

117



THE COMMUNICATOR



VOL 20 - No. 4 **SPRING 1971**

Commended for service at sea

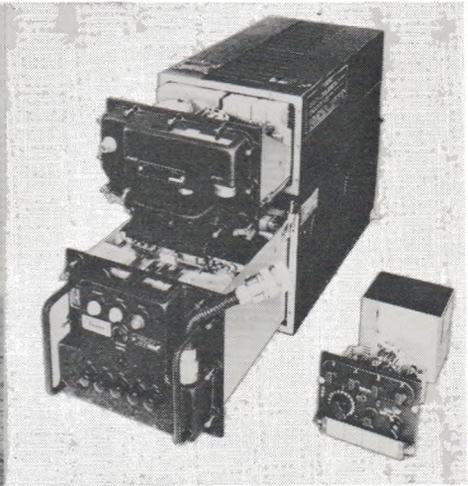
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THE COMMUNICATOR

PUBLISHED AT HMS 'MERCURY'

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

SPRING 1971

VOL. 20, No. 4

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COMMISSIONING FORECASTS

Editor's note: The following details are forecast only, changes may well take place at short notice. Details are given in the order: Ship, Type, Date if known, Commitment, (1) UK Base Port (2) Place of commissioning, Type of service. Types of service are as follows:

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

<i>Hydra</i>	Survey Ship, August, Recommission, (1) (2) Chatham, FS, Malacca and Singapore Straits.
<i>Apollo</i>	GP Frigate, September, Reduced trials crew at Glasgow, (1) Devonport, PS.
<i>Tiger</i>	Cruiser, End October, Trials crew at Devonport, (1) Portsmouth, PS (trials).
<i>Brinton</i>	M/Hunter, December, Recommission, (1) (2) Rosyth, HSS.
<i>Breton</i>	M/Hunter, December, Recommission, (1) (2) Rosyth, HSS.
<i>Gavinton</i>	M/Hunter, December, Recommission, (1) (2) Rosyth, HSS.
<i>Hermione</i>	GP Frigate, December, Captain's Command, (1) Portsmouth, GSS.
<i>Brighton</i>	A/S Frigate, December, Commission, (1) (2) Chatham, GSS Home/E of Suez/Home.
<i>Mohawk</i>	GP Frigate, January '72, Commission, (1) Devonport (2) Portsmouth, HSS Dartmouth TS.
<i>Monkton</i>	CMS January, Recommission, (2) Devonport, LFS.
<i>Bossington</i>	M/Hunter, January, Recommission, (1) (2) Portsmouth HSS.
<i>Hubberston</i>	M/Hunter, January, Recommission, (1) (2) Portsmouth HSS.
<i>Rhyl</i>	A/S Frigate, End January, Commission, (1) (2) Devonport, GSS Home/Med/Home.
<i>Torquay</i>	A/S Frigate, February, Commission, (1) Portsmouth (2) Chatham, HSS.
<i>Tiger</i>	Cruiser, End February, Commission, (1) Portsmouth (2) Devonport, GSS.
<i>Apollo</i>	GP Frigate, April, Commission, (1) Devonport, GSS.
<i>Ariadne</i>	GP Frigate, April, Trials crew at Devonport, PS.
<i>Leander</i>	GP Frigate, June, Commission, (1) (2) Devonport, GSS Home/Med.
<i>Matapan</i>	Destroyer, June, Commission, (1) (2) Portsmouth, HSS.

THE REMOTEST FROM THE REMOTEST

The telegram said 'To: HMS Mercury from Pitcairn Island Radio Station. Greetings from the remotest signal officers at the remotest wireless station. Mountbatten and Willett.'

And to prove it our photo below shows Admiral of the Fleet Earl Mountbatten, Mr Tom Christian and his wife, and Lieutenant-Commander W. B. Willett (a Communicator) who recently relieved Rear-Admiral Sir Christopher Bonham-Carter (also a Communicator) as Private Secretary to the Duke of Edinburgh.



A story involving Pitcairn Island is given on page 175

EDITORIAL

Sales of our Magazine *THE COMMUNICATOR* increased by nearly 25% for the Christmas 1970 edition and the figure of 2,600 copies sold is the highest for many years. This is, of course, very satisfying but this gain is partly offset by the increased costs of printing and other charges which we have to pay, and over which we have no control.

The Magazine Management is determined to keep the selling price as low as possible and steps in this direction have been made. But one step will probably be unpopular, and that is the decision to stop giving a free copy of the magazine to the co-ordinator of bulk orders of 8 copies or more. The basic reason for this is that we are losing about £25 in providing these free copies, a sum we cannot really afford to lose. We ask those of our readers who have co-ordinated bulk orders in the past, and those who wish to help in the future, to continue their good work and deduct the cost of postal orders, etc, from the total amount payable when this is appropriate.

Treasurer/Assistant Editor

We give a hearty thank you to Lieutenant-Commander G. Froud for all his good work as the treasurer for over two years, and welcome his relief, Sub-Lieutenant L. Gooch, who kindly volunteered to take on this very detailed and time-consuming job. We also welcome Lieutenant-Commander M. G. M. W. Ellis, not related to the editor and the latter's misfortune, who has volunteered to take on the job as second assistant editor. We expect big things from these two.

CORRESPONDENCE COLUMN

by Lieut-Comdr M. G. M. W. Ellis, RN
(Assistant Editor)

As this magazine is only published three times a year it is not possible to run a Letters to the Editor feature which would be as lively as that in a newspaper. However, if Communicators write in on controversial subjects, it is often possible to print a reply alongside from some suitable authority in *DNS* or *Mercury*; this can then be followed up in subsequent issues.

Letters are always welcome and within the limits of security, relevance and libel(!) will always be printed. There must be a number of controversial subjects discussed whenever communicators meet and the Editor would be glad to hear about them. For instance, what about the recent articles foreshadowing changes in the Branch Structure? Do you agree that there is something in the proposal to combine the (T) and (W) sub-specialisations? How would you react to being combined with the RPs or the REMs?

Discussions are also in progress on the future of Morse as a naval communicators' skill. As we move more and more towards on-line RATT, the use of Morse is rapidly declining. Perhaps we could save much training time (and sweat and tears!) if we dropped

it entirely, or only restricted it to certain ratings as a special skill—rather like the Navigator's Yeoman in the RP branch. It might leave us in a bad way at sea, however, when conditions are bad and the Morseman is sick. What are your views?

THE MUTINY ON THE BOUNTY AND PITCAIRN ISLAND

by The Editor

William Bligh (Bread-fruit Bligh as he was later called), having entered the Navy, accompanied Captain Cook on his second voyage round the world in 1772-4 as sailing-master in the *Resolution*, and during this voyage the fruit associated with his name was discovered at Otaheite. He became a lieutenant in the Royal Navy, made several important hydrographic surveys, was present at the memorable battle off the Doggerbank on August 5, 1781, fought under Lord Howe at Gibraltar in 1782, and having acquired a high reputation as a navigator, was appointed to the *Bounty* of 250 tons in December, 1787, arriving at his destination, Otaheite, 10 months afterwards. Here he remained for six months during which period his crew became demoralised by the luxurious climate and their apparent unrestricted intercourse with the natives.

The Mutiny—Fletcher Christian

The object of the voyage, to obtain plants of the bread-fruit with a view to its acclimatisation in the British West India islands, having been accomplished, Bligh set out on his voyage thither. But his irascible temper and overbearing conduct excited, under the leadership of Fletcher Christian, a mutiny onboard the ship and on April 28, 1789, Bligh with 18 of his crew were overmastered and cast adrift in an open boat, only 23 ft long and deeply laden; they had a small amount of provisions but no charts. They sailed for nearly three months but Bligh's skill, resource and courage helped them to reach Timor (East of Java). Bligh eventually reached England in March, 1790.

The Mutiny—John Adams

John Adams, also known as Alexander Smith, was serving under the latter name as an able seaman onboard the *Bounty* at the time of the mutiny and took a prominent part by standing sentry over Bligh and in the preparations for setting him adrift. Afterwards, when the ship returned to Otaheite, several of the ship's company determined to stay there but Smith, with eight others, was of opinion that such a plan was too dangerous. These nine men accordingly put to sea in the *Bounty*, taking with them from the island the women they had married and half a dozen men as servants.

Pitcairn Island

A close search was made for the mutineers but nothing was heard of them for nearly 20 years when, in 1808, a Mr Folger, commanding an American

merchant ship, accidentally landed at Pitcairn Island (so named after the midshipman who first sighted it from a ship's masthead) and found there a mixed population of 35 souls, speaking English and governed by a certain Alexander Smith who made no secret of being one of the mutineers of the *Bounty*. According to his story the mutineers had made this island after leaving Otaheite and resolved to settle there, whereupon they set the *Bounty* on fire. But four years later the native servants, during one night, killed all the mutineers except Smith who managed to escape severely wounded. In revenge, all the women rose one night and killed all the native servants, thus Smith was left the only man on the island with eight or nine women and children.

Adams died in 1829. His later life is often referred to as an example of a sincere and practical repentance following a career of crime. It appears easy to overrate its value as such. Adams must have been an exceptional man because the average able seaman of that time would not have been qualified to train children in principles of morality or religion, or teach them to speak the correct English which these natives had learnt. He must have had an education unusual for his rank in life.

Circumstances attending the celebrated mutiny of the *Bounty* tend to distinguish it as a naval and legal matter rather than a moral crime.



FOLLOWING FATHER'S FOOTSTEPS

Fourteen-month-old Daniel applies inherited skills to tuning a domestic receiver. His father, Lieut-Comdr M. Ellis (X Section, *Mercury*) says 'He got the offset right that time!' No doubt other readers have similar charming or amusing pictures of their children in 'Communicator' situations. A prize of £5 will be given to the Communicator who submits by November 1, a photograph of a child aged less than six, which in the Editor's opinion, best illustrates a 'Communicator' of the future! The winning photograph, and as many others as possible, will be published in the Christmas edition.

MAKE A SIGNAL

R 241333z Feb
 Fm { No names no pack drill }
 To { }
 Info SPDC EAGLESCLIFFE
 BT
 UNCLAS DET

1. YOUR ORIGINAL DEMAND FOR GREASE PUMP HAND OPERATED 1 IN NO SUPPLIED CONFIRM RECEIPT.

2. SPDC EAGLESCLIFFE 221548z FEB PUMP NO LONGER MANUFACTURED ALTERNATIVES OFFERED ARE LEFT HANDED HANDLED PUMP UNIT AND RIGHT HANDED HANDLED PUMP UNIT. YOUR 232000z FEB ASKING FOR PUMP HANDLES NOT UNDERSTOOD. DO YOU REQUIRE 1 IN NO GREASE PUMP HAND OPERATED LEFT HANDED HANDLE AND 1 IN NO GREASE PUMP HAND OPERATED RIGHT HANDED HANDLE OR ONE LEFT HANDED PUMP HANDLE FOR A LEFT HANDED HANDLED PUMP TOGETHER WITH ONE RIGHT HANDED HANDLE FOR A RIGHT HANDED HAND OPERATED PUMP.

BT
 NNNN

(Editorial: A 'BZ' to RO1 G. G. Smith who asked for a repetition of only one word.)

GUIDE TO BROADCASTING STATIONS, PUBLISHED FOR WIRELESS WORLD BY ILIFFE BOOKS, PRICE 50p

Reviewed by CRS Matthews

Since its inception in 1946 the Iliffe 'Guide to Broadcasting Stations' has become the accepted bible for the majority of the world's Short Wave Broadcast Listeners. The current (16th) edition maintains its previous high standard covering stations from LF right through to the VHF (FM) broadcasting bands. There is also a chapter giving useful advice on problems with aeriels, receivers and propagation. This edition, which is prepared in co-operation with the BBC receiving station at Tatsfield, provides a host of useful information that no discriminating SRE operator should be without.



RADIO SYSTEMS TRAINING

by Lieut-Comdr Hill-Norton (T1), RN

For too long Technical has been regarded as a black art and made to appear so by its high Priests and Disciples in T section. My personal opinion is that Technical or Communication systems is too important a subject to be so clouded in mystique. It forms 55% of the RS(Q) course, 46% of the LRO(G)Q course and 45% of the RCI syllabus. Without it, all the other arts—AT, Cryptographic Organisation, Message Handling and Procedures are impotent. But it still remains that stumbling block to trip up aspiring LROs, RSs, and RCIs(Q). Modern communication developments make radio systems more important than ever before, and we must get to grips with the subject. I believe we can and that it is easier to do so now than ever before.

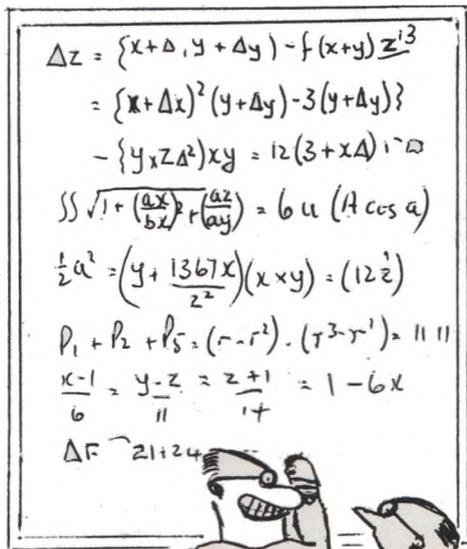
Over the years there has been a gradual enlightenment (even in T section) and the whole business of teaching, learning and remembering CST is now benefiting from the recent and general advances in training technology (an ugly word meaning, among other things, teaching methods) and job definitions which enable us more efficiently and effectively to teach what a man actually needs to know. Not only that, but we feel that with computers and modern techniques, it ought to be possible to help the operator at sea more than we have in the past. Some new instructional aids have already been produced, more are being developed and studies are under way to help the bigger problems. This is to some extent a chronicle of progress (it is not an eulogy on T section, we don't need one) and is written to point out some of the

changes and facilities available so that you, the customer, may make use of them.

Career Course Training

What to Teach. An analysis in 1969 of the equipment fits at sea indicated that from 1970-72, about half the fleet would have standard 3A(ICS) and half standard 3B or standard 2. Training an able rate (LRO Q) in all these systems was expecting too much of the man and unnecessarily prolonging the course, so on the introduction of the LRO course in 1970 it was decided to make the LRO Q course concentrate on standard 3B and the RS Q course on standard 3A. This has its advantages and disadvantages but with an acceptance of the principle of pre-ship training for all RO2 and above, it was considered a good compromise. Syllabuses, and for the first time, lesson plans were written to cover all the equipment making up these standard fits, and as part of an overall rationalisation T section was given two new tasks of online crypto teaching and New Entry radio systems training.

How to Teach It. The policy of joint sessions (Instructor officers and T section instructors) together is now proved to be an excellent instructional



$$\Delta z = \{x + \Delta x, y + \Delta y\} - f(x, y) \approx z^3$$

$$= \{x + \Delta x\}^2 (y + \Delta y) - 3(y + \Delta y)$$

$$- \{y, z, \Delta^2\} xy = 12(z + \Delta)^{-1} \Delta$$

$$\iint \sqrt{1 + \left(\frac{\partial x}{\partial y}\right)^2} \sqrt{\frac{\partial z}{\partial y}} = 6u (A \cos a)$$

$$\frac{1}{2} \Delta^2 = \left(y + \frac{1367x}{z^2}\right) (x \times y) = (12z^2)$$

$$P_1 + P_2 + P_3 = (-r^2) \cdot (T^3 - r^3) = 11$$

$$\frac{x-1}{6} = \frac{y-z}{11} = \frac{z+1}{14} = 1-6x$$

$$\Delta F = 21 + 24$$

"YOU'RE TRYING TO CONFUSE ME AGAIN, AREN'T YOU?"

method, and it is being used for all officer and rating courses training in this subject. It means the theory is directed towards the equipment in the syllabus, and there is a most valuable cross fertilisation of skills and knowledge among the instructors. By putting a new instructor of either category with an experienced one, teaching ups and downs are avoided and a more even and professional result is achieved. Amalgamation has progressed to such a stage that the old M and T officers are now (breathe it quietly) in the same office as a trial. Progress is not without its trials (no pun intended) and new ideas have their problems and bring their disagreements, but it is a stimulating time and one for questioning many old accepted ideas. By sensible and quite heavy pruning of the quantity taught, by standardisation and simplicity through lesson plans on what is taught, and by better directed instruction all round the standard is undoubtedly improving, at less pain to everyone.

BR 222

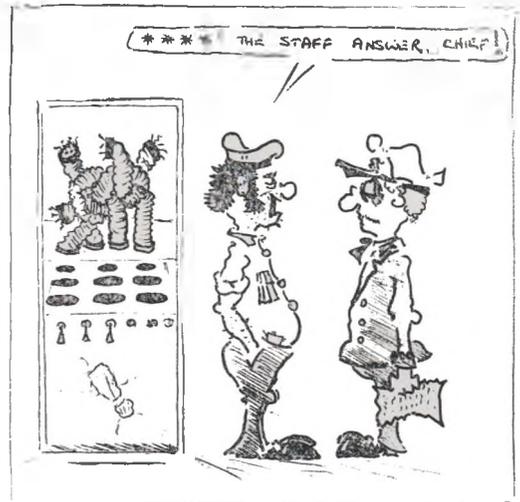
Change 2 came out eventually in mid 1970, 14 years after the draft was produced. We now have a new publishing system and this dead time will be drastically reduced in future. Change 3 is out and Change 4 is being dollied up for the printers now. This large new change updates many of the old block diagrams with new symbols and has a lot of new stuff in it. It should be out later this year. I hope the twicer will be used more than recently as it is now up to date. The layout could be improved and I have a suggestion that we split it up into equipment fits. There would be a chapter for Standard 2, Standard 3A, Standard 3B etc, with common chapter for RWA, VHF, portables etc. Any thought from the fleet on this would be most welcome in T section as would any proposed amendments. It's your book.

Programme Learning

Booklets on Offsetting, the 640 TX, the CJA and CJC RX, are now available and a booklet on type 641 will be available later this year. These are valuable aids for self study, and easy to read.

Daily User Checks

In order to improve radio equipment availability in the fleet and to bowl out faults early before they become operationally embarrassing, some logical and systematic daily user checks were written by T section as a trial for part of the Standard 3A system in ICS Leanders. These have been given a trial sponsored by FOFWF in 3 Leander ships. All the ships found them easy to do and unanimously agreed their value in staff training and in improving confidence in the equipment. Whether or not they actually improved equipment availability is not certain yet. If such a daily check procedure is adopted generally throughout the fleet for other weapon systems we feel this system, suitably developed, will provide the right answer for our radio communications systems.



Frequency Separation and Complan Compilation

The complex problem of Freqsep and how to fit equipment with this and other limitations to a complan and in particular the complan planners problem, faced with a group of ships comprising perhaps an LPD, or ICS carrier, Standard 3A and 3B frigates with or without triple drive was presented to DNS. As a result, a computer study has taken place sponsored by X section at the Army School of Signals to see whether the problem can be solved there. T section have had an important input to this study and the results are really exciting. The report still has to be written but the future looks very bright and may remove another burden from the fleet as well as producing more efficient communications.

Preship and Management Training

It is to try and avoid just this sort of thing that the PST and management courses are run. Motivation is high on these courses and recent reports indicate that Portland like the results.

Problems

Apart from the current exercises mentioned above, the future is all important. In 1975 we will have six main ship fitted radio communication systems and two Satellite systems. Moreover the emphasis will have shifted to be predominantly ICS of one variation or another. How best to train for this situation, and what should the career consist/PST balance be in the 1970s? These are some of our problems.

Personalities

- T2 Lieut Briggs
- T3 Sub-Lieut James
(Who leaves for the advanced course in June)
- T4 CRS RCI G. Laws BEM
(Who has now PCTD every ICS ship at least

once, some twice and some thrice, his efforts were rewarded by BEM in June 1970)

- T5 CRS RCI Arbuckle
(Who goes to HMS *Norfolk* in July after nearly 4 years in the section)
- T6 CRS RCI Caless
(Who is being relieved by CRS Oxborough. Leaves in June for *Tamar* after nearly 4 years in the section)
- T7 CRS RIC Lomas, Chief Instructor
(Is just about to start instructing his second RCI course)
- T8 RS Moir
- T9 CRS Grass
(Who goes to Naples in July)
- T10 RS Driscoll
- T11 CRS RCI Dykes
- T12 RS RCI Pearce
- T13 RS Alner
Regulating Instructor
RS Sterne
LRO Duane

There are some spaces for suitable instructors with a sense of humour. You might be in time to help run the 'Bowling for a Pig' stall, for the *Mercury* fete in June.

Finale

The section has done some teaching recently too and contact hours are the highest in the camp. One RCI, seven RS and 18 LRO courses last year, even so there's been time for play thought not enough of it. We've even had time to finalise the design of the crest shown on page 177, started by our predecessors. We think it's a good motto.

LETTERS TO THE EDITOR

Dear Sir,

Perhaps you would be kind enough to explain to me, a female non-communicator, the seemingly illogical nomenclature used to denote the various specialisations which go to make up the communication branch.

Speaking as a Jenny Wren of another branch the only one that makes any sense seems to be (T) for TACTICAL. The tactics used to trap us girls are super. The others do seem to cause a bit of a problem—let me explain.

There is a (G) and a (W). W stands for WORKER which is applicable only to (G). G stands for GOLLY which is applicable only to (W). S stands for SUPER, SMASHING or SEXY but we never ever get the chance to meet (S). Perhaps someone would care to introduce a Bill to Parliament, or whatever is required, so that we non-converts may understand what is going on around us.

Hazy but Happy,
Leading Wren.

FIDDLERS INCORPORATED! THE 'GOLLY' SHOP, HMS GLAMORGAN

Dear Sir,

As an outsider I feel that I must pen you a few grievances regarding your elite corps of 'W's'.

When it comes to screwdriver manipulations, it's hard to imagine a use they fail to find for one, save perhaps its proper and originally intended function.

But that's a minor bug-bear.

In the office we have a nice brilliantly lit toy of many coloured buttons. Strangely enough it also has an operational role — a fact that has yet to be imbedded into the minds of the local Gollies, for they think that sooner or later if they ever get the buttons and lamps in the right sequence, a flap will open and out will pour their stand-easy coffee.

This same 'toy' is also endowed with pretty illuminated numbers and various other back-lit graphs for displaying clues to a somewhat perplexed and densely populated Golly shack to give at least some clue to what the 'toy' is capable of.

But alas, that hasn't helped because somewhere in the shack we had a phantom Golly ball point operator (or is that a phantom ball-pointed Golly?). Anyway this chap has now made his colleagues' chances of mastering the 'toy' even more unlikely because the daft nincompoop filled in all the backlit numbers and graphics to the extent of masking their meaning.

Maybe if they were to bring their teddy bears with them on watch their inactive minds would be somewhat relieved. I know my gear would be. Need I go on. . . .?

Yours,

RE Mech 1 Gabby Hayes

PS Good Gollies are NOT rare . . .

WELL WORTH WHILE

1, Exmoor Close, Lily Lanes Estate,
Ashton-under-Lyne, Lancashire

Dear Communicators,

I can perhaps guess at some of the comments the sight of my name at the bottom of this letter will evoke. I guess though it does one's ego good to feel one is remembered whatever the reason. What, most will ask, has caused this sudden desire of the author to burst into print, after all I never did during my captive Service days. Well here I'll try to explain. I have just recently returned to *Mercury* for one week — 'Voluntarily'. In my musings of how I could further contribute and improve my work relationships it occurred to me that the Navy have always come out tops where children are concerned; and as my work is, to a large extent, concerned with children and developing relationships I felt it worth a try. True to their record the Navy, and in this particular case *Mercury* didn't fail. My group of lads aged 11-14 years had a marvellous time and my colleague and I learnt a lot about the group and what can be done to help them in the future. The interest shown by a wide range of naval personnel concerning my actual work function was encouraging and illuminating, thus this missive.

What is my job? Well I am a Child Care Officer. What does this entail? Very broadly speaking, the Children's Department is responsible for every child under 18 years in the country; although our reasons for intervention on a child's life are laid out in various Acts of Parliament. As everyone will realise a child cannot be dealt with in isolation, there are many factors involved ranging from the child's parents to schools etc. Therefore our department becomes involved in any situation where a child or children are at risk. This can lead to work with parents and relatives over a whole gamut of problems. Our work covers adoptions, fostering and Court work. In other words a job of infinite variety and interest giving each officer a considerable amount of freedom of action and self determination of how he is to plan and carry out his work.

As shown in the preceding paragraph it becomes apparent that I have only briefly touched on the subject. I feel that if anyone who after reading this sketch of a Child Care Officer's work, wants some information then I would be only too pleased to answer any letters sent to the above address. One thing I could guarantee is this work would keep the interest alive for the rest of one's life. Thus ends my first and possibly not my last epistle.

Yours sincerely, T. KEMP.

THOSE AGONISING MOMENTS

How often, I wonder, have SCOs, Chief Yeomen and all Signalmen down to the most junior 'bunting tosser' writhed in agony during those ceremonial moments of Colours and Sunset?

To the casual observer this is a simple matter of hoisting or lowering an ensign. He is unaware that any one of a number of dramas is likely to be enacted which will incur the wrath of those in the chain of command, starting with the blind rage of the CinC or Flag Officer, ricocheting in varying degrees via the Captain, Commander, SCO, CCY down to the microbe—(about that size (.) by this time)—who has committed the heinous crime. Consider just a few of the incidents which can occur:

1. The PREP may be hoisted too early.
2. The PREP may be hoisted too late.
3. The PREP may not be hoisted at all.
4. The above conditions may occur either because the signalman is too keen, or adrift, or because the MCO clock is wrong. It is likely therefore that the ceremony of Colours will be observed at the wrong time.
5. The ensign and jack may be at the wrong ends of the ship.
6. The ensign or jack may be hoisted upside down.
7. If Colours should be carried out with caps on, the signalman may have his cap off, or *vice versa* depending on the orders in force which 'no one is quite sure about, Sir'.
8. If it is wet, and the signalman arrives in his oilskin to hoist the ensign, the sun may suddenly come out and he will then be invited to remove

his oilskin, only to reveal that he is in plain clothes or in his underwear.

9. If a band is present, the signalman has been known to hoist the ensign at the wrong speed. Either he will hoist it close up just as the band is finishing the first half of the National Anthem, or he will hoist the ensign so slowly that when the band has two bars to go, he then has to hoist the ensign at the same speed he would hoist a manoeuvring signal.
10. Coupled with the occasion in 9, it could happen that the ensign staff is wet. The lacing or runners stick when the ensign is half-way up and it obstinately refuses to move either up or down. The band finishes playing, the Captain goes purple, the Commander dances and the SCO and signal staff pray for the deck to open. The 'Carry On' has to be sounded and we are then presented with the ignominious spectacle of the signalman shinning up the ensign staff to sort out the shambles.
11. There comes a certain time in the year when the time of Colours changes from 0800 to 0900. It has been known therefore that Colours have occurred an hour early!
12. In this modern age, the WE Branch becomes inextricably involved with the ceremony of Sunset. With luck, synchronisation of switching on riding lights and upper deck lighting with the last note of the 'Carry On' on the bugle or the last breath of the bosun's call can be achieved by the end of the commission.

You may think that once the ceremony is over, the ensign halyards firmly secured, with approximately 30 turns around the cleat, the signalman can walk away with an easy conscience and the feeling of a job well done. Not so! Just as he is walking away, a stern voice cries: 'That ensign is at half-mast. Get it close up!' The signalman undoes the knitting, jiggles the ensign up and down so hard that the stick nearly goes through the truck, secures the ensign exactly as it was before, and he may then get a recommend: 'That's better' from the complainant.

Perhaps the time is not too far off when the ensign will be painted on a piece of metal and will be engineered to slide up and down an electronically excited ensign staff. The hoisting and lowering will be done by a feed from a computer suitably programmed to admit times of Colours and Sunset, winter or summer, speed of travel according to the length of ensign staff, whether a Flag Officer or band is present or whether the ship is senior or junior to those in company. This, of course, will increase the maintenance load on the technicians in the Fleet, but will release signalmen for other important duties.

(Editorial—Reminiscences from Communicators who have suffered some hair-raising moments are invited.)

QUOTE:

If a Chief ME is now a Chief MEM, does his wife become a MEM-SAHIB?

THE RN PRELIMINARY COMMUNICATION COMPETITION

by Lieut (SD) (C) C. S. Collins, RN

Not exactly 'Top of the Pops' yet but the indications are that 'Where have all the Sparkers/Buntings gone' is heading for the charts. The response to the competition was not quite as overwhelming as I would have liked and certainly it did not do justice to or reflect the effort put into it by so many around the globe. To all those who helped to organise it, provide facilities and encouragement to train for it, and indeed to conduct it, a grateful thank you. To all of those adventurous young men who accepted the challenge and did have a go—Well done, I knew the spirit was there somewhere.

Now to the many who did not accept the challenge to prove just how good they were: is it the word 'volunteer' that puts you off, or does the morse code ruin your 'scene', or could it be you did not wish to eclipse the efforts of the Field Gun Crew? Heaven forbid that you are willing to agree with the modern idiom that the Communicators of today are not what they used to be.

In all seriousness, it is your competition designed to give you an opportunity to show your ability and to provide the Branch with the outstanding members to represent you annually against the cream of other navies' communicators.

At the risk of being accused of having my head firmly stuck in the sand, I still believe that there are many among you who have the drive to train for, and the ability to achieve, the high standards required, and the wish to see the RN at the top of the NATO communications honours list. Agreed there are a few factors which do detract from the excitement one would wish for this competition and I think I know most of them, but why not tell me your version? Get it off your chest by writing to me when you have a minute or two to spare, why you didn't enter, what improvements you would like to see, etc.

In the meantime have another look at DCI(RN) 966/70—think about it, start practising for the '71 RN Preliminary Communication Competition and set your sights on a trip to in 1972 as a member of the RN Team.

NAVCOMCOMP 71 —THE TARANTO TROT

by Lieut (SD) (C) C. S. Collins, RN

The 9th Annual NATO Naval Communication Competition will be hosted this year by the Italian Navy in their new Signal School at Taranto, between May 21 and 29. Italy hosted the very first competition back in '63 and among their most creditable achievements since has been the completion last year of the 'hat-trick' by winning the most sought after trophy 'The Challenge Cup for Good Communications' for the third year running.

As promulgated by signal the following have been selected to form the training team in *Mercury* from which the three most proficient operators will be chosen to represent you as the RN Team in this year's 11 nations competition:

A/LRO (G)	M. O'Callaghan	077880	<i>Mauritius</i>
RO1 (T)	B. McCall	102913	<i>Mercury</i>
RO2 (G)	M. Wellstead	099199	<i>Norfolk</i>
RO2 (G)	D. Perry	098317	<i>Forest Moor</i>
RO2 (G)	J. Ham	097410	<i>Albion</i>
RO3 (W)	P. Morris	115386	<i>Albion</i>

Some of you, having digested DCI(RN)966/70, will now no doubt be pen poised over paper eager to claim the reward for the deliberate mistake. Sorry no prize but full marks for observation. Since the printing of the DCI the competition rules have been amended, for a 'team of four' now read a 'team of three'. Whereas in previous years one operator carried out the MRX skill and another carried out the MTX skill, the rules now state that one operator will carry out both skills. The aim of the change is to reflect more realistically the skill of an 'operator'.

The 1970 Summer edition of our magazine gave details of the very high standards required to make any sort of mark in this competition, and those of you who have tried your hand at the exercises in the RN Preliminary Competition will know only too well how exacting those are, so wish your representatives well in their hard work ahead striving to attain perfection.

HOW TO WIN A COMSTAR

by One who Knows

In his letter of January 7, 1970, DNS admitted that participation in the COMSTAR Award Scheme imposed extra work on busy Commcens. Failure to join the scheme reflected on the ability and enthusiasm of those concerned. The second part of his statement cannot be over emphasised. Each one of us should know the mechanics of the award scheme, but how many of us have given a thought to the scheme's objectives and how best to achieve them?

It is not sufficient to pay lip service to a scheme which, however you might disagree, is aimed at



helping Communicators to help themselves. Such a scheme is worthy of attention. While the success of the scheme is based on the ability of the more junior rating, eg, the tapist, he will not achieve a higher standard if he is unaware of those things required of him. Initial training gives the newcomer to the Service the rudiments of his profession but the responsibility of continued training, imparting knowledge and information lies with the senior rating.

So! publicise the scheme in your Commcen, show enthusiasm where it will do the most good—on the 'workshop floor'.

Don't be content to send in the 30 tapes and page copies and then forget all about it. Take 'follow-up' action when the returns are received, by gently pointing out the errors and taking remedial action.

Show an interest; get the books out; discuss points of controversy and let the junior ratings have their say.

Your Commcen's efficiency will improve, personnel will have a feeling of unity, fellowship and pride in a job well done.

Who knows, you might even win an award if the Gnomes of HQDCN feel benevolent.

Oh, Comstar, Comstar, shining bright,
But only Bronze, and still so few,
And how we wonder how you might
Now shed your Gold and Silver too.
Though Mercury our God might be,
Needs fletcher wings than yesteryear
To snare your rays of multi hue,
And give us that which we hold dear.
If effort has its just reward,
As Robert Bruce did know so well,
The ancient Ones of years untold,
Might favour us with elusive Gold.

CRS J. W. Edge, BEM

X SECTION — EXCEPTIONAL

by QTX

Those of you who saw the *Mercury* Christmas Review last December may have thought that X Section's farcical portrayal of themselves at work might not have been so far from the truth. After all, what else can they do besides swill coffee all day, and squeeze quarts of 'champers' out of any soft-hearted salesmen they contrive to trap. It's the poor sap at sea who seems to be doing all the work; providing endless streams of information about this and that and anything else that either sinks, swims or just blows up in despair. In fact, one may well ask, 'who needs the stuff, and what, if any, is the point of it all?'

A loaded question which is no doubt asked without any real hope of getting a satisfactory answer. But it is not all perfectly simple, and it could be better understood if the chap at sea had a clear picture of X Section's aim in life.

X Section's farcical portrayal of themselves might not have been so far from the truth . . .



Left to right: Lieut-Comdr Willcox, Lieut-Comdr Stockton, CRS Wise, Lieut Bunting, Lieut Maclean, Lieut-Comdr Ellis, L/Wren Ledwidge, Lieut-Comdr Daubney, Lieut Jones

X Section is the rather obscure title of the User Requirements and Trials Section, *Mercury*, but whoever thought it up was obviously not one of us. Imagination coupled with practical commonsense is an essential quality in men whose job it is to represent the User (this means YOU!) in the continuing battle to keep the fleet's communications up to date. To do this means replacement programmes for old equipment must constantly be chivvied through the pipe-line, new techniques must be evaluated to squeeze the last drop of usefulness out of equipments old and new and, most important, we need the occasional good hard 'think' about where we are going. This is easier said than done; X Section is not a band of super-men, in fact half of them are just as likely to be the poor saps at sea by this time next year, and dripping along the lines of the opening paragraph!

X Section is organised into four sub-sections to fulfil its tasks as follows:

XC—Future Communications systems and organisation. All shore requirements.

XM—Office lay-outs and message handling afloat. Ship fitting problems.

XE—All EW requirements.

XX—Statistics and traffic analysis.

It is worth saying that much of the work done by the Section is improving facilities in ships today. The 'Questionnaire to Ships' recently sent out to some 50 ships—yes, one of the most detailed and possibly exasperating questionnaires put out for a very long time—will help achieve this aim. The truth is, we really do need this kind of information to support recommendations for improvements and to avoid perpetuating current weaknesses in the design of new ships. However, the necessary processes of implementation do take time and money and only rarely is it likely that the bright-minded will see their idea materialise during their time in the ship. This doesn't

matter of course, as long as you understand that your contribution, irrespective of how insignificant it may appear to be, is valued and very much appreciated.

It would take too long to explain all that X Section is doing, therefore it is intended in this, the first article of a series, only to illustrate the part played by XC sub-section which consists of Lieut-Comdr M. G. M. W. Ellis, Lieut(SD) W. J. Prickett, Lieut(SD) R. Bunting and CRS T. MacGuire.

The specification and advice on the development of new communications systems forms the greater part of the work carried out by XC and to see what has been achieved by this sub-section in the past, consider the development of Ratt Ship/Shore. The origin of the system we are so familiar with today started with XC piloting the experimental VITEX system, which proved so successful that the limited trial period intended was extended indefinitely as the system improved. To begin with the equipment used was a 'lashup' of which Heath Robinson would have been proud, but it worked; and we owe a lot to the individuals (since departed) who persevered and developed the system and procedures we use today. Nor is the story ended; now that the basic system has been developed as far as it can, a new concept of an Integrated Ship/Shore Terminal is being specified. This new system will be capable of handling a mixture of differing input channels, eg, HF and Satcoms, common-user and dedicated channels, and we hope to provide a ship with an automated interface into the shore network. Such a system will very likely be computer-assisted.

As the complexity of modern communications systems has increased, so have their management problems. Take Complans, for example, the compiler has to take into consideration the different equipments, aerial rigs and frequency separation problems in various ships, aircraft and shore stations, as well as propagation, power and range factors. A major complan can take many man-hours to compile, and it will never be exactly right for the next situation. However, XC sub-section feels it is close to providing a great aid to solving this problem by the use of a computer. The Army School of Signals has helped us with their computer to try out programmes for producing operational complans. The results of these trials have so far been very encouraging.

Who will need loudspeakers in new construction ships? Does the CY really need an RCS? What is the MCO Drill for operating SKYNET 5 circuits? All these are current XC problems and good examples of our need for close liaison with ships. As with anything original, practical experience from the 'coal-face' is a vital element in developing new methods and procedures. Most of XC's work is, of course, classified but the above examples show the type of work the section is doing to help you, or if not you in person, the next lot of 'poor saps at sea'.



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Trustee Savings Banks
National Savings Certificates
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National Savings

Talk to your Supply Officer about it, or write to The Secretary, H.M. Forces Savings Committee, Block B, Government Buildings, London Road, Stanmore, Middlesex.

THE RATT BROADCAST RECEPTION STUDY

by K. W. Blake, Esq, DOAE
and

'X' Section HMS 'Mercury'

For some time Communicators have been plagued with more form-filling than ever, owing to the Ratt Broadcast Reception Study and its now familiar Form X100. It is realised that a considerable amount of time and effort is spent by ships' staffs on the completion of correct returns and so it was felt that, if they knew the background and reasons for the study, they would be less likely to think it all a statistician's nightmare.

Performance of Radio Circuits

The assessment of HF radio circuit quality in absolute terms is very difficult and is seldom attempted for any length of time. In the case of point-to-point links the state of the circuit is known to both ends at all times. Most such circuits have some form of statistical service which can show how performance has varied in sufficient detail for management and planning purposes and simply by recording outage over a period the potentialities and shortcomings of the system can come to be known with a fair degree of precision without the need for special tests. Broadcasts, and particularly broadcasts to ships, are however at a considerable disadvantage by comparison with point-to-point circuits because the individual ship's operator alone is aware of the performance of his particular circuit at any given time. Management and the user are therefore faced with the problems of assessing the reliability of a large number of different circuits which are changing in distance from, and orientation with respect to, the transmitting stations, in addition to the usual propagation condition variations which affect both types of circuit in much the same way.

The result is that the performance of broadcast circuits is less well known in detail to management and user. In a stable situation this is not, perhaps, of outstanding importance, since over the years the management and user can, by indirect means, build up a fair picture of the systems shortcomings and potentialities. However, if it is desired to know the performance of a broadcast system in greater detail to determine the effect of the reduction in the number of available broadcast stations or to determine whether the broadcast response is rapid enough to deal with some novel tactical situation it becomes necessary to consider some data collection system which will make use of the operator's knowledge of the hour-to-hour changes in reception quality without interfering unduly with his normal duties.

Important changes in this respect are being announced shortly.

Background to the Study

The Fleet broadcast is likely to remain as the primary means of communication to ships for many years to come but the changing political situation in some parts of the world will result in a reduction in the

number of broadcast stations available to the Navy and a consequent increase in the maximum distance at which the broadcast will have to be read in some areas. In order to determine the likely reduction in reliability brought about by this situation, the Far East Fleet undertook a survey of broadcast reception in the Indian Ocean and China Sea during the year ended September 1968, using the operators' assessment of average printability during the hour as the main criterion. The data obtained in the course of this survey was subsequently analysed by the Defence Operational Analysis Establishment* (DOAE) and it was found that, in general, the number of hours per day of satisfactory printability decreased rather seriously at distances greater than about 2400nm. The amount of data obtained during the year was, however, rather small and spread over many transmitting stations. It was therefore decided to conduct a second survey under the joint supervision of *Mercury* and DOAE. This survey began on June 1, 1970 and will continue until the end of December 1971.

Analysis by Computer

In the course of analysing the data gathered during the Far East survey using the DOAE computer, it became clear that if the labour saving advantages of computer analysis were to be realised it would be necessary to ensure that from this new survey the operator's assessment of reliability and relevant data must be obtained in a form which approaches as closely as possible a form acceptable to the computer. Ideally, the data should be coded in some machine language by the ship's staff. Such an approach would, however, require that every operator would have to learn a special code and record the code to a fixed format. The training problem and additional work load imposed by such an arrangement would probably make it unworkable. It was considered preferable to employ a scheme in which the operator uses familiar symbols, arranged on a printed form in such a way that the bulk of the information can be recorded by simple marks against the symbols appropriate to the condition and time. The marked symbols and supporting data are then transferred in machine language to punched cards by a punch-card operator. Using the experience gained in the first survey, a form was designed which was thought to make the communicator's work as simple as possible and at the same time capable of rapid transcription to punched cards. This form was printed and used by a team from *Mercury* during the Arctic cruise of RFA *Olmeda* in February and March 1969. The data obtained during this cruise was subsequently analysed and the experience gained was used in compiling the form X100. In designing this form, it was appreciated that the unfamiliar format and the additional workload involved in completing it would give rise to errors initially. These errors can slow down the transfer of data to punched cards and reduce the validity of the information. It was therefore decided to provide each

*DOAE Technical Memorandum M7003 January 1970. HF Broadcast Reception in HM Ships by K. W. Blake and Lieut Comdr C. A. Laurence, RN.

ship with a weekly analysis of its contribution which would show the reported reliability of reception during the week and the number of errors found in the data. Other features were also included to form the basis for subsequent comparative analysis of results obtained by different ships and classes of ship. The weekly analysis takes account of two types of error, those which can be detected and corrected and those which cannot be detected but not corrected. The first type, which consists of positional and supporting information, relies on repetition to enable corrections to be made in DOAE, a process which has to be done by hand and constitutes a major source of delay in the preparation of punch-cards. The second type is mainly concerned with reliability and interference information and cannot normally be corrected. Errors of this type are, however, detected by the punch-card operator, punched with error coding and computed on the weekly analysis sheet.

Response from Ships

The number of returns so far has been very encouraging; but it should be pointed out that some ships are making unnecessary work for themselves by making returns when not required. 'X' Section *Mercury* has sent out about 60,000 forms to some 90 HM Ships and RFAs and 25,000 to the Australian, Canadian and New Zealand Navies. Apart from a few minor errors, which are steadily diminishing, the standard of returns has been very good, although one section of the form that seems to cause some confusion is the ship's position. The computer is programmed to read the latitude and longitude and so one ship caused it to develop severe 'hiccups' when they gave the position as 'astern of the "DEWDALE"'! Another ship had an exciting cruise inasmuch as she travelled 2,500 miles across the USA in one watch; and yet a third, correctly stationed off Beira in the first watch, appeared to be circling St Helena during the middle! Such errors are normally detected in 'X' Section by a harassed CRS armed with an atlas.

Assuming a monthly return of approximately 4,000 completed forms, some 300,000 ship hours will have been analysed by the time the study is complete. This should give a good picture of RATT reception throughout the world, and materially assist management and planning to meet changing requirements from contracting resources.

'NBCD AND ALL THAT NAUSEA'

by RS Potter

'Orders to be observed by the Commanders of the Fleet and Land Companies under the charge and conduct of Sir Walter Raleigh, Knight, bound for the South parts of America and elsewhere:

An Officer or two shall be appointed to take care that no loose powder be carried between the decks, or near flint stock or match in hand. You shall saw divers hogsheads in two parts and filling them with water set them aloft the decks. You shall divide your carpenters, some in hold if any shot come between

wind and water, and the rest between the decks, with plates of lead, plugs and all things necessary by them. You shall also lay by your tubs of water certain wet blankets to cast upon and choke any fire.'

Plymouth, May 1617.

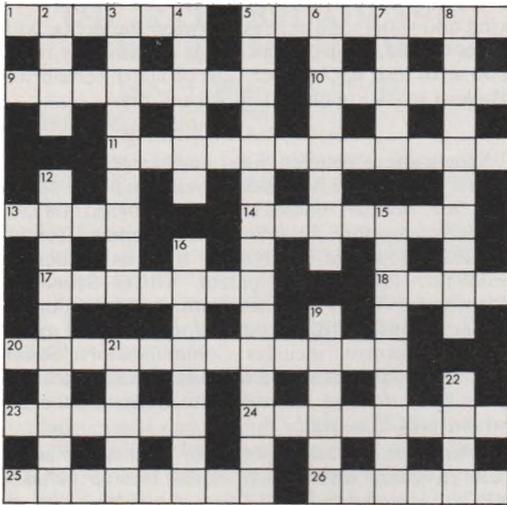
Shot coming between wind and water is and has been a problem for hundreds of years and now add to that the nuclear, chemical and biological threats. There is therefore an even greater demand for increased knowledge of NBCD and its associated problems. *Phoenix*, the parent NBCD School in Portsmouth is now accepting ratings of all Branches for the advanced NBCD course, and this, by no means an advertisement, includes Communicators. Senior rates and leading hands qualified for advancement are quite likely to find themselves members of the advanced NBCD course!

It has been *Mercury's* policy for quite a number of years to ensure advancement classes receive the latest NBCD information in the form of a short course at the end of their professional training. This has presented problems, due in main to mental relaxation on the part of the student. ('Hooray, I've passed') followed promptly by ('NBCD? Oh! all that nausea'). The whisper is out and about that the NBCD course will in future be at the beginning of the course and this presents greater advantages to the candidate. For example, he will possibly have just come in from a sea billet where he was actually employed closing down to Condition ZA! together with its mysteries. To be honest with oneself, do you know the real reason for having to wear your AGR for what seemed a lifetime at shelter stations in the last NBCD exercise? All these mysteries, and a few more — to say the least — should become black magic no longer after a week of instruction. For that matter, when did you last put out a real fire — something in excess of 'paper burning at the incinerator'?

The course in essence consists of a day looking at the types of damage and repair equipment available, a day of chemical and biological operations — theoretical only of course — coupled with personal protection, a day at *Phoenix* fire-ground — here's yer actual practical — and the final day investigating the problems of nuclear warfare. In part most is revision and consolidation of previous knowledge and experience but coupled with that are some very good films on the subject which should make the 'nausea' bit disappear considerably.

On a lighter note let me finish by giving some examination answers which, although could be called howlers, in the true sense of the word aptly sum up the sometimes serious lack of knowledge.

- Q. Which doors and hatches may be left open in condition Yankee?
 - A. 1. Orange.
 - 2. Those which need going through a lot.
- Q. Whose duty is it to close red openings should the order be given?
 - A. The Captain!



SPRING CROSSWORD

(Solution on page 192)

Across

1. You'll have the bits, especially if your friend goes. (6)
5. The topic? Ale or beer—that's imaginative! (8)
10. A posy she made without direction contained this plant. (6)
11. Ten frittered about while they should have laced it. (12)
13. An example appears to have a claim. (4)
14. I am gaily going about in spite of the pain. (7)
17. As an individual, how do you feel, son? (7)
18. From a mine? Lead, it could be. (4)
20. Shoemakers are doing this—not to increase their fibre! (6, 6)
23. 'The Moving — writes; and, having writ, Moves on: . . .' (Fitzgerald) (6)
24. The plover is odd, but comfortable. (8)
25. Don't yawn, rude boy, while we're moving. (5, 3)
26. Everybody out! (6)

6 Down, 9 Across, 5 Down, are the first line of a poem by Wordsworth (8, 8, 7, 2, 3, 3)

Down

2. The rainbow in the air is colourful. (4)
3. Criticise the actors I confine. (9)
4. The wicked fairy is pert. (6)
7. A rinse to let in more colour is fine. (5)
8. The poem is about a cat with warning coloration. (10)
12. Go into a local for a portion. (10)
15. I'm reading, so please don't be imposing. (9)
16. Where dog-rose grows on the boundary. (8)
19. I had insects around, near me. (6)
21. The main gleam comes from the fire. (5)
22. 'O! my heart bleeds
To think o' the — that I have turn'd you to'
(The Tempest) (4)

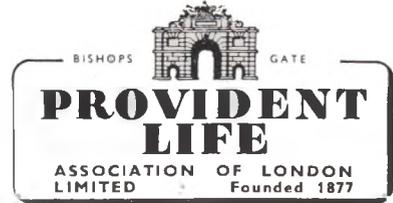


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Captain B. H. Kent



The
Training Commander
Commander
J. L. Freeman



The Commander
Commander
N. F. Fawcett

STAFF

IDO	Mr R. R. W. Davies	SOTO	Lt-Cdr B. D. Salwey	NETO	Lt-Cdr S. C. Clark
SA(A)	S/Lt T. J. Phillips	AEWO	Lieut J. B. Sheridan	O1	Lt-Cdr W. D. Redmond
SA(FT)	Lieut C. S. Collins	AT1	Lieut J. M. Gawley	T1	Lt-Cdr N. J. Hill-Norton
SO(TAC)	Lt-Cdr D. A. Henderson	E1	Lieut A. B. Richardson	TRO	Mr W. C. H. Bugg
SORT	Lt-Cdr K. P. Bruce-Gardyne	F1	Lt-Cdr D. Dobson		
SOTA	Lt-Cdr D. W. Coggeshall	J1	Lieut G. D. R. Hammer, RAN		

THE LATE MR E. WARE

The following letter has been received by the Captain from Mrs Ware, widow of the late Head Gardener, to whom was presented a Silver Rose Bowl:

Dear Sir,

I would like to thank you and officers and men of HMS *Mercury*, for your lovely silver Rose Bowl which you presented to us in gratitude of Eddie's long and devoted service at HMS *Mercury*.

I would also like to thank you all for your kind words at this time.

NEW S.O. RATINGS TRAINING

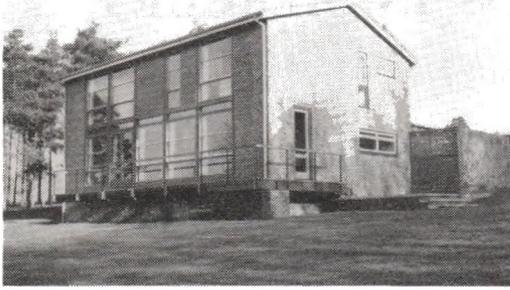
Lieut-Comdr Bruce-Gardyne, who has recently taken over as SORT, joined the Britannia Royal

Naval College, Dartmouth, as a cadet in 1951, and specialised in Communications at *Mercury* some 10 years later. Since qualifying in signals he has held various appointments including that of SCO to F5 (later to be known as D22), SCO in *Victorious*, and a continued spell at sea as *Intrepid's* SCO.

Having thus served in a carrier and a LPD, what could be more natural than a job on the staff of the Flag Officer Carriers and Amphibious Ships. It was as Flag Lieutenant and Staff Communications Officer to FOCAS that he spent the period immediately prior to taking up the appointment of SORT in December, 1970.

CAPTAIN'S HOUSE COMMISSIONED

On December 18, 1970, Captain and Mrs Kent moved into the Captain's House at *Mercury* and



thereby completed a project that has been developing for many years.

The house (viewed from the South in the picture above) has been built some 200 yards south of the Main House beyond Siberia, and is pleasantly situated in lawns, flanked on two sides by trees, with a marvellous view to the south. The contractor, F. J. Privett, built it to the design of the Brandt, Potter, Hare Partnership of Southampton.

The drawing room and dining room can be opened up to form one large reception room, running the length of the south side of the house. The large amount of glass enables the Captain to keep an eye on the activities of cross-country runners, blackberry pickers, the Hambleton Hunt and members of the Leydene Shoot. The latter are asked to note that the glass is not bullet proof.

ANSON BLOCK TO PENSION

Anson Block, built in 1948 to accommodate 132 new entries, was finally demolished at the end of 1970 having been the home for about 6,000 young men over the years, sometimes 250 at a time. The picture above right shows the cleared site, on which



will be built a two-storey Naval Victualling Stores Block. For the last few years of its life Anson Block was used as the New Entries Club which has now been re-sited in Mountbatten Block.

Presumably members of the first class to live there are now coming up to pension, has anyone any stories of those early days when Anson Block was the latest thing in accommodation?

THEATRE GROUP

We are a small, but by no means exclusive group who enjoy acting at acting, acting at producing, acting at stage managing, or, in a nutshell acting at anything. If you saw the revue 'Paint your Christmas' then we hope you enjoyed the show. We certainly enjoyed putting it on, though don't let anyone say that it is not hard work. The reports that have filtered back have been most encouraging, which makes all the effort worthwhile. The Christmas Revue was probably the most 'integrated' happening in *Mercury* in 1970 (we like to think so anyway) including ICS2. When the cast includes Commander X as a CRS; a CRS as Commander X; TC as a roman soldier, new entries as some of the Sugar Plum Hairies, and the Dolly Wrens as, of course, dolly birds (see photo), in other words practically all strata represented and doing their 'thing', then *Mercury* is working as one.



HAMBLETON HUNT'S 'MERCURY' MEET

The Hambleton Hunt met at 'Mercury' on February 24 on a brilliant early Spring day; (left) the Captain and the First Lieutenant, Lieut-Comdr J. G. Lucas, discussing prospects with Commander T. M. Blake of West Meon, and (right) Commander H. D. Y. Faulkner cutting a fine figure on his horse as the hunt formed up



THE SUGAR PLUM HAIRIES

Left to right: RO3 Brown, JRO Robins, S/Lt P. K. James, S/Lt C. Smith

With the final curtain down for the revue we are now preparing for the 1971 Drama Festival when we will be competing against all the other establishments in the Portsmouth Command. The play has been chosen, casting completed and at the time of writing rehearsals are well under way. That makes it sound very simple, but there is an awful lot involved. Scenery has to be built and painted; lighting planned; props provided; costumes bought, borrowed or stolen, and a thousand and one other jobs all of which are absolutely essential to the smooth running of a production. There is a continual need for help. If you don't fancy the acting part of it then there are plenty of backstage jobs to be done. We can guarantee that there will be something for you to do. The group members are all rank amateurs, so don't think because you have never done anything in this line before that you will be the only one. A good 60 per cent of the revue cast were first-timers, but I am sure they will be only too pleased to do another show.

If you are interested in any aspect of this enjoyable pastime then please contact the Dental Officer—it's the one time it will be painless! 'Happy Landings' by Patrick Cargill and Jack Beale is our choice for the Festival, which will be over by the time you read this, but we are hoping it will have landed us at the top of the list of awards. Thank you for your support in the past, we look forward to even more in the future.

CROSSWORD SOLUTION

(Crossword on page 186)

6 Down, 9 Across, 5 Down: 'Ethereal minstrel, pilgrim of the sky'

- | | | |
|------------------|-------------------|----------------|
| Across: | 20. Waxing thread | 4. Sprite |
| 1. Picces | 23. Finger | 7. Inset |
| 5. Poetical | 24. Slipover | 8. Aposematic |
| 10. Hyssop | 25. Under way | 12. Allocation |
| 11. Interfretted | 26. Exeunt | 15. Grandiose |
| 13. Plea | | 16. Hedgerow |
| 14. Myalgia | Down: | 19. Beside |
| 17. Oneself | 2. Iris | 21. Ingle |
| 18. Adit | 3. Castigate | 22. Teen |



The First Sea Lord signing HMS 'Mercury's' visitors' book. Looking on, his son, Lieut-Comdr N. Hill-Norton who is serving in HMS 'Mercury' as T1

CHIEF PETTY OFFICERS' MESS

by CRS W. G. Bernard

The President: W. G. Bernard, CRS

Vice-President: R. H. Lomas, CRS

Secretary/Treasurer: N. J. Hilder, CRS

Mess Committee:

D. Counihan, CCY; D. A. Collins, CRS(W)

M. Puttick, CRS; M. W. Hartley, CCY

Entertainments Committee:

R. P. Robinson, CHCEL; P. J. Edgell, CRS(W)

D. A. Laybourne, CRS(W); H. G. Julian, CRS

With the commencement of the new term in January came the end of CRS Dennis Alderson's period in office as the Mess President—rated among the longest terms ever served by a member and certainly one of the most successful. Having declared in the Winter edition of the magazine that he 'ought to undertake a Management Course', I am able to report this has been accomplished and he also found himself in both the IT School (again!) and the Divisional school to prepare for a move into the O Section where rumour has it he will undertake to reach the RCI Q class. In keeping with mess tradition, to mark the period he held office a short ceremony was held in the lounge where he was presented with a suitable gift. In reply he thanked all members past and present for their loyalty and co-operation, in



The President presenting the retiring president, CRS Alderson, with a silver tray

particular those who had served on committees under his Chairmanship.

Continuing the past trend of our articles in maintaining a report on events and changes affecting the CPOs' Mess; the Senior Ratings' new cabin accommodation block to the West of the existing building is rapidly nearing completion and will be available for occupation early next term. Although primarily to allow cabin accommodation for the Petty Officers it is hoped that all living-in CPOs will be able to move into one wing of the new block and hence enjoy the added comforts that go with modern constructions. At the beginning of the term our present accommodation block was evacuated and members removed to the White Cottage for two weeks or so to allow modernisation work to be progressed on the water system. There seem to be no lasting effects upon our members who made the daily jaunt to and from their detached 'home', in fact I gather they seem to have preferred the venture. Fortunately our mini winter weather this year helped keep any discomforts to a minimum.

In general terms, the face of *Mercury* continues to change rapidly. The razing to the ground of Anson Block and the erection of new accommodation buildings for the WRNS unit and junior ratings, are near to completion, yet I confidently forecast we will have private construction teams in the Establishment for some years to come yet with the various instructional blocks and etc, still to join the changing sky-line.

The lounge has received a face lift, the first in 10 years I'm advised. From the comments of the members currently in *Mercury*, they seem pleased with the new decor, which is just as well considering it'll be 10 more years before the exercise is repeated. We would like to thank the President of the Petty Officers' Mess and his members for their hospitality during the few days we shared lounge facilities.

The short evenings and *Mercury Levanta* did not allow maximum sport during December and most of this term, but to date the members of both the C and POs' soccer and hockey teams seem to have maintained our image that experience always beats enthusiasm and we currently are mid-way in the soccer league whilst sharing the inter-part hockey trophy with the Wardroom Mess on a six month basis after fighting a thrilling draw, against all the odds.

It isn't all change, however, and with the expertise of CHCEL Robinson as Chairman of the Entertainments Committee we have held another successful Cheese and Wine evening—this event is becoming recognised as a 'must'. Our immediate village neighbours from the *Rising Sun* also played the Mess in a general games evening, this was well organised by another of our Entertainments Committee, CRS(W) Edgewell, happily all present played above average and we came out on top at the end of the night.

In recognition of his continual efforts on the promotion of social activity within the Mess, the last action carried out by CRS Alderson in his capacity as Mess President, was to present CHCEL Robinson with an inscribed pewter mug on behalf of all members past and present, an action heartily endorsed by all present. Well done, Robbie!

Still on the social scene, the highlight of the year is now receiving the full attention of the Mess Committees—the Annual Dinner/Dance—this year to be held in the Wedgwood Rooms, Southsea, on April 6. Such is the continuing success of this event that what previously was a 'must' for members, the Grand Christmas Ball, now seems to be just another



CRS Alderson handing over 'The Badge of Office' to his successor, CRS Bernard. Recording the proceedings CRS Hilder the secretary/treasurer

event on the social calendar. I would like to take this opportunity of inviting members not currently in the Establishment to note that April will be regarded as the most suitable date for the Dinner/Dance to be held on an annual basis and if they are in the area they ought to contact the Mess President well in advance if they wish to purchase tickets. Finally whilst making diary entries please note June 9 when the *Mercury Sports/Fete* will be held. It is during this event that the maximum effort goes into the Establishment's fund raising campaign towards an even larger contribution to the King George Fund for Seamen than was made last year, a record year.

Finally, on behalf of all serving members belonging to the RNCCA, we would like to put on record our pleasure on learning of the award of the MBE to Mr Bill Bugg, the Association's Secretary. His efforts behind the scenes on behalf of the Association have been fully recognised. Congratulations Bill.

The Newcomers: CCY Spencer, CMEA(P) Parrott, CCY Wright, CRS Julian, CHOEL Evans, CCY Baldock, CCY Green, CRS Grass, CCY Slater, CCY Oldbury, CRS Oxborough, CCY Davies, CRS Love.

The Exodus: CCY Burt (to *Terror*), CCY Couzens (to *Blake*), CCY Smart (to NMUU), CRS Green (to *Arethusa*), CCY Hunter (to *Abion*), CMEA(P) Lane (Release), CRS Gemmell (to *Terror*), CCY Duncan (to *Glamorgan*), SPTI Heath (to *Pembroke*), CRS(W) Smith (to *Andromeda*), CREL Pearson (to *Pembroke*), CRS Marks (to Fleet Work Study), CRS(W) Alderson (to *Dryad*), CRS(W) Start (Release), CHOEL Ferguson (to *Maidstone*), CRS McCarthy (to Malta).



Mr W. C. H. Bugg, MBE



TCI(Q) 1970

Back row (L to R) CY Middleton, CY Jackson, CY Pomphrey, CY Chambers, CY Ford. Front row (L to R) CCY Gilbert, CPO Bailey (SAN), Lieut H. Brown (Course officer), CCY Counhan, CCY Young, CY Sylvester

Our congratulations go to CCY Gilbert who won the Herbert Lott prize for the best Qualifier, and to all the remainder of the class who succeeded in passing this tough course (and to the course officer and course instructor who steered them through it)

FOR SERVICES RENDERED



The President of CPOs Mess presenting CH CEL Robinson with an inscribed pewter mug on behalf of the mess

PETTY OFFICERS' MESS OR SEXPO 71

by RS Burnett

President: RS Goldsworthy

Vice-President: RS Burnett

Secretary: RS Elliott

Committee:

RS Willson; RS Grafton; RS W. Smith

The Easter term started with RS Lucas being prised from the presidential chair (after three years)

to see the Captain for his buttons—this being the only way we could get rid of him. The Mess made a presentation to him for all the good work he had carried out whilst President. CND also gave him the present of yet another shore job, must be a relation of his. RS Goldsworthy has now assumed the duties of Mess President and we all wish him every success in this unenviable position. We said a fond farewell to two stalwarts of the Entertainments Committee RS (Dobbin) Taylor and RS (Beach boy) Baker, the Mess wish to extend their thanks for the efforts of these two members during their stay at *Mercury*.

The Mess 'adopted' two children's homes at Hind-head which have approximately 30 children under their care. The responsibility of this varies from building swings to the buying of a deep freeze and we have various fund raising activities in progress to raise more 'bread' for this worthy cause. Any sea going members with any ideas on the fund raising scene should contact the President and he will take it from there.

The social scene has been pretty wild these past three months with the usual quota of get togethers, these consisted of a Cheese and Plonk party, Valentines dance, Country and Western evening and, of course, the end of term 'thrash', attendances for these functions were fairly good but still not as good as they could be. Ex Mess members are always welcome and you could always enjoy yourselves with all the unattached 'swinging chicks'. The lounge is in the process of having a face lift so by the time most of our ex members get back they will hardly know the place.

On the sporting front we are pleased to inform everyone that one of our older members has had his name put in the Guinness book of records for his record number of appearances at the Mecca ballroom for the Widows Hop.

MEON MAID II and III

The old 'Maid' has come to the end of her last season with *Mercury*. She was built in 1958 to a design for the yacht *Belmore* particularly aimed at the Atlantic and Bermuda races in which she did better than any other British yacht before or since. The 'Maid' was therefore of sound ocean racing stock, tough, fast, a joy to handle and exciting to race. In her early years she performed outstandingly in her class and showed her transom to many another smart and fashionable boat.

Latterly other richer men's more modern boats have edged her out of the top class prize lists and so she has given up steeplechasing but has become a most comfortable hunter and given many of us comfortable, fast and safe cruising. Her last season has been a success. She has been kept in good order, if perforce

on a shoe string. She has cruised widely and raced not without success. In the hands of CY Smith, her bosun, she won the Monarch Bowl. At Cowes she gained, in her class, a 1st, 2nd, 3rd, 4th and 5th in various hands. She gave *Sea Wraith* a close run in the Dryad Cup to Dartmouth, being beaten by about seven minutes in 24 hours, which was about what she lost when the crew pulled off the genoa in the night off the Needles. She did well in the two day races at Dartmouth during the RNSA Rally. She gained a 5th place in her Division in the Round the Island race in good company. In her final cruise in late October she went to Cherbourg at 5½ knots and came back at a trifle under 6 and with a foul bottom. During this voyage she gave her crew a terrifying view at about three miles range of the tanker *Pacific Glory* blowing up and the subsequent awe inspiring fire. She has kept her end up well.

Now she is to go to *Sultan* who have not hitherto had a yacht. A vessel such as *Meon Maid II* will give them a splendid start. She is to have her name changed so that *Mercury* can keep *Meon Maid* for our new yacht—the new name is not yet decided.

The *Meon Maid III* is now *Sea Wraith*, the Home Command first string ocean racing boat, to the Northney 34 design in fibre-glass. She has gained this season a 3rd overall in points in RORC Class V which is a very keen class hotly contended in every race. We have taken delivery of her in excellent order from the *Vernon* and she has been slipped at Whale Island for the winter. She will sleep six in some ways more comfortably than the old boat, has a full set of most modern ocean racing instruments fitted, rates well to the new International Offshore Rule and is all set for more successful seasons. She stands driving in heavy weather well and is hard to beat in a drifting match. Her fibre-glass construction should reduce maintenance costs as should her smaller sail plan. However she was more expensive initially which raises the replacement fund contributions and inflation has forced up the price of every rope yarn. It is intended to increase charter fees for 1971 by one third, the first rise for two or three years, to ensure her continued high class maintenance.

HMS Mercury Tiles Competition

Extract from Orders. Teams of 4. Ten clay discs at 15 yards, six rounds per shottist with a time limit of 30 seconds. The competition will take place in heats, two teams *shooting each other* in each heat. Pistols will be loaded but NOT cocked and placed on the table. Teams will then retire to the 35 yards starting point. At the drop of the firing point flag, teams will proceed to the firing table, cock the pistol and commence firing.

A DAY IN THE LIFE OF

by RS Scott

Nightly changeover, no problems as a rule, but then if everything goes according to plan it doesn't make news. So, comes this night see.

At a quarter to as usual Potts sings out 'Got the cards ready then?' 'Affirmative'. And things went on in the familiar fashion until sink or swim time. Tonight we sank swiftly but the thing didn't speak. Not a dicky bird. Alarms on full and more lights than Blackpool. Potts comes legging it across. 'Right, got the right cards in?' 'Yes Potts', 'Well let's check them'. Keys at the short trail, quick check and let's try again, try again, try again. Still no speak from magic boxes. 'Git the Greenies up'. Having turned off the alarms for peace and quiet we all sit about to await the arrival of the high-powered Greenie Empire Rep. In he comes at a quarter to, yawning, eyes full of, and and not looking terribly pleased.

'What's the matter then?'

'None of them will synch in.'

'Checked the cards?'

'Obviously.'

Out spanners, switch off, out drawers, in spanners, screwdrivers and fag ash. After a decent interval comes the verdict 'Nothing wrong here', Potts told Nobby to go down and shake the Chief and asked the Greenie to stick around.

Fifteen minutes later up comes the Chief Yeoman. Get out of that Potts. It was quite amusing to hear Potts placating the CCY. Smudge was sent to shake the Chief and Nobby got a thick ear. The machines continued flashing their cryptic signals. Wet of coffee all round. Chief Tel appears in pyjamas that have seen better days, and not too happy. 'Checked the cards Potts?'. 'Yes, Chief'. Chief sits down and demands coffee. Greenie steps forth and delivers boring speech on what he has done. Chief has a couple of goes—no joy. Inspiration—ring the CCR and check the receivers. Fives, spot on. 'Send for SCO3 Potts', 'Roger'. Despatch a shaker and wait till SCO3 turns up smiling and rubbing his hands. 'What seems to be the trouble here then Chief?'. 'The——won't sink Sir and I can't——'

'Check the cards'

'Cards checked Sir' 'Oh Umm——' 'Receivers all checked Sir. Rem's checked the gear, checked the voltage, we've gone through everything Sir'.

'Better shake SCO2 in that case, follow the laid down procedure.'

More coffee and several dits spun whilst waiting for SCO2.

In he comes and after ascertaining that the cards had been checked gets a message off to shore telling them of our predicament. In comes Ops. 'Got flight approvals for Turkey yet Potts?', 'Sorry Sir no', 'Any sign of the synopsis yet Potts?' asks the Met Officer over his shoulder 'We'll wait'. Ginge sent to find some more cups. The WREO is up now with the Chief Greenie and its quite a party. You can hardly move and its going to get worse. A couple of Buntings

have come across to join us as they are QRU. Potts is working out his blotter if he can still afford the mortgage when he gets dipped to killick. Through the wriggling, seething crowd you can still see the odd lamp flashing. 'Ah well Chief' says SCO2, 'may as well send for the SCO'. Now we are in it. SCO stamps in clad in an extremely ornate Hong Kong dressing gown and Gieves slippers. Potts said that he had checked the cards a little wearily this time. SCO stormed across the office. En route he stepped on the tail of Nobby's harmless Toulon flea-dog, which promptly sank its teeth into SCO's leg. SCO, understandably rattled and hitherto unaware of the beast's existence ordered it and its owner to be shot. (He later amended the sentence.) The Chief trooped Nobby and two of his wingers for laughing, and having thus regained our composure to be shattered again as the Greenie dropped his toolbox on the routers foot. Bedlam. Never seen anything like it in my life.

It turned out that the CCR bloke had switched the receivers over to the adjacent broadcast because he thought we swapped at midnight, but this wasn't discovered till oh six dubs. By that time lots of people couldn't see the funny side.

INSTRUCTIONS CONCERNING THE ROUTINE FOR LEAVING HMS MERCURY

by LRO(W) D. Rose

After completing your 'Part I' drafting routine, which is of no real concern to anyone in particular, you will have a wait of anything up to six months before you can start on your 'Part II' bit. This is the part where you happily prance around the establishment waving your drafting card in front of everyone's dial and telling them how really sorry you are that you have to go, all the time secretly chuckling with uncontrollable glee at the prospect of leaving what is affectionately known as 'Stalg 7'.

First stop is your divisional officer who, after a few kind words for your future guidance and a great sigh of relief, will sign your card and send you rejoicing on your way. After half an hour in the Automat drinking coffee and contemplating where you should head for next, you decide to call in on the Mess President whose sole function is to take down where you are going to so that he can forward any mail. It has been known for people to give the poor soul the completely wrong ship, so that that party up the line can never get her hooks into the chap going on draft again. Frustrating for her it may well be, but that is nothing compared to the state that the Mess President has been known to get into. Next stop, you decide, is the Pay Office, on the way calling in at the CBO where they kindly ask you to return their back numbers of PLAYBOY magazine and ask you for the last time if you could possibly remember where you left that copy of 'Twicers' that you borrowed months before. At the Pay Office, you repeatedly tell them where you are going, so as to

make sure that your Pay Documents are forwarded to the right ship or establishment, at the same time gently dropping hints that you would like a little bit of money to go on leave and draft with. Next you go and return your bedding, hoping that you have still got what you were issued with when you joined *Mercury*. Legs aquiver under the weight of half a ton of pussers bedding, you stumble through the bedding store door and deposit the remains of your beloved pit on the 'IN' table. As soon as the SA has signed your card you make a hurried exit and disappear into the famous Ratings Confusion Centre. Once through the portals of this great Administrative machine you will become immediately aware of a great atmosphere of confidence and utter control. Do not let this fool you, it is an illusion and should be taken lightly.

On your drafting card you will see RCC Sections 2, 3 & 5. Go to Section 2 first where someone will remove your Index Card from the board, wander around for a while asking people what he is supposed to do with it and then finally, carefully place it in the gash bucket. Now the fun starts, Section 3, I will tell you straight away that there is not a Section 3, but very few people actually take time out to ask anyone

and stand right in the middle of the RCC for anything up to an hour before they suddenly realise that Section 3 is obsolescent. After this great revelation you will then head for Section 5 (Duty Watches). The current inmate will look at you and for no apparent reason his jowls will begin to shake and his face will go purple with rage. Even after he has put his smudge in the little square box reserved for him on your drafting card he will stare balefully after you, as you, with an inexplicable feeling of guilt, meander towards the Accommodation Section. The Accommodation King (or Queen, as the case may be) will snatch away your key and hang it on his supersonic revolving keyboard, then he will ask you if the locker you have just vacated has any defects, to which you answer 'No'.

Then you get on your transport and head for Petersfield Station, joyfully reminiscent of the night before when you borrowed a pneumatic road drill and slowly and methodically reduced your beautiful veneered and polished, custom built wooden locker to something that resembled one of those piles of gash that you find swept up in the corner of a carpenter's shop. I sincerely hope you enjoy your new draft. Come back soon.

SHIP-SHORE NEWS

HMS ARETHUSA

by Jim/Snowi

This is our first article of the ship's new Commission and unless there is a drastic shortage of Pusser's Biro's, or our one good typewriter finally self destructs we might even manage a few more. New Commission, what follows?, what else?, a nice friendly visit to Portlandia, island of friendly Ale Houses and accommodating women (well I can think of two). We entered between the welcoming legs of Portland's breakwater six weeks ago today amid a flurry of painted bunting and the incessant Kamikaze of diving S . . . Hawks and under the guiding hand of Bernie Hodgson who successfully managed to leave us without further orders, stranded, cold and miserable on the flag deck rubbing obsolete semaphore flags together, to keep the blood at a steady 98.4.

FOST has thrown his (sorry) wildly amusing funnies at us and we got off the floor like all good boxers, with bloodshot eyes and shaky knees although our guard is up, like Bugner we'll take him for the Championship. Not without some casualties though, our MRL with Haslar is quite busy although our in leg (Fred's out leg, Brags in Knee Cap, Jims out collar bone and Grumplins smashed in ankle and Willys ripped out teeth) works well we don't seem to be getting the blokes back so swift. It seems a pity that there isn't a similar hospital for bent gear, like the leaping T/P, which left the broadcast bay in the hands of an eager paper changer (JRO Richardson) hitting the tiled deck in one piece (negat S126) missing our eager paper changer's feet by inches, but alas numerous feet of cable and brackets on the bulkhead didn't do so well, constituting loss of broadcast and 30 numbers, amongst

which lay an OPGEN ALFA and the Sequence for Leaving Harbour, which FOST staff casually thrust under the nose of a wobbling CCY in the forenoon.

Lieut Pink our genial master (with whip in hand) manages us very well, although he must have had his doubts in the beginning when he received two Patrol reports and one warrant before we had left Jolly Ole Jarvis Block. This seems as good a time as any to introduce our staff: General: CRS Clark (gone for coffee), LROs Winterton, Langlois, RO2s Donovan, Harvey, Carless, Williams, Samson, RO3s McCarthy (soon to leave us), Sheehy, Smail, Richardson (I/C T/P's). Tactical side: CCY Manser (two Steaks pse), LROs Blandford, Fairbrass, RO1s Murray, Dunningham, RO2 Rhodes, RO3s Kieran, Price; on the EW side: CRS(W) Hodgson (buys his knicks from Rent a Tent), LROs Eagles, Kellett, RO's Hazlehurst, Colley, Norman. RO3s Braginton, Jones, Fouracre, JROs Lord, Grey. Soon to introduce a new Chief G CRS Green ex *Antrim* we hope he settles in quick and can sort out the Cabin Flat and Watchkeeping Bill. If we are still on the surface hope to to call again next time.

HMS BULWARK

by M.M.

At the moment of writing, *Bulwark* is re-awakening from the Dockyard sleep and the bustle and hustle now so apparent is so welcome after the rigours of refit. There are a number of new faces already apparent in the staff and some to come including Lieut-Comdr Roskill, CCY Davies and RS Woodward. We said and are saying goodbye to a number of stalwarts at the same time such as CCY Macleod, LRO Bowe, ROs Evans, Hicks, Essling, Glover,

Fowler, Gibson, Brady, Balfour, Sanders, Turton, Welton and others many of whose faces we shall miss not to mention their sporting and professional skills. The staff is now high powered to say the least with RO1s equalling in strength if not outnumbering RO2s. To all those who have been successful in *Mercury* we offer our congratulations.

The future, apart from the sweat of a work up, looks interesting. Scandinavia as CINC's Flagship should produce one or two memorable stories to recite in the future and the prospect of a cruise in the Mediterranean still holds promise in spite of competition from the Travel Agents Cheap Holiday Campaign. Until next Summer when we relate our late adventures, the writer must return to the problems of HAT's, storing and painting with the sympathy I hope of all ex Bulwarkians.

CHELTENHAM

(Motto: *Salubritas et Eraditio—Health and Learning*)

by CRS(W) A. D. Bowen

Every edition of *THE COMMUNICATOR* carries advertisements offering employment either as a Radio Operator or a Cypher Operator at the Government Communications Headquarters, Cheltenham. As a domiciled Cheltonian, and currently one of four serving senior communication ratings at GCHQ, I thought an article on the town would not be amiss and might assist any would be applicants for these jobs, the nature of which is evident from the advertisements, and the salary is as stated. Certainly you would be in naval company (if you like that sort of thing). Perhaps the names of (ex CRS) Ken Pitchforth, (ex CRS) Jack French (of *Amethyst* fame), and (ex CCY) Cliff Bartlett might not mean much to many people, but they were all senior rates with me—and I am not that old!! However not everyone who comes here enters from a long service engagement. In fact it is quite the reverse, and many times I see faces to whom I just cannot put a name, but amongst the 'younger element' of ex Communicators (both male and female) is (ex LRO) 'Harry' Harrison who served with me on *Eagle* (1967-1968).

Situated between Bristol and Birmingham, Cheltenham is on the main railway line between the North of England and the West Country, and there are also through train services to London and South Wales, the M5 passes some one mile to the West which puts Birmingham only one hour away by road. Expansion of the motor-way systems throughout the country will enhance Cheltenham's accessibility from all directions, and likewise provide a very good jumping off spot for touring. Indeed for many years it has been the link point for the UK long-distance coach services.

Cheltenham, a name synonymous with Regency buildings and retired Indian Army colonels, is, perhaps unhappily, losing some of its 'image' by the building of modern housing around its perimeter

and modern shops in its interior. However this being the age of progression, Cheltenham is certainly progressing, although the Regency is still very much apparent in the many splendid terraces and buildings within the town, and the Pump Room and Town Hall will forever be a reminder of the by-gone era of a Spa Town. Well served with parks, open spaces, and tree-lined roads, Cheltenham is to me one of the most beautiful towns in the country.

Of course, before you move you must have accommodation, and Cheltenham's problem is no more difficult, or for that matter no more easy, than anywhere else in the country. Certainly by what I have seen in my travels the cost of houses here fits the national average, ie, more expensive in the South than in the North. Cheltenham is 'South Midlands', and if one thinks in terms of £4,000 to £5,000, then here you will get value for money. Still on the domestic side, the town has a very good shopping centre, whilst half an hour away is Gloucester where there is an abundance of departmental stores and for the more dedicated shopper, one hour by road or rail and you are in Birmingham with its famous 'Bull Ring'.

Educationally Cheltenham is rich. The public schools; Cheltenham Ladies' College and Cheltenham Gentlemen's College are amongst the top public schools in the country. The former is world renowned, being second only to Roedean in UK. There are also several other boarding schools, amongst which Dean Close has a very good sporting and academic record. For the older student, St Paul's and St Mary's Colleges deal with teacher training for both sexes, and the Gloucestershire Technical College, and Art College provide further education. At the primary and secondary levels, the town can boast that approximately 80 per cent of its schools are post-war built, and that this 80 per cent has sports fields. Cheltenham has not yet gone comprehensive, and the boys' grammar school is only 15 years old.

Sports and recreations cater for every taste. The annual festival of drama, music, and art is nationally famous, but this too is quietly changing its 'image' by introducing pop groups into the 'fringe events'. The nominal amount of cinemas, dance halls, and theatres are open all year, and Stratford-upon-Avon is only 30 miles away. If you have talent, our Playhouse Theatre is the only Amateur Repertory Theatre in the country. The race-course should need no introduction, and whilst our soccer team is only Southern League, the big-time teams of Wolverhampton, West Bromwich, Birmingham, Swindon, and Bristol are only one hour away. The County cricket team plays three matches here a year, and our own town team won the UK knock-out cup last year. The swimming club has for many years pooled one of the country's leading water-polo teams, and indeed it is the success of this team which has in many ways been responsible for the new swimming pool being built in the town and opening this summer. The Rugby and Hockey clubs both play first class fixtures, and the Squash club recently won a national award for

the facilities offered. There are several golf clubs in the vicinity, and if you wish to return to your nautical past, there is always boating on Pittville Lake.

Should you not wish to enter the Civil Service, and in later years perhaps for your children, Cheltenham can offer you many jobs in light industry. The names of Dowty, Smiths, and Telehoist spring readily to mind, and Eagle Star has its main computer centre here. To help you, the Regular Forces Employment Officer here in the town is Lieut (SD)(C) D. C. Mitchell, RN(Retd) whom many people will no doubt remember.

Set in the middle of the Cotswolds, Cheltenham is, as I have said before, a very beautiful place and certainly lives up to its motto. As a final inducement to come here may I add that we have in this town, apart from the many private and sponsored licensed clubs, licensed restaurants and off licences, some 187 public houses. I am shortly to leave the Service to run one of them. Drop by and I'll buy you a drink and enlighten you further on 'my adopted town'.

HMS DANAE

by CY RMS Flint

Having overcome the postal problem by using the services of 'the winged messenger', it is hoped we can meet the Editor's deadline with this report. While our staff are taking their well earned leave or on advancement, first aid, ship husbandry or leadership courses, the ship is undergoing a swift clean-up in the Devonport floating dock. Since writing our last article, we carried out the six weeks Portland work-up, and were the last ship to cover the programme over this period. Succeeding ships have now been spending eight weeks down there. The information given during the PCT and Management course in *Mercury* proved

to be helpful during the work-up and upon recapping, it was not so bad after all—hectic, yes! Later, flying the flag of CINC WF, *Danae* paid a four day visit to Brest where many of the staff managed to partake in wine testing! Then a month or so was spent carrying out various exercises and trials with *Dreadnought*, Planeguard for the Big E and a filming sequence for a story on the Helicopter.

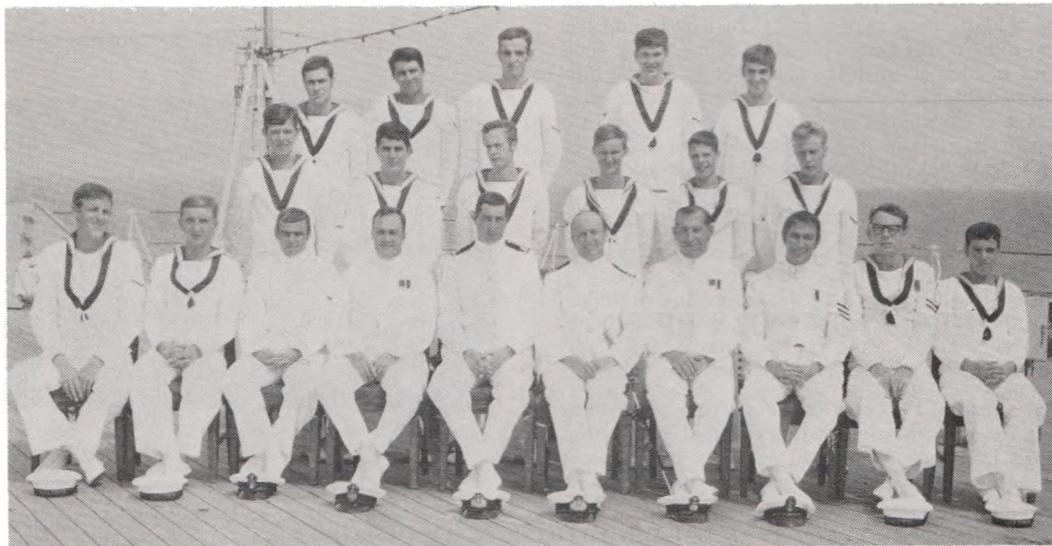
During this period while replenishing with *Tidepool* and with a heavy sea running, a small Spanish coaster almost forced us to use the Emergency Breakaway Procedure by ignoring all the visual and sounded warnings made. The 'Virgo' was finally alerted on channel 16 in the nick of time. Worthwhile mentioning was a recent visit the ship made to the Pool of London as one of the attractions of the Great London Fair. The SCO (S/LT Flower), RS(W) Howieson and LRO(W) Brown organised the Ship's invitations ashore, which included brewery runs and TV shows among many other offers. A highlight of the stay was the visit of the Weekend Magazine offices arranged by LRO(G) Askew. The Editor, a proud ex PO Tel, entertained the lads in the true naval fashion and all agreed the afternoon and evening proved better than any brewery run.

Preparations are now well under way for our departure for the warmer climes including a list as long as your arm for King Neptune's defaulters! For those who have just left us, we wish you the best of luck and add that you've dipped out of a good run and for those about to join us, boff up and beware the Golden Shower.

HMS FORTH (SM7)

by RS R. Turner

As time draws near for *Forth* to leave the Far East station, we feel that a final article is appro-



HMS FORTH
Some of the Communication Staff

priate. The main role of *Forth* has been that for which she was designed when first commissioned in 1938, a submarine mother ship, her babies varying in number over the years. At the time of writing she cares for HM submarines *Finwhale*, *Orpheus* and *Oberon*, the latter being the latest addition to the family. *Forth* is the oldest seagoing warship in commission in the RN; she first arrived in the Far East station in 1966 and is due to leave Singapore for UK at the end of March.

In the last 17/18 months on the FES, *Forth* has made (and not just to qualify for duty free cigarettes as some may think) two visits to Hong Kong at the majestic speed 11/12 knots, making it a five day trip there and back (age always tells), and two very entertaining stays in Bangkok and Penang plus odd days here and there exercising in the South China Sea. The highlight of recent visits has been a very enjoyable 19 days alongside in Fremantle/Perth last Autumn.

For those of you who have not visited Western Australia I can assure you, along with 90 per cent of the ship's company, that this is really a wonderful place, I think I'll be correct in saying that most of us were glad to leave only to get a decent night's sleep after the hospitality lavished on us by the townsfolk. At places the Communicators visited on their runs ashore, not one Kangaroo was seen, so we are convinced that Kangaroos abounding is a great Australian myth.

On the trip back to Singapore *Forth* flew the flag of FO2FEF and took guard for the 1st DS for a few days putting our work load up a considerable amount. I'm sure this was appreciated by the frigates who had spent most of Exercise SWAN LAKE at sea (*Charybdis*, *Ashanti*, *Minerva* and *Lynx*) not forgetting our little friend the tug *Typhoon*.

In the sporting world the Communications team has held its own against most challengers and has won most of the games played, nothing like a good game of football after the night watch! By the time you read this the staff will be sadly depleted after being split into 'Steaming Crew', S/M Support Group (to remain on station) and 'Remainder' (to return to UK). So we take this opportunity to wish good luck to all ex *Forth* Communicators—regardless of which 'quiet number' in which they may at present be serving.

STAFF OF FO2 FEF

by CRS(W) Mortimer

The Saga of FO2 staff continues from our Sydney visit. Here we said goodbye to Vice Adml T. T. Lewin, MVO, DSC, now VCNS and welcomed his successor Rear-Adml D. Williams. The visit to Sydney can be

summed up by the staff as 'THAT WAS THE WEEK THAT WAS'. For future regulating chiefs in Sydney, check leave requests for address on leave. Our most popular leave address was 'AN AUSTRALIAN'S HOUSE' (not to be confused with Aggies, etc) laughable at the time, until like us you have to sail early, when recall of the staff becomes difficult. We did in fact get them all back. 'JUST'.

We left the Sydney area for Exercise Swan Lake which was run entirely by the Australians, most RN ships being treated to the delights of an on-line multi-channel broadcast for the first time. (For full details in the far flung contact that well known 'T' section rep 'CRS Gordon Banwell'.) The exercise was two phases the first being the crossing of the Great Australian Bight in rather dismal weather. The staff officers and chiefs were kept busy visiting all the RN ships. This is no job for those who are nervous of helicopters, especially being winched up and down to/from the heaving deck of a frigate. On completion of Phase 1 we entered Fremantle on November 6 for the weekend. Monday saw us at sea for the second phase. We arrived back in Fremantle for our jolly on Friday, 13th. On Sunday, 15th we said goodbye to our luxury home of eight weeks 'RFA *Olmeda*'. We transferred the flag of FO2 FEF to HMS *Forth*. After which we carried on with the 'Jolly'. We sailed on November 19 bound for Singapore, our lasting Fremantle memories being the Summer flies (Sand) (harmless according to the locals). The *Forth* soon found out what it meant to be a sea going flagship, with increased load on the B'cast and running her own B'cast, during the passex, with the 1st DS in company.



COMMUNICATIONS STAFF OF FO2FEF

Standing left to right: RO2(T) Tomlinson, LRO(G) Turner, RO1(T) Evans, LRO(G) Brookman, LRO(T) Stanwick, RO1(T) Wade, RO2(T) Napier. Sitting left to right: CCY Young, Lieut-Comdr Williams SCO, Rear-Admiral D. Williams FO2, Lieut Burns, Flag Lieut, CRS Banwell

HMS HERON — COME TO SUNNY YEOVILTON

by Lieut(SD)(C) T. Mawson, RN

What do you know about this sun drenched corner of the beautiful Somerset countryside? If the previous entries in THE COMMUNICATOR are anything to go by it could be very little. The object of this article is to bring you up to date about the home of Flag Officer Naval Air Command and to encourage you to spare a thought about putting it down as a possible for your next preference draft.

Situated on the A303 within easy striking distance of London, Bristol and the South and West coasts this gem in the heart of the gently rolling Mendip Hills should appeal to those who like flying, fishing, swimming, riding, hunting, shooting, gliding, scrumpying and Wrens (though not necessarily in that order). The facilities are wonderful if a little remote. Sports of all kinds are plentiful and encouraged, Wrens abound and are easily cultivated, pubs are enchanting and entertaining, the locals are friendly and understanding and the aviators are not as 'airy fairy' as some make out. As they say in the air world—nothing exciting ever happens below 10,000 feet.

Yeovilton is the front line Naval Air Station with Phantoms, Vixens, Hunters and a superb clipper service to all parts. There is a thriving Commcen to keep you occupied on watch, plenty of night flying to keep you awake in the evenings if you don't go ashore, and wet dinghy drill at 0700 if you wish to make like a bird. For those intrepid aviators who wish to go through the sound barrier on nothing but a bag meal we can arrange a flight in a Hunter, for those who wish to hover like a bird we have the local gliding club and there is always the local 'Lamb and Lark' where you can get a good lamb for a lark at about the cost of two pints of scrumpy.



Leading Wren Vicky Morison of RNAS Yeovilton holding aloft her Valentine card which was delivered by Phantom because of the postal strike

Note: Vicky is now in 'Mercury' for PO Course

Our station staff consists of a Station SCO, CRS, CY, RS, five leading rates and five RO's plus a host of Wrens some of whom are morse trained and some worse trained. A sample of the kind of Wren we get here can be found elsewhere in these pages. For the female communicators there are those handsome aviators in their flying machines for whom money is no object and fast sports cars are the order of the day. For the married and home loving the quarters are comfortable with a fire in the living room and h & c in each bathroom. Baby sitters are plentiful and the Cunningham Club invariably shows a profit.

The weather here never drops below—4°F and sometimes soars to the 60's in a following wind. It never rains but it pours and snow is sometimes seen in the foothills. Pontins would be hard pressed to find somewhere like this on the Costa Brava and the cost would be negligible. Make out your drafting preference card now. If you are early enough you may make it before July 17 when we hold our Air Day—all the thrills and spills of Farnborough and all for the sake of a ten hour stand on the Communication display. Count your blessings, cultivate your DO, crack down on your wife, and cajole Drafty into giving you that dream job once in your career. Come to sunny Yeovilton!

HMS INTREPID

(OPERATION BURLAP
or how not to visit Australia)

We gather that much has been written about Operation Burlap, the relief operation in East Pakistan, in the national press. And that sweat-stained marines and sailors appeared regularly on television screens as they dished out rice, milk, and other life-saving commodities. This article will attempt to cover the part that communications and the Communicators played. Our first information about the disaster in the Ganges delta came via the STRAITS TIMES as we were busily embarking the 1/2 Gurkhas for a visit to Fremantle. Apart from a natural feeling of horror at the reports, not a great deal of attention was paid. Our minds were firmly fixed on our liaison officer's sitreps which promised runs ashore such as had never been had before.

Late on November 18 the first rumours began to infiltrate, and on the morning of the 19th, these were confirmed. *Intrepid* would turn right at the bottom of the Johore Straits, and sail for Pakistan to assist in the relief operations. The remainder of the 19th and most of the 20th were spent in a frenzy of planning, storing, disembarking the Gurkhas, embarking HQ 3 Commando Brigade, 847 Squadron, 40 Commando, and various specialist army units. The communications were rather difficult to plan as, at this time, no one had any idea what exactly was required. However, it was assumed that there would probably be a requirement for international communications, so the broad base of the plan was to use circuits, call-

signs, etc, which could be used internationally if the need arose. Having made out the complan, this was typed and distributed before the ship sailed at 1600 on the 20th. COMAF's messenger, who came to collect the copies for shore-side distribution, began to fear that the ship would sail before the final printing and compilation was finished, and that he would be whisked away to sea. However, in the event, he just made the gangway before it was removed. The passage to the stricken area was reasonably straight-forward, with only a heavily loaded broadcast and MRL to remind us that the worst was yet to come. We arrived off the delta in the early hours of Tuesday, November 24, to meet *Triumph* and *Hydra* who had arrived some hours before.

Our first job was to get into contact with the advance party of 'Booties' who had flown into the area in advance, and to arrange for our first embarked 'Booties' to get ashore. A base had been established at Patuakhali, the only sizable town in the area, and after some difficulty, communication was established both with them and with a small party of marines working from a hotel roof in Dacca. As the day wore on, the scope of the task became clearer, and the shore set-up was enlarged. After much initial difficulty the CW link to SHAMROCK (Patuakhali) was changed to FST, and became the most important circuit of the whole operation. It is interesting to note that the difficulties were all caused by minor differences between the equipments used, and the lack of power from the shore-side end. However, once the difficulties were appreciated, and the Marine Y of S got ashore and improved the aerial set up, the circuit worked quite well and carried a very heavy traffic load. Those of us who were fortunate enough to get ashore in the latter stages of the operation to see the conditions under which the marines worked will, in the future, always view their problems with considerable sympathy.

In addition to the *Intrepid*/Patuakhali link (MACPATRATT), *Intrepid* guarded the broadcast for the RFAs; ran an inter-ship RATT circuit; worked a very good MRL back to Singapore; had RATT into Whitehall TARE via Skynet; a voice channel to Whitehall or Singapore three times daily via Skynet; CW nets to the RAF detachment at Chittagong and to Dacca; and Chittagong CCN; voice links between the stores desks in *Triumph* and our AOR; a 'natter net' between all ships; TF/TG Tactical UHF; TF/TG Reporting for Helo landings, etc; HAS between Patuakhali and the ship for helo tasking, and the usual run of Helo UHF circuits. All in all a very comprehensive communication set up which, thanks to co-operation and good will from everyone at both ends of each circuit, worked extremely well.

To accomplish this, the whole staff went into two watches and worked the long watch system from 23 November to 12 December. Signal traffic peaked at something over 500 a day on 29 November, but gradually reduced after that. On a personnel note, 202

the chief change was when CRS(RCI) C. Johnstone was relieved by CRS D. Edmonstone in the middle of the operation, the former being discharged on draft via a Pakistani patrol boat and a RAF Hercules from Chittagong. The remainder of the staff consisted of a good proportion of 'old and tried' hands due for relief in January, and a solid nucleus of the new commission who found out how the ship works the hard way—still, it is standing them in very good stead for the present work-up and FEBEX. The operation finished on 11 December with a very smooth, hitchless withdrawal, and the ship steamed back to Singapore to unload the Burlap stores and personnel, and to embark FO2FEF before sailing for Christmas in Hong Kong. No exercise or operation would be complete without its humorous side. This one proved no exception, and a vast quantity of cartoons, poems, jokes, etc, appeared in the MCO.

Christmas and the New Year was spent resting in Hong Kong in preparation for re-commissioning, work-up, and FEBEX. At the moment of writing, it all seems a long time ago as we struggle to get through FEBEX and cope with a traffic load which is even higher than BURLAP. However, with any luck, we will survive, and might even find sufficient energy left to describe our harrowing experiences for the Summer edition.

Precedences

Operation Burlap exposed a flaw in the current system of precedence. It was found that only four alternatives did not provide sufficient scope for our customers. In consequence, and in the best traditions of the branch, we did our best to provide a satisfactory solution.

The answer was to provide 'intermediate' stages at each precedence. This worked roughly as follows:

- | | |
|----------------------|--|
| FLASH FLASH: | Used for Army admin matters. |
| ROUTINE FLASH: | Enemy reports and similar mundane affairs. |
| IMMEDIATE IMMEDIATE: | Used when the RMs ashore had forgotten to indent for duty free beer and cigarettes, and the helo was about to leave. |
| ROUTINE IMMEDIATE: | GALE warnings, imminent disasters, etc. |
| PRIORITY PRIORITY: | Usually used when the FPRO'S press release was late, and the lowest precedence ever used by the Royal Engineers. |
| ROUTINE PRIORITY: | Everything not covered by the above. |
| ROUTINE: | Was used once only by a crafty releasing officer. It was such a rarity it got better treatment than a FLASH(FLASH). |

As any Communicator can see, this is by no means the ultimate to which one can progress using this system. There is plenty of scope for additions and variations.

COMMCEN LASCARIS

by CRS Steel

Writing an article for the Spring COMMUNICATOR during January, knowing that most readers will see it in the early Summer, is rather like preparing a holiday travel brochure. Late in 1970, we had rather more HM ships in the Med. than seen for a very long time. They exercised—and left; all but *Fife* who stayed to celebrate Christmas and New Year with us, joined by *Cavalier*. Is it true they are saying they will be glad to get back to sea? 1971 will no doubt bring its spate of exercises and ships out into these sunny parts of the Western Station.

Both our MRLs have been fairly well worked and we hope the use of them has been as beneficial to those ships allocated as it has been to us for the system engineering experience with a mobile and also the operator training. The Commcen is under modernisation at last, but the eventual outcome will not be seen by any of us on the station at the moment as completion date is now Spring '74, although the first stage should be completed early this year. Digging into the rock (apologies to Gib) doesn't start until later in the year, but centralisation of message handling should be complete by then accompanied by vastly improved operator conditions.

Most of us at this time of the year are waiting for the monsoon style rain to disappear and look forward to warm days of sun so that beach trips can be the way of life once again. Those who have been here during the Summer will know more about these idyllic cavortings than I! We are being stripped of our RS in each watch for the benefit of one extra CRS on the station for leave/sick relief. There must be a moral in this somewhere. The run down period for this has started and will be complete when RS Hendry leaves us in July.

Those intending to join us during '71 who have not been here for a while will be upset to find the spiralling cost of living extends its tentacles here too. Premium petrol at 4/6 (oops sorry—22½p) is not everything! Life is what you make it and the majority of us lead a full social life which makes time spent between watches fly past—all too soon does the All Night On rear its ugly head. Combined watch dances at Christmas were a success, so we all look forward to barbecues when the weather is more clement.

HMS LONDONDERRY

by 'The Iron Cross'

Well, for all those who have been avidly awaiting this, the first instalment this year, last year, or for that matter, the year before, of the *Londonderry's* memoirs

we would first like to point out that they haven't been worth waiting for—however, being a bit fed-up with buying this magazine year in and year out without so much as a mention in 'Drafty's Corner' we've decided to break the 'Famine of Words' and have a go. . . .

As usual, we started off with all the really good runs first—Portland, Clyde Exercise Areas, Portland, Portsmouth Exercise Areas and, of course, Portland to name but a few. Since then we've spent a few months out in the Med visiting all the usual dreary places—Cannes, Nice, Theole, Sardinia, Gib and Malta, etc (not one decent NAVCOMEX or NGS Exercise amongst them . . .), then back to UK and showing the flag at Dover and the Port of London—those trips were nearly cancelled when we found we never had a flag to show but, at the last moment, we found one and the trips went ahead. It has since been reported that WRNS Recruiting in the above mentioned places has more than trebled since our visit with 'Young ladies of no fixed abodes' literally begging to be let in and all eager to have another go at 'meeting the Navy' in close quarters. . . . If you believe that you'll believe anything. . . . At present we are deployed out in the West Indies—having spent Christmas with all those rich grippos in Bermuda and having to spend our Winter months visiting such drab places as San Juan, Key West, Anguilla, Trinidad, Tobago, Grenada and, of course, the Bahama Islands. Roll on our next visit to Portland!

Staff-wise things are not going too well onboard at present as most of the Gs are having nightmares of late and can often be seen pacing the Burma Way at nights muttering about something called an 'X100'—must be a curse or a new disease they've all contracted. . . . Thank you 'X' Section. . . .

On the 'T' side we would like to point out that RO3 Smith is not part of the current brain drain from *Mercury*—it would seem he spent his entire nine months training learning nothing but 'Salty-Sea-Dog' sayings! However, he is improving and can often be found lurking at the back of the NAAFI queue for any new gems he might pick up.

'W' wise (perhaps wise isn't the right word to use) we have 'Odd Job' McCleary who is currently studying for his degree in storing ship. . . . He claims he knows more about the supply state onboard than the Stores department themselves.

Others worth mentioning are the LRO(G) Charlie Drake—better known onboard as 'Iron Cross' and who still can't understand why he was left out of the Gestapo honours list. . . . LRO(W) Dave Davies who, after 11 months on the ship, was overheard only last week asking a Junior Stoker the way to the EWO. . . . RO2(T) 'Call me Mr' Russell who was actually seen to sober up once or twice during our Atlantic Crossing. . . . RO2(G) Stumpy Seymour who, despite many leg stretching exercises, still prangs his posterior all the way down the messdeck ladder. . . . RO2(G) Jones—'The Reprobate'. . . . RO3(G) Chaplow who is

still worried about the growth on his back although we've told him dozens of times it's only his mattress . . . and, of course, there's the LRO(T) 'Bring back the Buntings' Blackburn who is slowly cracking under the strain of having to contend with the OD'Ts'. RO2(T) Hart still dists stores signals to everyone except the stores department and RO3(G) Booth still refuses to ditch the shreddings (although he always does). . . RO2(G) Pearson is our Ship-Shore King (as long as we're on CCN and there's no other ship on the circuit) and RO1(T) 'Scouse' Marshal is still always first to check the weather forecast before sailing (even out here). RO3(T) Solomon is our 'Jimmy Young' of the SRE and finally we have RO3(W) Norman who reports sick every time he has a haircut. . . .

In command we have Lieut A. J. Bolingbroke (SCO HCO Diving Officer and Wardroom bar) 'Never a dull moment'—RS W. R. Downey 'You're driving me crazy' . . . and our one and only original 'White Tornado' CY Edwards—commonly known as the 'Burma Road Runner'. . . . Still, time to get ashore and sample some more of the delights which need no mentioning—suffice to say we're at present in Trinidad so until the next edition and we hope the next instalment, we wish all our readers all the best in 1971 and a belated 'Happy New Year'.

HMS LOWESTOFT (STANAVFORLANT)

by RS Hancock

A word from your representative in the NATO Squadron. *Lowestoft* took up the Banner from HMS *Bacchante* about 37 years ago, it seems that long since November, 1970. Just when we were beginning to show the rest of the bunch what it was all about they broke the squadron up for Christmas, reforming in the New Year at Rotterdam with new blood, except for *Lowestoft*. The Americans threw in a Commodore to run the show and USS *Bigelow* to carry him around, the Norwegians chipped in with two Oslo class frigates, *Trondheim* and *Narvik*, which the German contribution, *Luebeck*, reduced by 50 per cent, colliding with *Trondheim* and causing her to be detached to Bergen to undergo extensive repairs to her hull. *Isaac Sweers* completes the cast and all in all she does a fairly good job. We've worked with her before, down at Portland where we worked-up together.

It's a little disquieting to witness an average British frigate, like the *Lowestoft*, showing herself to be so superior amongst other NATO craft. On the Communications side, it's amazing how little the others know of subjects such as Sub-Carrier Shift, Technique and SSB Voice. When one has to refer to Arrangement 1 as 'Arrangement Mark Low' it becomes a little confusing. But enough of blowing our own trumpets. What really matters is that we all learn to co-operate with each other, this does happen. One needs to go into strict training to keep up with the social commitments within the squadron.

Whilst writing this, we are in the second phase of Exercise SUNNY SEAS, a multi-national shindig organised by COMIBERLANT, involving French, Dutch, Portuguese, American, German, Norwegian and British Maritime and Air Forces. It's been a good lesson, especially where working with the French is concerned. It wouldn't surprise me to see them taking a more active role in future NATO exercises. When this little lot is finished, the squadron departs for Chatham for a well earned rest and a much needed AMP. Then it's away to Germany for a couple of visits and operations with the German Navy. Our time with the squadron is rounded off with Norwegian visits and operations and then we are to be relieved by HMS *Jupiter*, bless 'em.

By the time the Summer edition of this magazine comes out, the Laughing, Chaffing *Lowestoft* will be basking in the Caribbean sun, with most of us looking forward to UK shore billets, lounging on the Leydene broadwalk (if the builders have left any). Quite a few of the staff will have already been relieved and, I think, relieved to be relieved. Nowadays, it seems that as soon as you get your Juniors and ODs trained up and qualified RO2, CND gets the word and drafts them off to be relieved with some more Juniors and ODs for you to train, but that's life. The staff, at present, is as follows:

<i>Snowmen</i>	<i>Buntings</i>	<i>Gollies</i>
RS Hancock	CY Muirhead	LRO Daniels
LRO Wilson	LRO Nicholson	RO2 Coates
RO2 Buckingham	RO2 Silence	RO2 Loveys
RO2 Rush	RO2 Smith	RO2 McConkey
RO2 Adkins	RO2 Thompson	RO3 Hughes
RO3 Farquhar	RO2 Watkins	
RO3 Bunting		
RO3 Moore		

LRO Daniels and RO2 Buckingham will be leaving soon for the stress and strain of Civvy Street, we all wish them the best, and hope to see them back in soon.

Some others are due to be relieved within the next few months and I think their reliefs will enjoy the remainder of the commission especially as the bulk of the work has been done.

Who says being a Snowman is easy?

From the OPS ROOM on COMMS Intercom, 'Please check the receiver on Tactical UHF, I've got 'im loud and clear in me right ear'ole but nuffin 'eard in me left ear'ole' There are some games at which you can never win.

COMMEN MAURITIUS

by Lieut(SD)(C) S. G. Solley, RN

Greetings from this sceptred isle that is beloved by Messrs Tate and Lyle (if my colleague, Derek Sayce, will forgive me for stealing a couple of lines from his recent mammoth production of 'Dick Whittington'). We appear to have missed out on the last couple of editions of this illustrious publication and we hope we

can make amends to those avid readers searching for our contribution.

Our current duties include going through the process of carrying out 'mopping up' operations in the aftermath of two very unladylike Cyclones—GINETTE and HELGA—the latter following very close on the former's heels. Usual precautions were taken which included the lowering of LF aerials and the like but we seem to have suffered very little damage aside from the expected influx of rainwater which always accompanies such weather.

The Captain, Commander J. S. Holgate, RN, has recently been relieved by Commander T. G. A. Ram, RN—a Gunnery Officer—who wisely took the precaution of spying out the delights (or otherwise) of this island, whilst on a visit in command of HMS *Hermione* during late October, 1970, before he finally came to take command of HMS *Mauritius*. My assistant as CBO (CY Richardson) has been frequently heard to mumble 'I never wish to be concerned with a Commanding Officer's Supersession Muster again!' The mysteries of BR4005 on the subject had to be fully explored during this period. Commander Holgate is retiring from the Service and he takes our good wishes for the future with him.

The Communications Staff hierarchy is still headed by the SCO, Lieut-Comdr R. L. Copp, RN, who also manages to run the Internal Security Organisation amongst his other duties. He will be relieved in April by Lieut-Comdr G. M. Timpson, RN (at present in *Ark Royal*). The present SCO is destined to serve in the West Country (Plymouth) for a couple of months before he retires from the Service in August. Lieut(SD)(C) D. C. Sayce, RN, and myself like to think we run the 'nuts and bolts' of the Commcen and also take on our respective Divisional duties. CRS 'Harry' Julian returned to UK in late December, 1970, and his chair as CRS(REG) has been ably occupied by CRS 'Sam' Houston (some of his friends address him as 'John') and our CRS (Traffic Boffin) chair is fully taken up by CRS Elwyn-Jones. This is his second stint in *Mauritius*, there must be an attraction somewhere??

In the professional field, we still operate quite adequately on our present numbers although there are often occasions when the CRS(REG) has to scratch his head in desperation (or is it frustration?) and bring out his drawing board. I hope the powers that be continue to try to maintain our complement up to scratch if only to allay the worries of the CRS(REG).

An expected departure in the near future will be in the form of LRO(G) M. O'Callaghan, who was selected as a possible contender for the NATO Communications Competition. He will be joining *Mercury* in late March. Naturally we are delighted for his sake and proud by the fact that he is the only representative from the Far East Fleet.

We look forward to ship visits as they tend to give us the opportunity to depart from our daily round of duties and find new interests, even for a short while.

Our regular visitors are RFA's *Hebe* and *Bacchus* and these have been supplemented in the past months by a visit of *Phoebe* and *Hermione* plus a number of foreign naval vessels. Another important visit (or event) took the form of COMFEF's Inspection in early November, 1970, when the Inspecting Team (including the FCO, Cmdr M. Sands, RN) put us through our paces. Shades of Divisions!! We expect a further team from HQDCN during March which will include CDCN himself (Commodore S. R. Hack).

I think I'd better conclude this epistle for the moment as the Editor will likely accuse me of some verbal disease. However, arrivals and departures of worthy note since December 1, 1970, are as follows:

Departures		Arrivals	
CRS	Julian	RO2(T)	Mounter
RS	Bee	RO2(G)	Barrie
RS	Bishop	RO2(T)	Dibben
RS	Greig	LRO(W)	Roberts
LRO(T)	North	LRO(W)	Staff
LRO(G)	Clifford	RO2(G)	Wade
LRO(T)	Kenny	RO1(G)	Long
LRO(T)	Waugh	Wren	Chatterton
LRO(W)	Randle	Wren	Lockett
RO2(G)	Mountcastle	Wren	Maddock
RO2(G)	Devenney	L/Wren	Rafferty
RO2(T)	Capps		
RO2(G)	Ball		
LWRO	Bishop		
WRO	Cliffe		
WRO	McLeod		
WRO	Pearson		

As a final note, the following was overheard when a lady, who shall be nameless, was uncertain of the way to the Commcen and posed this question to an RO2; 'Can you please direct me to the Community Centre?'

HMS NAIAD

by N. Johnson

Since our last article we have covered a lot of ground and done a lot of work. Due to sail from Portsmouth at 1000 on October 13 we found our sailing delayed five hours by an overheating of all four TDA's which caused the signal carrying leads to literally melt and weld together. Our delayed sailing caused a quick programme change. Instead of chasing a French submarine on passage we did planeguard for the *Ark Royal*. Then off to Gib for a four day visit. Here our sister ship *Dido* joined up with us. It was to be a long association ending on our arrivals SNB on December 24. Meantime we steamed South stopping seven days at Simonstown. We all enjoyed South Africa's boundless hospitality. Then off to Beira for an uneventful four week patrol. Only two false alarms helped liven up the patrol.

The Beira bucket was won first time by *Naiad* then a week later it was taken from us by *Dido*, the exchanges of personnel on each occasion helped to liven things up and made lots of friendships. The rivalry between *Dido* and *Naiad's* Communications

departments was very strong. As usual we showed them the way—follow us *Dido*?

On turning Beira over to *Puma* and *Salisbury* we headed for Gan, after a short afternoon's stay in which swimming parties were landed and mess visits were exchanged. We sailed for SNB, arriving Christmas Eve morning having, completed 42 days of our foreign leg continuously at sea. In 72 days from sailing we clocked up only 11 harbour days.

After our AMP in Singapore we sailed for 10 days' visit to Hong Kong, which proved most popular and brought back lots of memories. Hong Kong is continually changing and lots of the older hands found many places changed beyond recognition. On the way to Hong Kong we did trials on Hong Kong's Maritime rear link, which was very successful. We carried the MRL on sailing for a further three days before joining up with the fleet for Exercise FEBEX 71. A hard but interesting exercise. The ship went to Defence watches for seven days, the communicators for 10 days. On completing FEBEX the fleet steamed into SNB for 10 days' FEBSPORT and PXDs, covering the period February 21 to March 1. Which is where we stand at this moment. On March 1 we sail for Hong Kong in company with *Dido* and *Olwen* (carrying flag of FO2FEF). We will be running the Hong Kong MRL again, this time it will carry flag traffic plus traffic for the three ships. We have three days in Hong Kong then off to Okinawa. More of that next time. From the *Naiid* communications staff to all communicators ashore and afloat we send regards.

HMS ROTHESAY

by Potz

Can there be anything more depressing, on a wet January morning, than to join a ship one month into her refit and looking like something out of 'Steptoe's' back yard. That was how it was on January 5 when we recommissioned, in the bottom of 'A' lock, Portsmouth Royal Dockyard. The RS (left over from last commish) spent the first few weeks convincing juniors (rather optimistically) that 'the equipment will work in April'. Instructions on Ratt Ship/Shore systems without receivers, transmitters or teleprinters can be trying, but we tried. A vote of thanks is due to *Blake* and *Hermione* for their assistance willingly given in accommodating our operators for their practical exercises, and to the *Leopard* for taking three juniors to sea for the day (a taste of things to come).

With just one ship's football player to boast of we are basically a non-sporting community. This became only too clear when *Blake* Comms beat us 18-1 at soccer—our single goal being scored by the Navigating Officer. *Blake's* oranges at half time provided by their supporters club added a touch of professionalism to the occasion while the RSs steaming boots did little to enhance it. We were, however, not daunted and immediately challenged the WRNS to hockey. Although they accepted we're still waiting for them to turn up!

We are all, without reservation, looking forward to the day when the workmen gather their tools and depart, the lights on the equipment burn brightly and we become 'Communicators' once more.

MSO TYNE — DEVONPORT

Small though we are, the MSO Staff consists of half submariners, and half buntings, which totals at the moment eight. This combination enables us to take signals for *Tyne*, SM 2, CSU, CFM PLYMOUTH. Quite a lot when you consider the size of our office, which is very small compared with a normal Depot ship's MSO.

The number of submarines in our division is growing smaller. We now only have HM S/M *Auriga* (RS Powell), HM S/M *Aeneas* (RS Hutchinson) and HM S/M *Alliance* (RS Holland). All of which are 'A' Boats.

We are a Class 'A' station and not a Class 'D' as it says in the book (because of subs) which means if you get a draft to us, you'll probably land up watch-keeping.

CRS(G) Whitfield (S/M) who now works with the Submarine Staff Officer, does the Comms, Administration of Spare Crew and Submariners, while RS McKeever (S/M) runs the MSO and RO/RP's ECM Training for SM2.

Our buntings consist of LRO(T) Slater, and RO(T)'s Broe, Clark, Marshman and Anthony.

Submariners at present are LRO Truman, LRO Evans, LRO McCurry.

HMS ST GEORGE

by ARH

Life for communicators at HMS *St George* takes its usual leisurely course of sport, entertainment, and some work. Our number is headed by Lieut Ben Bryant, who is at present nursing a broken shoulder accidentally given by one of the wild Australians sent here for edification! CCY George Dance, RS Max Skinley, RS Dick Hulley, CY Alec Pomphrey and CRS Gordon Perry make up the complement.

Those of you who are contemplating going through for SD may be interested to know of some of the activities enjoyed by the candidates. During the first of the two terms the Staff aim is to prepare you, physically and mentally, for the tasks of a junior officer. The academics include Maths and English, to GCE standard, management techniques, leadership discussions, and general officer knowledge. These subjects are necessary and balanced against an amount of outside activities such as skeet-shooting, archery, canoeing, riding, running (Beach), football, cricket, hockey, rugby, volleyball, squash and badminton. Initiative tests in the field and driving minesweepers in the Channel almost complete the picture.

The most enthusiastically followed task is 'Operation Enterprise' which requires a Course, split into



TALL SHIPS' SAILING RACE

A photograph taken from the ship of the Plymouth start of the 1970 Tall Ships' sailing race shows the four square riggers under full sail en route Tenerife. They are the Goorch Fock, Sagres, Staatsraad Lelimbokhl, and the Christian Rudbech. Danane marked the northern end of the starting line and the Berthannia with Prince Philip embarked marked the southern end

Civvy Street will be planning to use you as the next rung on his ladder for promotion. I'm not trying to paint a black picture of Civvy Street, merely trying to make you aware that this sort of thing happens.

Hence the 2½ year point interview, once you are made aware of what to expect, you can take positive steps to ensure that you personally are well jacked up for the transition from Service to Civilian life. Next, comes the 6 month point interview. This is when the Resettlement Organisation can, on your behalf, go into action. You will at the 2½ year point interview have been told of the many and varied types of courses available to you. At the 6 month point, application can be made for a particular course which you may have chosen. In a future edition I will explain the types of courses available and how to go about applying for them. In conclusion, if you are a Mister (Desig) start thinking now and do not leave things to the last moment.



ANYONE FANCY A DRAFT TO MAURITIUS

by Leading Wren Sarah Robinson

'Come to sunny Mauritius', the travel brochures say, 'the land of rainbows and shooting stars!' So much for the travel brochures for the past few days we have had plenty of rain, but the 'bows' part and the shooting stars have been sadly lacking. The sky has been hidden behind low, grey cloud and the sun a forgotten thing. Cyclone Helga, the cause of our discomfort, has now disappeared somewhere to the South and life on Mauritius has returned to the normal of 48's on and 48's off. The 48's on—well that is work and the same in any commcen, but the 48's off, those are a different matter. Back in UK when I requested a foreign, hoping like mad for Singapore, I wondered what I'd let myself in for when told, 'Your draft is Mauritius!' Having found its position I then tried to find information about the place, did I have any luck? Not much!

People said, 'Oh yes, so you're going to Mauritius,

—um—er—where is it?' Out came the Atlas open at the world map (about the only map where Mauritius is marked).

'There', I pointed.

'There?' asked a friend pointing to Madagascar.

'No, there,' I corrected, indicating a tiny speck about an inch to the East. A rather vague and uncertain 'Oh' was the only reply anyone made.

Having only managed to find two travel brochures about Mauritius, one calling it 'The Star and Key of the Indian Ocean' and the other urging one to 'Cruise to the forgotten islands of the Indian Ocean', I didn't know what to expect. The day I left, UK was suffering a late snowstorm in March and for my arrival, Mauritius was just recovering from a late cyclone. The rain was pouring down, it was steaming hot and pitch dark, even though only 7 pm. The journey to HMS Mauritius (referred to as HMS by people here) was uphill and over bad roads which seemed crowded with people. The two Wrens who met me didn't mind, didn't mind, they were full of praises of the place, planning what we should do and where we would go. All I felt like was sleeping.

Next day, after joining rounds (in the rain) my two friends met me to take me to the beach. 'To the beach!' I cried, 'In this?'

'Don't worry about the rain, it isn't always like this, and it will be sunny down there'. So, to the beach we went. Vacoas, where HMS is situated is right in the centre of the island, on a plateau 1,400 feet above sea level. (This explains the rain.) Navy transport goes to the beach and back six times a day, the first at 0600 and the last at 2300, so everyone is catered for. The Beach Club is on the South East coast, about 25 miles from Vacoas. Well, as we descended the weather cleared and it was sunny at the beach. The bus rounded the last corner and there was the Beach Club, right on the beach, then a beautiful turquoise lagoon, so clear the rock and sand on the bottom were visible. A line of white foam marked the reef, and beyond was the sapphire-blue sea. We changed in the Beach Club and me being a little self concious of my white skin among so many healthy tanned bodies was told 'You'll soon go brown, but take it easy first'. We ran down the beach and into the beautiful lagoon.

'It's still a bit rough and cold', said one girl.

'The cyclone,' replied the other explaining. Rough? Cold? It was as calm as a mill pond and beautifully warm. They were right though, in a few days it was like glass and even warmer.

That first day on the beach they initiated me into the interesting and enjoyable hobby of snorkelling for shells. Having never snorkelled before I was dubious about trying, neither did I like to show myself up in front of numerous children of six years old and upwards who were flipping about quite happily, appearing as much at home in the water as out of it. The first try was not a success as far as snorkelling was concerned. I coughed, spluttered, choked and swallowed great quantities of very salty sea water.

After only a few minutes I handed back the snorkelling gear to its owner, thanking him very much, but saying to myself, 'Never again'. That was what I thought! Back in the beach club over a drink (duty free) everyone discussed what they had seen under the sea that day and each examined the others shell finds. Some shells were really beautiful, the pieces of coral were delicate and pretty and the enjoyment of all concerned was catching. 'I might even have another try', I thought. One more try led to another and another and eventually the Sub-Aqua Club gained a new member. That sea bed is simply fascinating.

Returning to HMS on the bus was a chance to look at the island. Acres and acres of sugar cane, a few of tea with coconut and banana palms were everywhere. The uncultivated land consisted of high, steep sided mountains of black rock covered by green forests, the sharp, needle-like peaks reaching up to the clouds. The local people are poor but cheerful and friendly towards us and in some more out-of-the-way places regard us with quite a reverence. There are some French and a few English who were born here and have lived all their lives on Mauritius. No sooner had we returned from the beach than I was asked to a party. Party? Little did I feel like a party, but, sunburned, sore and tired though I was I went. What a party! Noticing the beautiful dresses the others wore I asked where they did their shopping, but was told, 'We didn't buy them, we had them made. We'll show you tomorrow.'

Tomorrow came and we visited Curepipe, the large town near Vacoas and Mauritius' second city. Would these surprises never end? Shopping was so different from UK. In each shop we entered was a fantastic selection of materials, trimmings, braids. In fact, you name it, they had it. In each shop a little boy confronted us ready to help. All one had to do was feel a roll of material and in a jiffy he had the roll down, unrolled yards of material and would say, 'how much you want? Only 8 Rupees a metre Miss'. To my astonishment, while I did rapid calculations from Rupees to £ s d my friends said, 'Eight rupees! You must be joking. Make it five.' Eventually we paid 6.50 Rupees a metre and both seller and buyers thought they had a good deal. After a while longer in Curepipe, seeing Chinese, Indian and very expensive French shops, we paid the dressmaker a visit. She took the drawing of the dress design I wanted, measured me and then said, 'You come for fitting tomorrow, I finish for Saturday'. Wonderful, pick one's own material, design one's own dresses and all so cheaply! Saturday was only three days away but I was to find that dressmakers invariably mean they'll finish by 9 pm on the day they say, meaning it is long after you've arranged to go out, so don't bank on wearing the dress that day. It is the same with shoes, give the cobbler a picture, choose the leather, be measured and they are a guaranteed good fit every time. What could be better?

Well life went on in Mauritius with both hectic and quiet times, but time passed quickly and before

long came my six-monthly talk with our Second Officer Smith.

'Yes, I am happy and do like Mauritius. No, I haven't any problems' I said.

'Preference draft in UK—Well Ma'am, do you think I could extend out here for four and a half months?—I can, thank you very much'.

'What will your flight date be?' she asked.

'Well, one of the other Wrens and I are planning to go home by sea in August.'

Who would miss the chance of a lifetime? We flew out here and now will be sailing home, calling at Durban, Port Elizabeth, East London, Capetown, Las Palmas and Madeira, taking three weeks leaving plenty of FSL to spend at home—Anyone fancy a draft to Mauritius?

A CRUISE IN THE 'SIR WINSTON CHURCHILL'

A Wren's-eye View

(An extract from a report by Wren RO(M) Christine Dyer)

The sleeper arrived unnoticed in the station at Aberdeen; it was around 0700 on a Sunday morning. Stepping outside we saw the three masted schooner outlined against the sky. We arrived onboard in a reasonable state of dress for town life, however, this was very shortly changed into the uniform 'sloppy sweaters' with 'Sir Winston Churchill' boldly spread across the front, and the 'eternal' jeans. After a short time everyone forgot about their unglamorous condition and adopted the attitude of 'if you can't beat 'em, join 'em' and even enjoyed a relapse into a generally windswept condition. However, the overall smartness of the crew was ensured by the proverbial 'rig of the day'. There was no relaxation; we were immediately instructed to hold a piece of rope and heave. This was for publicity purposes, and we hoisted quite a few sails by use of the traditional chant '2,6 heave', and by the end of our first day our ears were already ringing with the variants of '2,6 heave'.

The first day began in a traditional naval way — early. By 0700 thirty-nine trainees and three watch leaders were assembled on deck feeling very raw, not having had any breakfast, this however was very soon to become a way of life. Our first experience of the 'crow's nest' immediately followed breakfast. Thirteen dubious personnel of Fore watch donned harnesses in preparation for an 80 foot climb to the 'crow's nest'. In retrospect, we were all apprehensive in varying degrees and for some this was their only trip. The rest of Monday was spent in instruction on the numerous sails and ropes. The complexity of sailing was realised by those of us who had very little sailing experience, although the names in the booklet issued

were beginning to take some tangible form. At the close of Monday evening we were all anxious to get 'under way', and feel some sea breezes on our faces, thus we retired to our bunks early for we were leaving Scotland at 0600 the following day.

A cloudy sky greeted the ship's company, assembled on deck, 0525 Tuesday April, 28 but spirits were not dampened and everyone was in eager anticipation of the next few days' sail across the North Sea to Norway. I, personally was what was termed a 'Bosun's Day Worker' and this entailed a traditional part of ship's life, 'scrubbing the deck'; our task enhanced by the movement of the ship, which by now was travelling at a good speed. The subject of sea sickness must not be missed, because it became such an integral part of Tuesday and Wednesday. Although we had all swallowed the preventive pills, the rough seas and high winds caused everyone to feel some queasiness. I was one of the luckier ones and apart from the first morning afloat, I had no queasiness and found my 'sea legs' very quickly; I can really say now that I know the full meaning of that proverbial cliché. The weather worsened as did the state of health in the 'half deck' (our quarters). Many faces were seen that day at the leeward rail. By dusk the wind had increased (and was increasing) and the barometer needle was swinging to bad weather; we were running into a storm.

Fore watch, of which I was a member, had the watch 0001 to 0400, and those were the longest four hours onboard the *Sir Winston Churchill*. I had worked all day and secured at 1900 hours, and thus was able to snatch a few hours' sleep before watch at 0001. The weather worsened with each hour and I recollect standing on the bridge in that force 11 gale, with my face turned directly into hail, looking to port for any sign of lights of vessels. Lights dashed before my eyes as the salt mixed with the hail and I had to look twice to avoid imagining lights. Above our heads the sails, and only three were hoisted, those being the fore, mizzen and fore staysail, were slapping and there were sounds of torn canvas coming loose from the booms. My first stretch of watch included port lookout for two hours. At that time of morning, with no light, I felt just how small but how confidently our schooner was breaking those mountainous waves under her bows; it was an experience never to be forgotten.

There were frozen bodies sitting or standing astride with one hand for themselves and one for the ship. The bridge was swarming with male officers indicating the gravity of the situation, and our watch was slightly depleted due to sea-sickness. I had thirty minutes' standby out of the four hours, and I arrived inside only to hear the sounds of the occasional pot in the galley, which had worked its way loose, crashing about with the keeling of the ship. It gradually became lighter and dawn was breaking; a very unspectacular grey dawn pressing down on the sleepy heads of Fore watch. Each person was standing with a fixed gaze, blindly and semi-consciously holding rails with numbed hands. Then there was a great sense of relief

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as the next watch appeared to 'man the bridge'. We stumbled to our quarters and found our bunks and crawled in. We really slept a 'warm bunks' system as hammocks were an impossibility and thus we did not have our full quota of bunks. We ate, those of us who could, and slept immediately afterwards.

By midday it was slightly calmer and we were on watch again, having kept a disturbed sequence of bed changes from the termination of the last watch. By the arrival of the evening watch the sea had calmed and everything was in harmony. I really enjoyed our third watch that day. Land of Norway was sighted as a distant line on the horizon and our watch was full of spotting landmarks for the identification of the coastline. A great sense of satisfaction and achievement swept through all of us. It would be wrong to imagine a becalmed sea, but it was as if there was complete concord; a complete contrast, to the ferocity of the same sea only twelve hours previous.

The following morning we sailed into a Norwegian fjord to the port of Kristiansand and this was a completely new experience as I had never been to Scandinavia before; the scenery was rugged and lived up to expectation. We docked and then it was a grand organisation and operation of getting not only ourselves but also the ship into a presentable state. The quarters came alive as health was completely restored and the 'sloppy sweaters' and jeans were stowed away and replaced by skirts, and the smell of perfumes from the girls and after-shave from the male officers was a marked difference.

Our stay in Kristiansand was a happy one, although our poor battered schooner needed repainting and sails mending. We were able to shop and also had a coach trip round Kristiansand, which completely lends itself to photos. The sails that needed repairing were taken onto the quayside and everyone contributed to the ship's refitting process. We were not alone on the quay; a man with an accordion, being slightly intoxicated, delighted in playing some rousing English tunes including the National Anthem. A carefree atmosphere had settled with the coming of fine weather. (*Editorial — The ship left Kristiansand and, due to fog, the Captain made for Esbjerg, where the ship's company attended local celebrations of the end of the Nazi occupation and then sailed for Hull — now read on.*)

We were now only about 15-20 miles off the coast of Hull, and that morning we had the camera crew from Hull TV and also Press photographers, come aboard. The local TV interviewed the Hull girls and caused much amusement. It was extremely calm, and they remained on deck all the time, however the camera crew did not agree and had to leave after an hour due to sea-sickness, some had already leant over the rail. It was very ironical as they were trying to assess whether we, as girls, had coped with the rigour of the sea.

If we could have followed the normal plan we would have docked in the afternoon, however as high water was not until 1930 we had to continue tacking. The day passed very quickly and everyone was talking about

journeys home. That evening just outside the entrance to the Humber, we dropped anchor and the Captain gave his news and general assessment of the cruise in what is termed a 'wash-up'. It was then that the purpose of the trip seemed fulfilled by the log number. We had travelled a distance of 1,018 miles, over 906 of which was under sail and we had hoisted every sail in the ship (not all at once). After the Captain had given his news, we, as part of the ship gave our ideas and suggestions as to how to improve life onboard.

It was during this time that I personally felt that I had become a certain part of the ship and would have liked to extend our cruise despite adverse weather conditions. Shortly after this we pulled up anchor and sailed into the mouth and up the Humber for our final docking. Some of us, from the respective three watches, 'manned the yards' for the press but it was a lovely way to enter harbour. (The yards are the horizontal pieces of wood that cross the foremast easily identifiable in the picture of the *Sir Winston Churchill*.) After a backbreaking stand on the foot ropes, we tied the topsail and cut the fastening and dropped the whole sail to the deck, some 80 feet below.

There was now only the procedure of seeing the Purser and signing off the ship, as I was leaving early in the morning to proceed on draft to RNAS Brawdy. I packed and found that I had in fact very few hours for sleep. The following morning I was woken by the harbour watch at 0530 and dressed in the poor crumpled suit I had had to bring to proceed on draft. I woke the Captain as he requested and he very kindly came on deck to wish me a formal farewell. I collected my duty free bottle of whisky and said goodbyes to the rest of the girls in the half deck, which had now come alive with a bustle of organisation. I left as I arrived, in a skirt, but I had memories of a rigorous fortnight, in jeans, spent on board a mobile of a difference. My thanks go to the Royal Navy, and the people concerned in the organisation of the berth I filled this year.

(Editorial — As a result of her conduct on board the Sir Winston Churchill, Wren Dyer was awarded a free trip as a Watch Leader.)

FAREWELL TO 'SINGERS'

by WRO(M) Jackie Moys

As the most junior (and only female) member of one virtually unseen communications department of naval headquarters Singapore I'm writing this sad farewell. On my departure next month I'm to be replaced by RO2(W)s C. J. Burn and R. Southall. (On the assumption that one WRO(M) is equal to two RO2(W)s?) Arriving in 'Singers' last October I managed to escape the clutches of the RN Commcen by volunteering to be the Fleet Communication Officer's writer's writer! At that time Cdr B. Parker held the chair but is now at sea as Executive Commander of *Bulwark* and with the addition of a fourth gilded ring will no doubt be off to a 'desk job' once again (belated congratulations Sir!). The present FCO is Cdr M. Sands (late CO of *Zulu*). Deputy Fleet Communication Officer is Lieut-Cdr D. Gunn and Fleet Communications Assistant is Lieut (SD) (C) W. Davies. We have one non-communications officer (a greeny) in the shape of the Senior Systems Engineer, Lieut-Cdr J. Sharman. The senior rate in charge of the Fleet Pool of communications ratings which is run from this office is CRS (Lofty) Henley. CY Chris Barnes left us in March and was replaced by LRO(G) 'Pansy' Potter (ex *Mercury*, Burnham Radio, *Aisne*, *Lion etc*) who is anxiously waiting for his B13 and also for a new addition to the Potter household.

Tucked away in a remote corner of NHQ life is fairly (not always) quiet. Visitors seem to consist mainly of SCOs of new ships on the Far East station, SROs of RFAs looking for extra communications ratings and the occasional Aussie Pongo. The 'Bosses' are often off on duty trips (that's what they say); FCO to UK for the Signal Officers meeting recently and DFCO to the Malaysian jungle during Exercise 'Bersatu Padu' (he says he is thankful now that he didn't join the Army). Even Chiefy had to 'draft himself' to *Galatea* earlier this year when they were in need of a CRS and the LRO did his bit on the *Whitby* and RFA *Gold Ranger*. I've asked the chief if he'd give me a fleet pool draft but he just mutters rude words about Wren Sparkers. Ah well, by the time this goes to print I'll be in UK waiting for my next draft (any FCO, SCO or BCO anywhere looking for a writer?, wets very good coffee and types with an absolute minimum of mistakes — on good days). Adieu Far East Fleet, Bugis Street, the 'Ville' and the few Wrens left to struggle on to the bitter end.

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- A good general education.
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$$\left[\frac{16}{3\pi} \left(1 + \frac{\sigma}{5\tau} + \frac{\sigma^2}{105\tau^2} \right) - \frac{4}{(\kappa/\tau + 1)^2} \left(\frac{\sin \epsilon^2}{\epsilon} \right) \cos 2\tau \right] | \kappa = \sigma / (\kappa + \tau) \}$$

$\omega + \alpha$

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COMMUNICATIONS GAZETTE

APPOINTMENTS

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

Name	Rank	Whither
BERTHON, S. F.	Commander	Drake
BENSON, J. M.	Lieutenant Commander	Dagger C Course
BRUCE-GARDYNE, K. P.	Lieutenant Commander	Mercury
BRAY, L. E.	Third Officer	Neptune
BURLING, W. J.	Lieutenant (SD)	Fife
BRIGGS, A. E. P.	Lieutenant (SD)	Excellent
CLARKE, R. T.	Commander	CINCNAVHOME
CLARK, P. A.	Lieutenant Commander (SD)	Mercury
CASWELL, M.	Lieutenant	Diomedé
COOPER, D. G.	Lieutenant (SD)	Hecate
CLINTON, T. E.	Lieutenant (SD)	Rooke
CAHILL, M. J.	Lieutenant (SD)	STC Devonport
DICKINS, A. H.	Commander	Staff of CINCWF
DAVIS, W. H.	Lieutenant (SD)	Osprey
DAVIES, J.	Lieutenant Commander	Mercury
EVATT, G.	Lieutenant (SD)	Warrior
FAWCETT, N. F.	Commander	Victory
FREEMAN, M. J. L.	Commander	Raleigh
FRYER, D. W.	Lieutenant Commander	Ark Royal
FERGIE-WOODS, I., MVO	Commander	DGW(N)
FEILER, P. R.	Lieutenant (SD)	Terror
FOOT, L. G.	Lieutenant (SD)	Mercury
GRANT, I. F.	Commander	Mercury
GIBSON, S. P.	Second Officer	President
GWINNER, M. C.	Commander	Dartmouth
GADSDEN, P. G.	Sub Lieutenant (SD)	Eastbourne
HORSFIELD, D. M.	Third Officer	St Angelo
HARLAND, P. A. C.	Commander	Mercury
HUNTER, C. W.	Lieutenant	Onyx
HOWARD, D. M. A.	Lieutenant	Mercury
KEMP, N. G.	Lieutenant (SD)	HQ Afsouth
LAING, T. M.	Commander	Saker
LORIMER, A. H.	Commander	President
LUCE, P. D.	Lieutenant	Neptune
MACDONALD	Commander	COMEDNORESAT
MCLEAN, T. B.	Lieutenant (SD)	Victory
McMULLEN, C. J.	Lieutenant	Warrior
NICOL, J., MCM	Lieutenant (SD)	Ark Royal
O'BRIEN, R.	Lieutenant (SD)	Focas
PARRY, M. F.	Commander	Bulwark
PROVEST, A. G. M. A.	Lieutenant Commander	Britannia
ROSKILL, J. W.	Lieutenant Commander	Bulwark
ROSCOE, E. A.	Second Officer	President
STACEY, W. L. B.	Lieutenant (SD)	Fost
STRATTON, G. A.	Lieutenant (SD)	Hampshire
SINGLETON, E. C.	Lieutenant (SD)	RN Unit Tangmere
SANDERS, J. T.	Lieutenant	Dartmouth
SCHOFIELD, K.	Lieutenant (SD)	Devonshire
TUKE, P. J. V.	Lieutenant Commander	Focas
TIMPSON, G. M.	Lieutenant Commander	Mauritius
WALLIS, J. E. S.	Lieutenant Commander (SD)	Heron
WORSNOP, J. A.	Third Officer	Warrior

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D. WHITEHEAD
M. C. GWINNER

To Vice-Admiral
J. R. MCKAIG, CBE

To A/S/Lt (SD) (C)
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D. CHERRY
M. A. D. MUGGERIDGE
J. WINGETT

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DRAFTING

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

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Name	Rate	Whither	Name	Rate	Whither	Name	Rate	Whither
ABELL, R.	RS(W)	Mercury	COSTELLO, D. J.	RO2(W)	Mercury	GRAY, R.	RO1(T)	Scarborough
ANDREWS, O. W. M.	RO2(W)	Mercury	CHRISLETT, R.	RO2(G)	Mercury	GOUDY, A. M.	LRO(W)	Phoebe
ANDERSON, R. K.	RO2(W)	Andromeda	CORRIGAN, W.	LRO(G)	Mercury	GILLESPIE, M.	RO1(G)	Intrepid
ABLETT, H.	RO2(W)	Mercury	COSKER, L. J.	LRO(T)	Mercury	GANNEY, K. R.	CCY	St Angelo
ACOTT, C. M.	LRO(G)	Mercury	CURRAN, J. M.	LRO(G)	Mercury	GEMMEL, R. A.	CRS	Terror
ANDREWS, C. V.	RO2(G)	Mercury	CASSIDY, E. P.	RO2(G)	Centurion	GOULD, M.	RO2(W)	Berwick
ANDERSON, A. G.	RO2(G)	Andromeda	COMER, S. H.	RO2(G)	Mercury	GALLAGHER, T.	RO2(T)	Minerva
AUDOIRE, F. K. T.	RO2(G)	President	CARR, A.	JRO(T)	Eskimo	GRASS, R. M.	CRS	Mercury
ALDERSON, A. W.	CRS(W)	Dryad	CLAPSON, D.	JRO(T)	Minerva	GREATREK, J.	RO2(S)	Mercury
			CLARK, A. G.	RO2(T)	Minerva	GOULET, K. N.	RS(S)	St Angelo
BODDY, I.	RO2(G)	Minerva	CLARKSON, A. D.	RO2(G)	Dolphin	GAISFORD, R. F.	LRO(G)	Mercury
BREWARD, T. D.	CCY	Mercury	COX, C. A.	RS	Mercury	GRANVILLE, J. W.	RS	Mercury
BROMLEY, P. W.	RO1(T)	Minerva	CROSSLEY, D. J.	RO2(G)	Mercury	GREY, C. I.	JRO(W)	Arethusa
BONNAR, J. J.	RO2(G)	Mercury	COOKSON, E.	RO2(W)	President	GARNETT, M.	RO2(W)	Dundas
BROUGH, N. V.	RO2(W)	Blake	COTTERILL, S. C.	JRO(T)	Scarborough	GIBSON, D. M.	JRO(T)	Rothesay
BISHOP, W. J.	RO3(G)	Mercury	CLIFFORD, I. M.	JRO(G)	Plymouth	GREEN, N. G. R.	CRS	Arethusa
BELCHER, P. A.	RS(W)	Phoebe				GABRIEL, A. M.	JRO(G)	Bulwark
BROOK, R.	RS(W)	Mercury	DENNETT, S. G. C.	RO2(G)	Devonshire	GARNETT, M.	RO2(W)	Eagle
BLAKEWAY, J.	RO1(G)	Osprey	DAVIS, S. P.	CCY	Mercury			
BERTRAM, P. M. R.	RO2(W)	Mercury	DOWNS, R.	RO2(G)	Mercury	HUNT, A. V. J.	LRO(T)	Blake
BULLEN, P. J.	LRO(T)	Osprey	DONALDSON, J.	LRO(G)	Palliser	HILTON, R.	RO2(G)	Blake
BARRIE, H. A.	CCY	Bristol	DAVIS, B. J.	RO2(G)	Intrepid	HERBERT, A. J. W.	LRO(W)	Mercury
BLAND, E. M.	RO2(G)	Neptune	DUNN, S. J.	RO2(T)	Blake	HARRISS, R. S.	RS	Mercury
BOBBY, B. G.	RO2(G)	Glamorgan	DOWSE, P. E.	RO1(G)	Albion	HAY, D.	RO2(W)	Dolphin
BRAZILL, C. J.	RO2(W)	Ark Royal	DOWNE, P. J.	RS	Bellerophon	HODGSON, R. D.	RO1(T)	Blake
BOOTH, G.	RO1(G)	Mercury	DARBY, N. A.	RO2(G)	Minerva	HAYES, C. V. D.	LRO(T)	Grenville
BURROWS, H.	LRO(G)	Victory	DULIGALL, D. P.	RO2(W)	Mercury	HENDERSON, J. M.	RO2(G)	Devonshire
BAGG, B. C. D.	LRO(T)	Mercury	DOBSON, G. W.	RO2(T)	Minerva	HIGGINSON, J.	RO1(G)	Terror
BUTLER, G. G.	CCY	President	DIXON, R.	RO2(W)	Minerva	HAILS, D.	RO1(W)	Dolphin
BANNON, P.	RO2(G)	Mercury	DAVIES, C.	RO2(G)	Blake	HOBLEY, C. M.	RS(W)	Chichester
BRAZIER, K. A.	RS	Mercury	DICKSON, S. A.	RO2(T)	Mercury	HAIGH-HADFIELD, M.	RS(W)	Ark Royal
BURT, A. J.	CCY	Terror	DAVIS, D. W.	LRO(G)	Argonaut	HARRISON, R. T.	RO2(G)	Eskimo
BENNETT, J. R.	RS(W)	Mercury	DAYKIN, P. M.	RO2(G)	Mercury	HANHAM, R. I.	LRO(G)	Dolphin
BENNETT, R. W.	RO2(T)	Mercury	DAVIDSON, C. J.	RS(W)	Glamorgan	HANSTON, J. J.	CCY	Mercury
BECKETT, P. M.	JRO(G)	Intrepid	DUNCAN, L. J.	JRO(W)	Charybdis	HICKMOTT, W.	CCY	Mercury
BURWOOD, D. L.	RO2(G)	Mercury	DALY, G. C.	LRO(W)	Dryad	HEATON, G.	RO2(T)	Mercury
BARWICK, C. B.	RS	Mercury	DESMOND, E. D.	LRO(T)	Hardy	HARRIS, D. W.	RO2(T)	Mercury
BARRETT, A. J.	RO2(G)	Mercury	DONOGHUE, D. G.	JRO(G)	Rothesay	HULSE, I.	RO2(G)	Devonshire
BIRCH, A. D.	JRO(G)	Rothesay				HARRISON, E. W.	LRO(W)	Mercury
BIRCH, A. W.	JRO(G)	Blake	EWAN, J. W.	LRO(G)	Terror	HARTLEY, S.	RO2(G)	Mercury
BROWN, P. L.	RO3(G)	Bulwark	EARL, C. T.	RS	President	HIRD, M. R.	RS(W)	Mercury
BUSH, S. C.	RO2(G)	Focas	ELLICKER, R.	RO2(T)	Mercury	HANSON, N. B.	JRO(W)	Blake
BURNETT, F.	RO2(G)	Rooke	ESPIE, G. W.	RO2(T)	Gavinton	HUNTER, B. K.	CCY	Albion
BURKE, B.	RO2(T)	Warrior	ECCLESTON, K.	RO2(G)	Mercury	HARTLAND, M. G.	JRO(G)	Intrepid
BOYALL, R. J.	RO2(G)	Mercury	EGGBY, M. E.	LRO(G)	Mercury	HARDY, B. L.	RO3(G)	Intrepid
BURT, P. R.	RO2(W)	Revenge	EDMONDS, K. D.	JRO(G)	Eastbourne	HART, S. F.	JRO(G)	Intrepid
BURWOOD, G. S.	LRO(G)	President	ELLIS, D.	RS	Mercury	HOPES, R. F.	RO1(G)	Monkton
BARNES, K.	LRO(G)	Dolphin				HOPWOOD, J. E.	JRO(T)	Phoebe
BENNETT, D. J. H.	RS	St Angelo	FRANCE, M. B.	RO2(W)	Rothesay	HEAD, D. B.	RO2(W)	Mercury
BERESFORD, R.	RO3(G)	Norfolk	FARROW, P. E.	CY	Intrepid	HAMNETT, J. D.	RO2(G)	Mercury
BARTRAM, P. J.	JRO(T)	Yarmouth	FLYNN, R. D.	LRO(G)	Intrepid	HOPES, A. V.	RO2(T)	Mercury
BAJONA, M.	RO1(G)	Eagle	FISHERN, D. F.	RO1(G)	Albion	HENDERSON, T. M.	JRO(G)	Penelope
			FEATHERSTONE, P. R.	RO2(G)	Yarmouth	HODGE, A. S.	RO2(W)	Mercury
COLEMAN, N. R.	RO2(W)	Dreadnought	FRANCIS, W. J. G.	RO2(T)	Brinton	HUBBARD, L.	LRO(G)	Norfolk
CLIFFORD, M. J.	LRO(G)	Mercury	FULLER, M. I.	RO2(G)	Blake	HUTCHINS, M. S.	LRO(G)	Mercury
CORNISH, S.	RO2(T)	Terror	FOSTER, G. A.	RO2(G)	Blake			
CLEMENTS, R. N.	RO3(G)	Leopard	FIELD, D. G.	RO2(T)	Devonshire	ILLING, D. J.	RO2(G)	Palliser
CORNWELL, V. J. P.	CY	Mercury	FINDLAY, D. T.	RO2(G)	Tiger	INNES, J. R.	RO2(G)	St Angelo
COX, S. G.	RO2(G)	Mercury	FELTHAM, I. R.	RO2(G)	Diomedes	IVES, G. R.	RO2(G)	Triumph
CUTHBERT, W.	RO2(G)	Fife	FITZGERALD, T. A.	RO2(G)	Mercury	IRELAND, J. T.	RO2(G)	Mercury
COPE, K. S.	RO2(W)	Falmouth	FREEMAN, D. K.	RO2(T)	Blake	IVOL, G. J.	CY	Mercury
CREHAN, A. D.	RO2(G)	Mercury	FRY, G. E.	RO2(W)	Mercury			
CUDDY, P. A.	LRO(W)	Mercury	FLETCHER, A. G.	RO3(G)	Mercury	JONES, E. A.	LRO(G)	Albion
CUDMORE, G. B.	LRO(G)	Mercury	FIELD, D. N.	JRO(T)	Intrepid	JAMIESON, S. L.	RO2(T)	Albion
CLUTTEN, D. A.	RO2(G)	Mercury	FIELDWETT, A. S.	RO2(G)	Mercury	JONES, A.	CY	Chichester
CARR, C. B. J.	RO2(G)	Mercury	FOX, J. R.	RO2(W)	Dundas	JULIAN, N. G.	CRS	Mercury
CARRUTHERS, I. W.	RO1(T)	Mercury	FROST, C. J.	RO2(T)	Warrior	JAMES, D. H.	RO1(G)	Triumph
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CASSERLY, B. S.	RO2(G)	Mercury	FUNNELL, D. E.	RO2(G)	St Angelo	JONES, B. J.	RO2(W)	Palliser
COE, R. J.	RO2(W)	Mercury	FEWTRELL, P. T. C.	JRO(T)	Phoebe	JONES, E. J.	RO2(G)	Bacchante
CAMPBELL, M. S.	LRO(W)	Mercury	FAULDS, M. P.	LRO(W)	President	JONES, A. T.	LRO(G)	Neptune
CAMPBORN, D. J.	RO2(W)	Sultan	FRANKLAND, M. P.	RS	Mercury	JOHNSON, M. A.	RS	Gurkha
CARTWRIGHT, T. A.	LRO(T)	Mercury	FIELD, P. J.	RO2(G)	Mercury			
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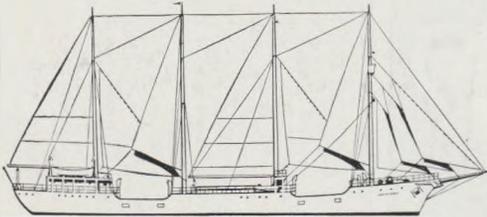
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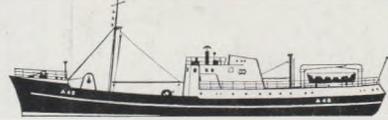
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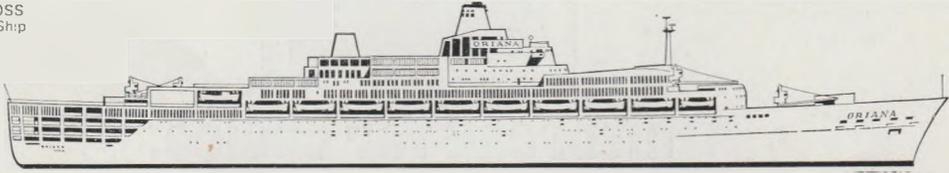
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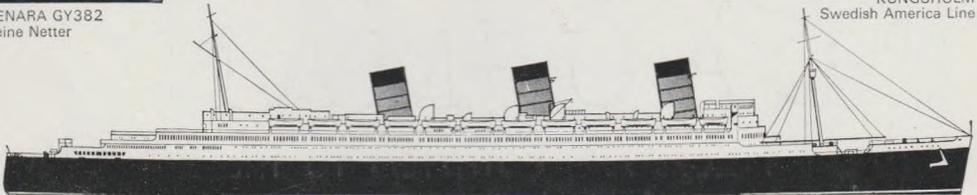
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