutenant Miller and half a dozen shaven headed Instructors are to be seen walking in funeral procession around the now-decaying site pegs—while the drawings, so beautifully prepared, so cherished, have been cut into strips of the appropriate width and passed through a perforator, and the resulting chads, contained in an urn, will be awarded to future winners of the STC stakes (run downhill from a standing start, competitors to be leaving the Dining Hall as "STC to Divisions" is piped). There is some comfort, however, for alternative arrangements have been agreed and we hope that in the very near future there will be more up-to-date equipment fitted in the existing spaces. Demands for courses at Kranji fluctuate, of course, according to Fleet movements. There is a feeling here that recent events in the Middle East were planned with no other aim in view than the disruption of the scheduled Sub-Spec Courses. Strong protests to the United Nations would undoubtedly have followed until our political adviser (commonly known as F for Girling) pointed out that Kranji's independence has not yet been recognised—but it will be!

We were going to write "We announce with pride . . . etc". Then we stopped. Can't you imagine that bloke in the corner standing up and saying "Ah, but I remember when . . ." Anyway, what we were going to say was we have completed the first WRNS Advancement Course to be held in this part of the world for some considerable time. And with marked success (no pun intended).

The CRR, having become "accustomed to its face", as it were, is once again threatened with changes, more bits and pieces to come in—more re-arrangements. Meanwhile, the watches continue. Traffic levels go up and down, but not far down. It is perhaps as well to point out that the RSOW and LHOW are the only RN ratings in the Morse Room, while the Control Room is manned by one LREM and two REMs. All the rest of the watch are local (civilian) staff. MCCN is manned by RMN ratings. By September, (DV) we expect to get some rather better equipment, and hands to man it, which will improve things.

In the sporting world, Kranji has managed to do quite well. The triumph of sharing top place in the Terror Sports Olympiad was tinged with the disappointment of not bagging the trophy outright.

This would have been the first time that Kranji had won, but we are content to share the trophy, six months about. It was a great effort on the part of the Kranji regulars, who did so much. Special thanks, as always, must go to the men on course in the STC who lent a willing hand (I think).

The Kranji Wives Guild has a standing job at the Annual "Market" in aid of the Naval Base Charity Chest—they run the Garden Stall. This year their takings topped \$550 which put Kranji as the third highest contributor the first two being very much larger organisations. In the same direction has been the arrangement with the local "Hans Handersen" Organisation, under which groups of under-privileged children visit us each month and either have a forenoon's swimming, or an afternoon of "cartoons and cats". One venture was to lay on a small-style "children's sports". This started out with the deliberate aim of imposing handicaps so that the "visitors" would win a few events. We had to reorganise when they won practically everything. It is amazing how little effort is needed to make these children happy, and we reckon we've made a number of firm, though young friends.

RNAS LOSSIEMOUTH

Things in *Fulmar* since the last issue are more or less the same. We have had the Dutch carrier *Karel Doorman* for her work-up which made them sit up and take notice in the Tower, and it was not all Double Dutch. By the time this goes to print, the mighty *Eagle* will be with us and I can hear the Wrens trembling already. But the NON birdmen will hold it down.

Lieut. Richards is still in the chair and has his feet firmly under the table. At times I think that I can see thistles growing around him (we are told he was drafted to Scotland in case Fyfe Robertson went sick on shore). CRS Ireland (minus beard) is still our regulator plus other things. No one recognised him without his beard so alas he is growing it again. The comings and goings of other personnel at Lossie can be found in the drafting section.

Our congratulations go to L/Wren O'Conner who has just passed top in her POs course, and to RO1 Booth on being rated A/LRO(G) with RO2(G) Hannah close behind. Also to L/Wren Sell for representing Lossie at tennis in the NAC championships. Not "all work and no play".

They say an army marches on its stomach. Well Jolly Jack and Jenny Wren have to suffer up here as all they have is an Omelette Bar, Steak Bar, Salad Bar, Curry Bar and Fish Bar plus the ordinary food, e.g. Roast Beef and Yorkshire Pud. . .

So all you Communicators who feel starved know where to volunteer for!

HMS MALABAR

by CY McHugh

On my desk this p.m. arrived a sheet of foolscap with the heading *THE COMMUNICATOR*, inscribed with the ominous words "Yeo. Action!" followed by the familiar initials of Lt. Cdr. H. M. Balfour, RN, SCO and SO(O) and Flag Lieut.—(I wonder why "they" don't call them Flag Lt. Cdrs?) to SNOWI. Having put forward the usual excuses, i.e. too busy, broken arm, pen run out, etc., I put pen to paper and here we are.

As we haven't had an article in *THE COMMUNICATOR* since the Summer '65 edition, I will refresh your memory by telling you that *Malabar* is the Headquarters of SNOWI in Bermuda. (Whoa! boy, don't rush for those PD Cards 'till you've read the rest of it!) The staff here numbers eight Communicators, including the SCO (who, by the way, was T1 before coming here), myself (whose name nestles beneath the title) and LROs(G) Mick Cross (ex-C in C Portsmouth staff) and Brian McCoy (of Royal Yacht and Whitehall Teaboot fame), RO2(T) Tony Sayers (lately of Pitreavie), RO2(G) "Laurie" Lawrence, ROs2(W) "Mitch" Mitchell and "Tiny" Westcott (all ex-Whitehall W/T birds).

Contrary to popular belief, this is *not* a "cushy number". The Commcen is manned twenty-four hours a day, with a four watch system based on Whitehall W/Ts, and two daymen (when they're



"I only came in to get out of the rain"

not running around the jungle somewhere with the 119 or holding the SCOs hand on a cruise in one of the ships of the WI Squadron). If you're one of these "one man, one job" ratings, don't bother to apply. The job here requires a knowledge of Tape Relay, Message Handling, W/T and R/T Procedure, Flashing, Transmitters (ever heard of a Type 617 or an Army Type 119(M) Transceiver?); how to build an HF and UHF Aerial array, Telex and Telegrams (commercial). The only thing you don't have to do is to service the equipment (not yet, anyway!), the USN does that, although we are occasionally asked to "just poke your hand in and change that -!-!- relay"! All this (or most of it anyway) on your Jack Jones.

It does have its compensations, however, LRO(T) Hayter (since departed these isles and now believed to be languishing in *Maidstone*) spent three weeks onboard *Tartar* which included a week in Washington, USA, Bryan McCoy spent one of his trips in the lovely island of Dominica (the bushy bit) humping the 119(M) on an exercise with our "Gallop Major" Marines (and proffed on his Travellers). Lawrence was lashed-up to seven days in Houston, Texas with the *Salisbury*, while Mitchell and Cross spent an invigorating fourteen and ten days respectively loafing in St. Vincent—in case of a riot!!! It must have done something for Cross since he got tied-up a fortnight after he came back and we haven't seen him since! I myself have been to Halifax N.S. for three days to sort out RATT S/S (it still isn't quite sorted out, but what a three days) and also to Nassau. I'm off next month for ten days in *Mohawk* with three days in Trinidad (perks, of course).

"But all work and no play . . ." What about Bermuda itself? It's expensive of course, but provided you don't try to live like a tourist you're fairly adequately covered by LOA, etc. Accommodation is expensive and not easy to come by, although there are eleven MQs available. The cheapest private accommodation (£30-£40 a month) is rarely to the standard experienced in U.K.

HMS *Malabar*, being SNOW's HQ, is the centre of RN Communications in the WIs (the fact that we're over 800 miles OFF-centre has nothing to do with it!). The 617 is used to keep schedules with Nassau and the ships. With its small output and using a homemade Di-pole aerial (courtesy of Mitchell and—dare I say it?—myself, with technical advice from SCO) we did on one occasion reach *Defender* in Curacao (about 1700 miles) strength 4. The main reason for it, though, is as a stand-by in case the Primary circuits go out (they did once, with a bunting on watch and the dayman sparker in Hamilton. Panic wasn't in it!) Luckily it was only for an hour or so, otherwise . . . (Ever seen a Yeoman try to tune a transmitter even sparkers hadn't heard of?) So you see, it's not all sugar and spice in the Somer's Isles but as before mentioned, it has its compensations like the beautiful beaches, eight

months of sunshine and a mild winter. (Now you can fill that PD Card in!!!)

Heard this one? Following conversation took place by 'phone between USNAVSTA Bermuda and *Malabar*: From ISCOM BDA (another cap for SNOW)

To SACLANT

BT

UNCLAS . . . etc.

Half-an-hour later: "NOB here. Ref, your last—Who's SACLANT???? The answer being given, came the joyous reply: "Oh! *thar* SACLANT. Thought you meant STRATEGIC AIR COMMAND. Cheers, see you."

Like the man said, SEE YOU.

HMS MANXMAN

by RO3(W) Kerr

Alarm spread throughout the department, refit time had arrived! This sudden realisation sent the RAs into a frenzied panic to be first to volunteer for work in the shore MSO. This, of course, left the burden of the refit to the victualled members plus some of the less fortunate RAs who didn't quite make the deadline for volunteering for the shore-side job.

Under the watchful eye of our own time and motion expert, LRO Nickerson, and the gentle but persuasive voice of CRS Cory, the remaining staff set to and made a very commendable effort in transforming their parts of ship from old to new. Pushed for time though we were, CY Ring took time off to help deliver a baby! His wife presented him with a healthy 8 lb. girl, which, according to him, was "quite an experience".

All victualled members onboard spent a very enjoyable week at Frazers Hill RNTC, where with the relaxed atmosphere, excellent food and the opportunity for plenty of sport and social activity, everyone had a splendid time.

The department is dwindling quite rapidly, and now consists of: (G) CRS Cory, LRO Nickerson, ROs2 Edmonds, Connoly, Amey and Parkinson and JRO Delve. (T) CCY Cooper who has just relieved CCY Chambers, CY Ring, and ROs2 Mitchell, Hills, Holmes and Smith. Our SCO is Lieutenant Shelton-Agar.

MALTA COMMEN

by M. M.

Run down has been the cry here for many months now, and a variety of forecasts have been made in the personnel and planning game. However, nothing detracts from the fact that all old Malta hands would continue to feel at home in the hustle and bustle which occurs in our warren. They would also have been thrilled to see Grand Harbour so full again during the "Malta crisis" and the Arab-Israel conflict. *Victorious*, *Eschino*, *Whitby*, *Rhyl*, *Duncan* and the 7th MS took up residence while a number of

others paid fleeting calls before returning to cooler climes. The American ships paying a routine visit added to the nostalgia and made one wish that we could go back to the old Grand Harbour—Sliema Creek days.

We have said goodbye to our last Commander-in-Chief, Admiral Sir John Hamilton. Our farewell cheers were not only tinged with regret at losing a post so long held, but also in losing a person. History tells us that a similar situation arose in the past, when, between 1914 and 1917, Malta also temporarily lost her Glory, so perhaps history will repeat itself and our successors will witness the annual conflict between the Home and Mediterranean Fleets.

The Communication Branch, wherever they serve, have a long held tradition of "having a bash" at anything. Here, where we are predominantly of a kind, there is nothing that has not been "bashed", and with remarkable success. With an abundance of talent, we have been a very good testing ground for the ships that pass our way plus the variety of victories we have attained in the Island hockey, soccer, and athletic championships. We leave even *St. Angelo* bewildered at the number of trophies that cross the water. I wonder, could we beat them in a whaler, perhaps we will try.

HMS MINERVA

On leaving Chatham in January for the Middle and Far East a buzz was heard in the MCO that the Radio Supervisor and LROs had formed a suicide pact over the laid down method of U's training. This was hotly denied at the time but on receipt of the DCI reverting it to its present system the strange phenomenon of all three offering thanksgivings to the Almighty was observed.

Our passage out was uneventful apart from Cyprus and 'Heroes Square' which provided us with a few, and the trials and tribulations of the Cabin Flat, the cleaning of which was done with a will, the RS having made his! Our first real port of call was Mombasa where all the youngsters found out why they had joined the Navy, and the PTI started altitude training on the foc'sle for the coming Beira Olympics, commonly known as sportex. Of five held, five were won though the only gold medals we got were on the cans of beer. The Comms. deck hockey team being champions of Beira, are now expecting to go to Mexico next year as first reserves for the Country's Number One hockey team.

The patrols themselves were quiet and due to the shortage of pusser's pigeons, (the flag deck locker makes a good stowage for them) letters were few and far between. The RS instituted an evening telephone service to the UK which proved highly successful, over £60 in calls being taken. The advent of "Mod Mail" has temporarily curtailed this, the MCO having absorbed the extra 250 signals into their system with hardly a dit misplaced.

Now that we have completed our two months on and off patrol we are leaving for the yellow pastures of Singapore and Hong Kong, plus further journeys into the unknown. The Yeoman's suggestions to the Captain at present falling on deaf ears (he is not a Communicator).

So to all ships particularly those with ICS have faith, good runs and keep your wave ratios standing.

HMS INTREPID

by RS J. Morris

We are, at time of writing, lying in the Mecca of the D/JX's where tuning, testing and whatnot is proceeding apace. We are getting a little more familiar with the welter of abbreviations that an assault ship can produce (Bosun's Mates being confused with Brigade Majors and the like—one could go on for ever!), and generally settling in. Integration with 66I Troop, Royal Signals, headed by Captain Maynard and Staff Sergeant (Yeoman of Signals) Birkwood is progressing, both socialwise and dutywise, and the "brutal and licentious soldiery" are giving as good as they get from the ditto "matelotery" (!). Outside the department, the main clockwork brought us from Clydebank to Devonport without having to "out sweeps", the big back door works satisfactorily and we docked our LCMs without trouble (though the PTI wants to know how he can squeeze out his open-air gym), and whirlybirds have hopped on and off Clubs' upper gymnasium. Assaults with an embarked force of brown jobs have not yet been tried (although the Longcast looks threatening), and problems are bound to arise over bathrooms, canteen queues, the guard-rails in rough weather and the like. However, we are determined to surmount these (the problems not the guardrails!), and fortunate as we are to be able to avoid "newness" snags that *Fearless* no doubt encountered, we are sure that we shall have a smooth-running ship and department. The food on board, by the way, is nothing short of superb.

Naval staff on board is as follows: headed by Lieut. Cdr. Bruce-Gardyne and Sub. Lieut. (SD)(C) Gordon, CRS Weeks, CCY Brickell, RSs Morris and Metcalfe, CYs Waterman and Edwards, and (deep breath, here we go!) LRO(G)s Hope and Miller, LRO(T) Allum, ROs1(G) Hodson, Seago, Thompson and Best, ROs1(T) Nicholson, Donoghue and Duke, ROs2(G) Bachelor, Doyle, Gibb, Crisp, Rees, Farrelly, Clapton, Lehane, Lenaghan, Holland, Bradley and Dunford, ROs2(T) Terrill, Forsyth, Gowman and Winterburn, ROs3 Taylor, Godfrey, McReady, Boyall and Lambert, JROs Hutson, Davey, Mullin, Illing, Kelly, Watts, Bell, Winstanley, Owens, Lloyd and Sheere.

May we extend felicitations to our chums in *Fearless*, and offer a promise of more news via your pages when we have more to tell? Rest assured that when we have sighted more exotic spots than the coaling jetty in North Yard you will hear from us.

PLYMOUTH W/T

by RS M. J. Long

It must have been ages, since our small community of Communicators have had a mention in the COMMUNICATOR—so we've decided to plunge into print!

Since Christmas, there have been many comings and goings amongst the Staff in one way or another, so no personalities. The year started quietly, and our first "busy" period came in February when we, under our NATO "hat" of COMCENTLANT, were the nerve centre of exercise "Wicked Lady". Here, in the labyrinth of the MHQ, we controlled both "Orange" and "Blue" Forces of this major NATO exercise, and again we were indebted to the valuable addition of the OXP from *Mercury* during that period.

No sooner had we gone back to our normal routine, when we found ourselves back in three-watches, and the centre of the *Torrey Canyon* episode. I don't suppose our daily CCN/HCP logs have ever been so full as they were, right from the time she went aground on Sevenstones, until well after the bombing.

Operation "Mop Up" was underway. C in C Plymouth became the CTF, and a complete Task Force Organisation was immediately initiated. This included a vast fleet of privately owned vessels, willing to spray the oil slicks with the detergent in an attempt to disperse the menacing oil before it reached the coast. All available Communicators in the Plymouth Command were temporarily drafted to various vessels to help maintain communication with the several "pusser" ships who acted as CTG's and CTU's. Again the OXP came to help us out, especially to activate Falmouth and Newlyn under the orders of the respective NLO's. Eventually everything quietened down again, and we were delighted to receive a signal from the CINC granting four days compensatory leave to all employed on "Mop Up".

At the time of writing we are back to normal again, with no more than five ships adorning our Stateboard—and most of them are Guzz natives. By the end of the month we will have donned the "hat" of COMPLYMCHAN and will be in full swing with another NATO exercise.

To friends of the past we send our good wishes, and to those who have (P.A.C.) after HMS *Drake* on their draft chit, don't be alarmed—we will make you quite welcome.

TROGLODYTES TALKING

by Chief Troglodyte

In the best tradition of Mercury's fleet-footed symbol, this contribution is being submitted by personal delivery to Alma Mater. Yes, as usual we nearly forgot.

Since our last contribution Portsmouth Comcen has seen so many changes in staff that the handful



"The idea of firing a salute is to compliment people, not start a war with them."

remaining who can recall the Christmas edition will blush to the roots at the thought of their comrades scattered far and wide and lacking the delights of RA. We wish you all good sailing.

Our staff arrivals will not be enumerated but we feel that we must announce the addition of Chief Wren Spencer to our ranks. The improved standards of knowledge amongst our Wrens owe much to her enthusiasm but no doubt the girls will think most kindly of her efforts in improving their rest rooms.

We have now learnt the reason why RS Styles was so frequently seen running up the countless steps to daylight. Reports from the SD School would indicate that he now considers a trek in the New Forest but a short pleasant stroll, he is so fit. We hope that the rest of the course will be equally plain sailing.

Our months in the depths have not been without the odd burst of humour. Perhaps the two things that caused most laughs were (1) the signal that on decryption (and check decryption) still produced the phrase in a ship's programme: "Whoring at Portsmouth"; and (2) an incident which followed closely upon our security check. Mr. Hall, the civilian Head of the Comcen, arrived at the entrance to be greeted by a new policeman who quite rightly demanded his identity card. He was then asked if he was "GPO", to which he replied "No, C in C". His admission thus gained, confusion ensued

when the new policeman rang his superiors to report that "The Commander-in-Chief is in the underground". The consequent flap can well be imagined.

Our happy liaison with the Portsmouth Command that we serve continues but we would like to make one plea: please adhere to the prescribed procedure. We really haven't the time to check each individual tape and re-cut where necessary.

A fairly regular stream of visitors continue to grace us with their presence and here we would particularly like to thank the Communication senior rates who make the effort to come and meet the staff at the other end of that CCN or DTN link. We find that the invariable result of such visits is a much closer liaison. In this respect we would particularly like to thank HMS *London* and HMS *Fife* for their co-operation in arranging trials of new equipment. As far as our visitors from HMS *Mercury* are concerned, we do hope that the instructors find it easier to "put over" AT in the classroom after such visits.

Quite a lot of the instructional effort in the Comcen goes towards the training of HMS *Southwick* communications personnel. In spite of the many headaches attached to preparing for our Wednesday night invasion by the HQR, it is always rewarding to see the enthusiasm with which they tackle the tasks set them. The standard of knowledge displayed by the crypto section and the ever-improving ability of the T/P operators and message handlers will, we hope, reduce our requirements for additional RN staff to back us up during exercises or emergency. A special word of thanks here to Grade I Mrs. Thatcher whose drive and enthusiasm in training the more junior grades is so valuable in developing the skill of our HQR Teleprinter operators. In the not too distant future, age having caught up with him at last, we shall probably be losing the cheerful "Freddie" Sizer. Many older communicators will recall this ex-CPO Telegraphist who first went to sea in 1918. His ship unfortunately struck a mine, but luckily for us "Freddie" survived to serve for a further twenty-seven years. Second Officer Mrs. McCormack, whom many Wrens will remember, will also be leaving the HQR. We wish them both a happy retirement and may *Foudroyant* long continue to have Mrs. McCormack's splendid help and enthusiasm. One last word on the HQR — congratulations to Mrs. Tattersall on the award of the B.E.M. and on her advancement.

HMS TAMAR

by CRS Strangeway

It's all happening in Hong Kong just now—you name it, we've had it.

The recent disturbances, although not directly involving us, have given us a busy time with increased traffic flow and such domestic problems as how to get the relieving watch on, and the relieved watch home before the Star Ferry ceased operations

and the curfew fell. Things are just about back to normal now, with sporadic, not very successful, selective strikes being the order of the day. The highlight of the disturbances was, I think, the curfew that was imposed on the whole of the populated areas of Hong Kong island—it did not seem possible that the city would become a ghost town, but that is what happened. As a result, a few records were broken such as the China Fleet Club closing down for the first time since the Japanese occupation—the same can probably be said of some of the Wanchai bars!

It was a pretty depressing couple of weeks, but the heart was gladdened by the efficient way the whole business was handled at all levels. It would be an injustice not to mention the local police, both regular and auxiliary, who, in the face of the most intense provocation, remained calm and non-violent. In recognition of their efforts a police children's education fund was set up and closed at a remarkable \$3½ million (nearly £1 million sterling).

Despite all the trials and tribulations, normal life goes on which means that the CRR still ticks along in the same old way and in the same old place. There is still no further move towards integration. We get periodic notices of the arrival of new equipment and talk of target dates and air freight, but nothing appears. As might be imagined, things generally are very unsettled with the 8th MCM Squadron, our local squadron, moving to Singapore in October. An example of the effects of this is illustrated by the *Tamar* Senior Rates mess which will be reduced by about fifty per cent.

After visits from quite a large collection of our seagoing brethren in February, we had a very peaceful March without a single ship visit. April, however, changed all that and they came back. It was a pleasure to see the old Grey Funnel Line in the harbour again. We had *Victorious* for her last jolly before leaving for U.K.—they had our sympathy when we heard they were kept in the Med. during the Middle East Crisis. Our last notable visitor was *Bulwark* whose Commando exercises in the New Territories were a great success. Future visitors are unknown at the moment, but whoever they may be they are most welcome.

Time marches on, and life here has come or is coming to an end for a lot of the staff. We bade farewell to the BCO, Lieutenant Commander (SD)(C) G. D. Carter, in April and he should be enjoying some well earned leave in U.K. before taking up his next appointment in the Ministry of Defence. His relief, Lieutenant Commander (SD)(C) D. Dobson, has had quite an introduction to the Colony but he looks fit enough, even after his inspection of the BMH.

The next thing on this year's agenda is the typhoon season. After a comparatively quiet season last year (floods excepted), the locals predict a stormy one this year. However, I seem to remember being told exactly the same thing when I arrived in early '66, so I am going to wait and see.



RS 'Buster' Brown has recently left us and is soon to leave the Navy. He was quietly relieved by Doug Whitcher with a consequent reduction in verbal QRM. Roy 'San Mig' Ginn is all packed to go and there seems a good chance of him getting a ship at last—he's all excited about it. I only hope that they make the bunks a bit bigger these days.

THE MSO

by LRO(T) Bromfield

Once again it is time to correspond and to put you in the picture regarding the happenings in this "Pearl of the Orient", and to give you an idea of how this overworked and undermanned MSO is getting on!

Summer, with its blue skies, high humidity, and peeling noses, is here again. The swimming pool is the most popular place to be (provided the bar is closed) when one is off watch or has managed to wangle a make and mend from the Chief Yeoman. Summer also means long spells of rainless days and consequently water rationing. We are now on an 8 hour-a-day ration, so, before you come and visit us, make sure your desalination plants are in good running order.

Sporting activities, apart from swimming and an occasional game of volley ball, have fallen off with the advent of warmer weather so there is no news to report in this field. But, no doubt, the challenges will ring out once again when things cool off towards the end of the year.

Personnel-wise the MSO has also had a number of changes. LROs Morrison, Baker and Gale have already left, and CY Hankey and ROs Barrand and Thomas are preparing to do so. We welcome CY Hopper to the staff, and by all accounts he had a very warm welcome from CY Hankey whom he was relieving—large quantities of 'San Mig' flowed that night.

Most of the Far East Fleet have visited us at one time or another, and we think that our small organisation coped pretty well handling all the extra traffic. We like to be of service for after all, our job ashore is to help you sea going sailors as much as we can!

HMS UPTON

by RO2(T) C. B. Brown

As the world of MCM does not seem to have appeared very often in previous editions, I decided that someone should write about at least one of the numerous ships involved.

Upton is a member of the 1st Mine Counter-measures Squadron which is based in the wilds of South Queensferry where, sheltered by the span of the Forth Road Bridge, we are kept in working order by the base staff of HMS *Lochinvar*.

Since I joined the ship in March, the Squadron has been kept pretty well on its toes with various minesweeping exercises. Comms-wise everything

works well except, in the words of the REM, "When that bunting touches anything it just goes U/S". On the tactical side, we find that we use visual signalling more often than bigger ships. We even left Den Helder using flags as the primary means of communication.

There will be an empty billet for a sparker soon. RO2 Towell will be leaving us, so there is an opportunity for volunteers to join the clan.

On a final note, the future looks reasonably bright with an odd trip here and there followed by a refit in Rosyth.

HMS VIDAL

by RO1(G) Milne

This is the third and possibly the last article from the present commission as we are due to pay off in December.

In the last article I mentioned that the Ship had just completed twelve years of survey duties in the West Indies. Now the "White Lady" is in postures new and at the moment has just completed a three-month survey of the route to be used by super tankers of the future using the Persian Gulf.

Instead of the normal article on runs ashore here is a little information on how time is spent in the survey navy.

The area surveyed, in the vicinity of Das Island covers an area of roughly 1,000 square miles and was charted on a scale of 1:75,000 which to the uninitiated means 1 inch of chart equalling 1 mile of sea area. Fixing the ship's position accurately is very important for this type of work and this was done using the Decca Navigation System on the Persian Gulf Chain.

Steaming along lines approximately 20 miles long and 1,250 feet apart, fixes are obtained of the ship's position every 3 minutes and a continuous record of the depth is kept. Samples of the sea bed and the temperature of the water at various depths are also obtained. This information is recorded on a sounding board and at the end of the day's work it is transferred to a master copy which will eventually be sent to the Hydrographic Department of the MOD to be made into the "Mariners Map", the Admiralty Chart.

On leaving the "Gulf", we have a visit to Cochin and other surveys to be undertaken in the Indian Ocean, working from that well-known island of Gan, and later off the East African Coast near Mombasa.

We start up the hill in the autumn and head for home to finish a very busy and worthwhile two-year commission which has taken us to places as far apart as the West Indies, North America, Canada, Arctic Circle, Norway, Iceland, Persian Gulf, Indian Ocean and East Africa. At the time of writing with another six months to go, we have spent 271 days at sea out of 395 and steamed some 43,500 miles. In conclusion from RS Shuttlewood, LRO(G) Torrance, RO1(G) Milne, RO2(G) Rutherford LRO(T) Daykin and RO2(T) Cullen we would like

to say 'hurry up' to our reliefs, and all the best for the next commission.

HMS WAKEFUL

by RO2(G) J. R. Evans

I have no idea when the last article from *Wakeful* appeared in THE COMMUNICATOR, but here's one now. Let us hope you all find it interesting.

Wakeful is the Trials and Training ship based at Portsmouth, and our life is spent day running with an occasional visit to the Continent.

In recent trials we have been concerned with satellite communications. This has been extremely interesting, especially as we have been able to see everything working and getting results.

The Continental trips have included a most enjoyable one to Flushing in March, and we are scheduled to go to Malmo, Sweden in June. Sweden is reputed to be very expensive but we are, nevertheless, eagerly looking forward to the visit! Later in the term we are going to Southampton to act as regatta guardship, and then go on to Barry in South Wales where we hope to do better than *Glamorgan* and actually reach the place!

The staff is currently headed by RS Berry who is assisted by LRO(T) Burt (as Yeoman), RO1(T) Brown, LRO(G) Crowley, RO2(G) Evans, RO2(G) Morgan and RO3/JROs Bailey, Dibnah, Stokes and Young. The Trials Crew consist of RO1(G) Wardill and RO2(G) Robson, Mathews and MacCafferty. Alas (?) they will be leaving us shortly.

Editor's Note: We thank RO2(G) Evans for his remarks on the actual trials, but have omitted them as they are covered in another article.

21st BIRTHDAY EDITION

Spring 1968



*Your attention is directed to the
Editorial, page 225.*



YOUR COOPERATION AND
SUGGESTIONS WILL BE MORE
THAN WELCOME.

RNAS YEOVILTON



"The show must go on—even under hazardous conditions."



Wren Radio Operator G. A. Hood was the representative from HMS Heron's Communication Department for the fashion show at the recent RAF Biggin Hill Air Fayre.

All outfits displayed were presented to the Wrens who participated. WRO Hood had the use of the moped in the photo during her 5 days off duty at Biggin Hill.

COMMISSIONING FORECASTS

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

<i>Chichester</i> ...	AD Frigate, 21st September, Recommission (Phased), (1) (2) Chatham, (a) HSS (13 months), (b) FS Far East.
<i>Jaguar</i> ...	AA Frigate, 28th September, Commission, (1) (2) Chatham, (a) GSC Home/Far East/Home, (b) PS (Trials).
<i>Beauchampton</i>	} CMS Recommission 9th MCM Sqdn, 7th October, (2) Bahrain, (a) (b) FS Middle East.
<i>Burnaston</i>	
<i>Wiston</i>	
<i>Yarnton</i>	
<i>Kent</i> ...	GM Destroyer, Recommission (Phased), 17th October, (1) (2) Chatham, (a) (b) GSC Home/Far East.
<i>Chawton</i> ...	CMS 4th November, Recommission 9th MCM Sqdn, (2) Bahrain, (a) (b) FS Middle East.
<i>Hecla</i> ...	Surveying Ship, 30th November, Recommission, (1) (2) Devonport, (a) (b) GSC North Atlantic.
<i>Arctura</i> ...	GP Frigate, 7th December, Recommission (Phased), (1) (2) Portsmouth, (a) (b) GSC Home/Far East/Home.
<i>Hecate</i> ...	Surveying Ship, 12th December, Recommission, (1) (2) Devonport, (a) (b) GSC North Atlantic.
<i>Sirius</i> ...	GP Frigate, 3rd January, Recommission (Phased), (1) (2) Portsmouth, (a) HSS (14 months), (b) HSS/FS Far East.
<i>Vidal</i> ...	Surveying Ship, 9th January, Recommission, (1) (2) Chatham, (a) GSC Home/East of Suez, (b) GSC Persian Gulf and Indian Ocean.
<i>Mohawk</i> ...	GP Frigate, 11th January, Recommission (Phased), (1) (2) Rosyth, (a) GSC Home/Middle East/Home, (b) GSC Home/Middle East/Home/West Indies.
<i>Cleopatra</i> ...	GP Frigate, 11th January, Recommission (Phased), (1) (2) Devonport, (a) GSC Home/Middle East/Home, (b) GSC Home/Far East/Home.
<i>Leander</i> ...	GP Frigate, 9th January, Recommission (Phased), (1) (2) Portsmouth, (a) GSC Home/Far East/Home, (b) GSC Home/Far East/Home/West Indies.
<i>Lynx</i> ...	AA Frigate, 18th January, Recommission (Phased), (1) (2) Devonport, (a) GSC Home/Far East/Home, (b) GSC Home/West Indies/Home/SASA.
<i>Bulwark</i> ...	Commando Ship, End of January, Recommission (Phased), (1) (2) Portsmouth, (a) HSS/FS (Date of Sailing) East of Suez.

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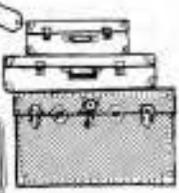
COMMUNICATION GAZETTE

APPOINTMENTS

NOTE: Although every endeavour is made to check the accuracy of the entries, they should not be treated as authoritative in the strict sense of the word.

Name	Rank	Whence	Whither
ALLAN, R. M.	Lieut. Commander	CICC West	COMFEE (FCA)
BALFOUR, H. M.	Lieut. Commander	Malabar	Mercury
BINNS, N. J.	Sub. Lieut. (SD) (C)	Whitehall W/T	Chichester
BRADBERRY, R.	Lieutenant (SD) (C)	COMFEE	President
BRYANS, J. P. G.	Lieut. Commander	Fearless	Ganges
BURLING, W. J.	Lieutenant (SD) (C)	Mercury	Mauritius
BYWATER, J.	Sub. Lieut. (SD) (C)	Mercury	Wiston
CARTER, W. J.	Sub. Lieut. (SD) (C)	Dolphin	Mercury
COLLINS, C. S.	Sub. Lieut. (SD) (C)	Llandaff	Terror
COOPER, D. S.	Sub. Lieut. (SD) (C)	Whitehall W/T	Llandaff
COPP, R. L.	Lieut. Commander	Ganges	Dolphin (SCO to FOSM)
COX, C. H.	Commander (SD) (C)	President	CINC Portsmouth as SCO
DANIELS, W. R.	Lieutenant (SD) (C)	Whitehall W/T	Forest Moor
DAVIS, R. K.	Sub. Lieut. (SD) (C)	Mercury	Leander
DAVIS, D. D.	Sub. Lieut. (SD) (C)	CINC Mediterranean	St. Vincent
DEMPSEY, J. K.	Lieutenant (SD) (C)	Fearless	RMN (Loan Service)
DIHLE, R. K.	Lieutenant	Mercury	Ajax
DODSWORTH, P.	Sub. Lieut. (SD) (C)	Excellent	Cambrian
DUKE, V. S. V.	Lieut. Commander	Ajax	Dartmouth
EDWARDS, E.	Lieutenant (SD) (C)	Juno	Victorious
EDWARDS, J. R.	Lieutenant (SD) (C)	Mercury	Whitehall W/T
EKINS, J. M. S.	Lieut. Commander	SCO to FO Gibraltar	Mercury
ENDERS, F. W. C.	Lieutenant (SD) (C)	Victorious	Mercury
EVELLEGH, M. C.	Commander	Dryad	London
FERGIE-WOODS, I., MVO	Lieut. Commander	Mercury	Victorious
FOOT, L. G.	Sub. Lieut. (SD) (C)	Mercury	Argonaut
FREEMANTLE, D. J.	Lieutenant	Mercury	Danae
GEORGE, J. S.	Lieut. Commander	COMAF	CICC West
GREEN, D. W.	Lieutenant (SD) (C)	Whitehall W/T	MOD
GRIFF, P. G. M.	Lieut. Commander	CINC AFNORTH	DIS
HERBERT, St. J. H.	Commander	DGNM	CINC West
HERRON, R. A. G.	Lieut. Cdr., RAN	Aurora	Revert RAN Service
HOLLAND, R.	Sub. Lieut. (SD) (C)	Blackwood	Goldcrest
HOOPER, G. E. J.	Sub. Lieut. (SD) (C)	Mercury	Bronington
HUGHES, S. E.	Lieutenant	RAN Exchange	Advanced 'C' Course
MISS M. M. JONES	2nd Officer	President	Victory
JARVIS, W. A. U.	Lieutenant (SD) (C)	Crofton as 1st Lt.	Mercury
JUPP, G.	Lieutenant (SD) (C)	Mauritius	Burnham W/T
LEES, P. R.	Commander	FCA to COMFEE	DGNM
LORAM, D. A., MVO	Captain	NA Paris	Arethusa i/c
LOBNER, A. H.	Lieut. Commander	Hampshire	Mercury
MABLESON, M. G.	A/Sub. Lieut. (SD) (C)	Excellent	Dainty
MACKAY, A.	Sub. Lieut. (SD) (C)	Mercury	Dolphin (for S/M Service)
MCDOWELL, V. E.	Lieutenant (SD) (C)	Whitehall W/T	Mercury
MILLS, C. P., CB, CBE, DSC	Vice Admiral	FO2FEE	CINC Plymouth
MUNRO, P. O'D	Sub. Lieut. (SD) (C)	Centaur	Victorious
MURPHY, M.	Sub. Lieut. (SD) (C)	Mercury	CINC AFMED
NIPPIERD, W.	Lieut. Commander	Mercury II	CINC AFNORTH
PARRY, M. F.	Commander	SCO to FO2FEE	Diamond i/c
PEARCE, J.	Lieut. Cdr. (SD)	CINC Eastlant	O i/c Whitehall W/T
PHENIGWORTH, I. E.	Lieutenant, RAN	Aurora	Undaunted
PHILLIPS, M. D. Y.	Lieutenant (SD) (C)	Ganges	Woolston as 1st Lt.
PICKEN, T. D.	Sub. Lieut. (SD) (C)	Chawton	FOST
PRICKETT, W. J.	Sub. Lieut. (SD) (C)	Tangmere	Fearless
RIVERS, F. D.	Lieutenant (SD) (C)	Mercury	Intrepid
ROSKILL, J. W.	Lieut. Commander	Kent	Mercury
SAMPSON, F.	A/Sub. Lieut. (SD) (C)	Mercury	Hermes
SAUNDERS, L. M. M.	Lieut. Commander	Dartmouth	SCO to SNOWI
SAUMAREZ, J. P. DE H.	Lieutenant	RNC Greenwich	Hampshire
MISS D. C. SELLER	3rd Officer	Rooke	President
SHOTTON, J.	A/Sub. Lieut. (SD) (C)	Excellent	Tartar

Summer is

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...brief shorts  ...is a bright new
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...is a portable radio  ...picnics 
and dozey days in the garden  ...is smart
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Name	Rank	Whence	Whither
SHUTT, D. E.	Lieutenant (SD) (C)	HQ Allied Forces Central Europe	FONAC
SMITH, C. C.	Sub. Lieut. (SD) (C)	Whitehall W/T	Aurora
STANFORD, P. M.	Commander	Brighton i/c	Mercury as TC
STEMBRIDGE, P. J.	Sub. Lieut. (SD) (C)	FOST	Mercury
SWAIN, K. A.	A Sub. Lieut. (SD) (C) RAN	Excellent	Puma
TEAGLE, S. F.	Lieutenant, RNZN	Rhyl	Revert RNZN Service
TERRY, L. G.	Lieutenant, RAN	FO2HF	Juno
TILLEY, A. F.	Lieut. Commander	FOME	JWE Old Sarum
TIMPSON, G. M.	Lieut. Commander	FONAC	FOME
TODD, B. H.	Lieut. Commander	President	Fearless
TRAILL, C. G.	Lieut. Commander	Mercury II	Keat
TULLIS, G. M.	Lieut. Commander	Fiskerton	Mercury
WILSON, A. W. R.	A Sub. Lieut. (SD) (C)	Excellent	Loch Fada
WINKLESS, W. J.	Sub. Lieut. (SD) (C)	Mercury	Plover
WORTHINGTON, P. E.	Sub. Lieut. (SD) (C)	Victorious	Mercury
WYATT, A. F. S.	A Sub. Lieut. (SD) (C) RAN	Excellent	Whitby

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PROMOTIONS

To Captain (From 31st December, 1967)
B. J. STRAKER

To Lieutenant Commander
R. H. CARR
V. S. V. DUKE
E. Y. C. GÖRING

To Sub. Lieutenant (SD) (C)
B. GABB, RAN
M. G. MABLESON
F. J. SYKES, RAN

To Commander (From 31st December, 1967)

E. M. G. HEWITT
H. D. Y. FAULKNER
R. M. BAIRD, RAN
F. D. PATTERSON, RNR
To Lieutenant Commander (SD) (C)
G. D. CARTER
To Lieutenant (SD) (C)
D. BEASLEY
T. T. BROGAN
W. J. BURLING
J. K. DEMPSEY
D. MACINDOE
T. B. MCLEAN
M. D. Y. PHILLIPS

RETIRED LIST

Lieutenant Commander C. K. ANTHONY	Captain, THE LORD MOTTISTONE
Lieutenant (SD) (C) J. FLETCHER	Lieutenant Commander M. D. M. SELLAR
Lieutenant (SD) (C) A. G. LEWIS	Lieutenant (SD) (C) C. G. TONKIN
Lieutenant Commander SIR PETER TROUBRIDGE, BT	Commander G. H. MANN

ADVANCEMENTS

TO CRS		TO CCY	
BAILEY, J. H.	JX.882964	ATKINSON, A. V.	JX.716925
HARDER, F.	JX.882865	BEVIS, F. C.	JX.871231
MADDAN, W. J.	JX.843347	BRYDEN, G. J.	JX.660537
MELTON, K.	JX.905562	HUNTER, B. K.	JX.899432
RANDALL, K.	JX.838905	JONES, D. R.	JX.898680
TO CRS(W)		KENNEDY, C. A.	JX.918741
LETTARD, J.	JX.921332	KENNEDY, W.	JX.899317
MIDGERIDGE, M. A. D.	JX.938057	VINCE, E. J.	JX.889480
O'KEEFE, P. H.	JX.975555		

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DRAFTING

Note: Although every endeavour is made to ensure the accuracy of the entries, they should not be treated as authoritative in the true sense of the word.

Name	Rate	Whence	Whither
ABRAHAM	RO2(G)	Mercury	Protector
ALEXANDER	CY	FSDL	Mercury
ALLAN	RS(W)	FSDL	Mercury
ANSKOW, D. M.	RO2	Mercury	Sheba
AYOUB, C.	CY	RNTT Kenya	Warrior
BARCLAY, E.	RO3	Mercury	Grailon
BARNHAM	CY	Eastbourne	Mercury
BARTLETT	CY	Deake	Mercury
BAKER	A, RS	Mercury	Drake
BESLEY	RS	FSDL	Mercury
BENNETT	RO2(G)	Mercury	Protector
BIRNIE	RS	Mercury	Discharge
BIRCHWISTLE	RS	Mercury	Tamar
BURTON, E.	CRS	Mercury	Jufair
BOWMAN, A.	RO1(G)	Mauritius	Mercury
BRADLEY	RS	Whitby	Mercury
BRAMBLEY	RS	FSDL	Mercury
BRENT	A, RS	Mercury	Naiaid
BREUNING, A. N.	RO2(G)	Mercury	Jufair
BURROWS, P. A.	RO2(G)	Mercury	Dunae
BUSH, J. W.	LRO(G)	Mauritius	Mercury
CARTER, G. D.	RO2	Tamar	Mercury
CARTLEDGE, R. S.	RO2	Drake	Jufair
CHARLESWORTH	LRO(W)	Mercury	Discharge
CHERRY	RS	Warrior	Mercury
CLARKE, A.	RS	Mercury	Terror
CLEVERDON, D.	JRO	Berwick	Mercury
COCKETT	RS	Mercury	Decoy
COLLINGWOOD, B.	RO2(G)	Mercury	Whitehall W/T
COOK, G. S.	RO2	Zulu	Mercury
CORRAN, D.	RO3	Zulu	Mercury
DAVIS, J.	CY	Mercury	CND
DEANE	RS	Mercury	Britannia
DESSAY, R.	LRO(G)	Mercury	Osprey
DIXON	RS	FSDL	Mercury
EDS, R.	RS	Mercury	Arcthusa
EDWARDS	CY	Mercury	Intrepid
ELDER	LRO(W)	Mercury	Aurora
ELLAM, P. J.	RO2	Forest Moor	Rooke
ELVIS, D.	RO2	Dainty	Mercury
EMWIN, D.	RO2	Dainty	Mercury
FAIRWEATHER, R.	RO2(G)	Mercury	Dunae
FENWICK	RS(W)	Mercury	Agincourt
FLETCHER, L. R.	RO2(G)	Londonderry	Mercury
FLEMING	RS(W)	Mercury	Whitehall W/T
FLINT	CY	Mercury	Severn Div. RNR
FORD	CY	Mercury	Sheba
FORD, R. A.	RO2(G)	Mercury	Troubridge
GAGHAN	CY	Mercury	Aurora
GEORGE, D. J.	RO2(G)	Mercury	Zulu
GILBERT	CY	Victory	Mercury
GRAHAM, C. R.	RO3	Mercury	FOZFEF
HALL, W. J.	RO2(W)	Mercury	Drake
HARRIS, R. S.	RS	Victory	Mercury
HARTLEY	CY	Mercury	Diamond
HARVEY	CY	President	Mercury
HARVEY, T. G.	RO2	Mercury	Euryalus
HENDLEY, B.	RO2(G)	Dolphin	Mercury
HOWE, P. C.	RO2(G)	Mercury	Discharge (Invalid)
HUDSON, M. S.	RO3	Aurora	Mercury
HUTCHINSON	A, RS(W)	Mercury	Juno
JACKSON	CY	FSDL	Mercury
JOHNSON, P.	RO2(G)	Mercury	Discharge (Invalid)
KEMP	A, CY	Royal Arthur	Mercury
KIRKPATRICK	CY	Mercury	Discharge
LANGLER, A.	RO2(G)	Mercury	Hardy
LAYBOURNE	A, RS(W)	Ganges	Mercury
LEGG, J.	RO2(G)	Mercury	Dolphin
LONG, M. J.	RS	Mercury	Mount Wise
MARGINS, A.	CCY	Mercury	Passant
MARTIN, J.	LRO(G)	Dolphin	Mercury
MCLIDD	CY	Mercury	Fort Southwick
MCKIE, R. T.	RO2(G)	Mercury	Dunae
MURRAY, M. G.	RO2(G)	Mercury	Poncheston
MEAGAN, P.	RO2(G)	Jufair	FSL
MELLS, R.	RO2(T)	Mercury	Victorious
MICALLEF	RS	Mercury	Intrepid
MERES	RO2(W)	Mercury	Aurora
MORGAN	A, CY	Protector	Mercury
MURRIE, D.	RO3	Caprice	Mercury
MURKINSON, J. D.	RO2(G)	Porpoise	Mercury
MORTON	CY	Reclaim	Mercury
MOY, S. J.	RO2(G)	Mercury	Llandaff
MURK, R. B.	LRO(G)	Rooke	FSL
MULLINS, L.	CRS	Mercury	Terror
ONOROUGH, B. M.	RS	Terror	Mercury
PASSEY, D.	RO2(G)	Mercury	Dolphin

PANTER, J. H.	....	....	....	....	CCY	Mercury	Vernon
PARSONS, A. F.	....	....	....	....	RO2	Aurora	Mercury
PATERSON	....	....	....	....	CY	Mercury	Calpe (RNR Gibraltar)
PERKINS	....	....	....	....	A-RS(W)	Mercury	Terror
PHILLIPS, W.	....	....	....	....	RO2(G)	Mercury	Aurora
PIDDE	....	....	....	....	RS	Mercury	Intrepid
POTTER, D.	....	....	....	....	LRO(G)	Mercury	Llandaff (As RS)
PYKE, R. C. E.	....	....	....	....	RS	Maidstone	Mercury
RITZLER	....	....	....	....	RS	Londonderry	Mercury
RINDSALL	....	....	....	....	LRO(T)	Mercury	Excellent for L. Patrolman's Course
ROBSON	....	....	....	....	RS	Mercury	Argonaut
ROGERS	....	....	....	....	A-RS	FSDL	Mercury
RUTBLE, A.	....	....	....	....	RO2(G)	Mercury	Walkerton
SEER	....	....	....	....	A-RS	Mercury	Mauritax
SHARMAN, A. W.	....	....	....	....	LRO(G)	Mercury	FOAC
SMALL, D. W.	....	....	....	....	RO3	Eastbourne	Mercury
SMART	....	....	....	....	CY	Osprey	Mercury
SMITH	....	....	....	....	CY	Mercury	Discharge
SMITH, D. R. I.	....	....	....	....	RO2	Zulu	Mercury
SMITH, M. J.	....	....	....	....	LRO(G)	RNTT Kenya	Whilly
SPRAGG, A. J.	....	....	....	....	RO2(G)	Mercury	SRDE Christchurch
STANWICK, D.	....	....	....	....	RO2(D)	Mercury	Victorious
SUTTERBY	....	....	....	....	RS	Agincourt	Mercury
TARRANT, I. J.	....	....	....	....	JRO	Lofoten	Mercury
TAYLOR, J. L.	....	....	....	....	RO2	Zulu	Mercury
TRANTUM, J. P.	....	....	....	....	RO2	Rhyl	Mercury
TREACHER	....	....	....	....	CY	Mercury	Victorious
TYRRELL, R.	....	....	....	....	RO2(G)	Mercury	Dolphin
UNDERWOOD	....	....	....	....	CY	Victorious	Mercury
VICKERS, B.	....	....	....	....	LRO(G)	Mercury	Chichester
WATERMAN	....	....	....	....	CY	Mercury	Intrepid
WATSON	....	....	....	....	CY	Mercury	Discharge
WATSON, F.	....	....	....	....	RO2(G)	Mercury	Dolphin
WEBB, P. J.	....	....	....	....	RO2	Mercury	Delight
WELLET	....	....	....	....	A-RS(W)	Mercury	Galatea
WILLIAMS	....	....	....	....	RS	Mercury	FO2FEF
WILLIAMS	....	....	....	....	CY	President	Mercury
WILLIAMS, G.	....	....	....	....	CRS	Mauritax	Mercury
WILLIAMS, J.	....	....	....	....	RO2(G)	Mercury	Dolphin
WILLS, N. H.	....	....	....	....	RO2	Zulu	Mercury
WILSON	RS	FSDL	Mercury
WONDRELL, A.	CY	Unhaunted	Mercury
WADE	A-RS(W)	Whitehall W T	Mercury

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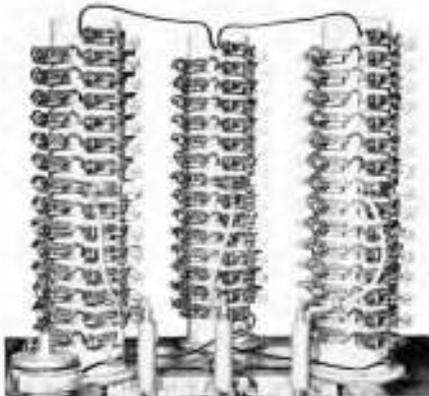
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