



THE COMMUNICATOR



SPRING 1976



FREEDOM. THAT'S WHAT YOU GET OUT OF A BANK ACCOUNT WITH LLOYDS.

Freedom from so much of the worry, routine and paper work that can surround the business of money.

Lloyds Bank has been associated with the Royal Navy for many generations, and in that time we've built up a real understanding of the kind of money problems that service life can sometimes create.

We can help with financial, tax and insurance advice.

We'll take the worry out of remembering to pay regular bills on time—we'll pay them by standing orders.

And of course, we'll give you a cheque book to take away the need to carry a lot of cash around.

All these services, together with our Cashpoint dispenser for instant cash, our savings schemes, and our current and deposit accounts, are examples of what we mean when we say we can give you freedom.

So feel free to find out more about how our services can help people in the Services.

Fill in the coupon below for a copy of our leaflet 'Lloyds Bank Services for the Royal Navy,' or call into your nearest Lloyds Bank.



A LOT MORE THAN MONEY AT THE SIGN OF THE BLACK HORSE.

I would like more information about the freedom a Lloyds bank account can give me.

NAME _____ (BLOCK CAPITALS PLEASE)

ADDRESS _____

To: D.P.Gardiner T.D., Services Liaison Officer.
Lloyds Bank, 6 Pall Mall, London W1Y 5NH

There is a Lloyds sub-branch at HMS Mercury.

THE COMMUNICATOR

PUBLISHED AT HMS 'MERCURY'

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

Price 30p post free

Editor:

Lieutenant R.K. Davis

Assistant Editor:

Lieutenant R.F. Villier

Treasurer:

Lieutenant K.A. West, BSc

*Business, Production &
Advertisement Manager:*

Mr. Edgar Sercombe, 44 Abbots Ride, Farnham, Surrey.

IN THIS EDITION

- Boys Into Men — HMS "Ganges"
HMS "Mauritius" — Now a Memory
The ROSM — The Facts
Offshore Tapestry — Oil Rig Communications
Hong Kong — Royal Naval Community
Relations

EDITORIAL

Without further ado let me say thank you to all those who have contributed articles for this edition of our magazine. The Fleet had me a little worried. Up until 21 Feb. one week before the deadline, we only had three articles from ships, but as ever, after a dozen or so last minute panics around the Fleet, we are home and dry. I wish you wouldn't do that to us.

We hope that this edition, our second under the "do it yourself" heading, is to your liking with perhaps a little more polish than the last edition. Not that that one was bad, it is just a case of "practice makes perfect".

Appreciations I would like to thank personally, Rear-Admiral The Earl Cairns, GCVO CB DL for writing the foreword to the *Ganges* article, Captain P. Lucas for writing the foreword to the Mauritius article and last but not least, Mrs. Winfield for producing the excellent diagrams.

I will say no more, after all, every word printed costs us money. Enjoy the magazine and don't forget, if you think you know of a way to improve it..... please get in touch with us.

"BZ"

A well done goes to RO1(G) Bucknall of HMS *Zulu* who secured an order for 43 copies of this Edition. This must be a record for a ship of this size. Could anyone better it for the Summer Edition?

THE EDITOR'S VOICE

I read with interest the article by Lieut. Hales in the last edition entitled *Communicator's Pride*. Do you know, I can't help thinking that what he was really talking about was not pride but more closer to job satisfaction. I personally do not think that the man of today is any less proud than the man of the past. What I do believe is that the man of say fifteen years ago got more job satisfaction than the man of today because he was more closely involved with the actual transmitting of messages. Automation for many was, at that time, not a reality but just a difficult word to spell.

Today we have an operator who arrives at sea after only some 22 weeks of training as opposed to the old *Ganges* system where a man was trained over a period of about 60 weeks, during which time he not only concentrated on his professional skills but was also given further education. In those days the effort was put in to learning Flashing, Semaphore, Voice/WT Procedure, and very little else. Today the demand from the individual is far greater and we demand a wider field of knowledge in about half the time.

When the signalman or telegraphist arrived in his first ship there was no shortage of men willing to pass on their experience and with the "Sea Dad" attitude it was not long before a youngster felt part of a team. Mind you, when he first went to sea he was no better at his job than is the 'freshman' of today -- I know I wasn't and my bet is that neither was Boy Signalman Hales. What we did get was personalised after care which is lacking today. Why is after care not as good as it use to be? I have already mentioned the lack of willing 'Sea Dads'. My 'Sea Dad' was a two badge Signalman who made sure that I could do my job because if I could it would then make his life easier. How many RO1s and LROs think along those lines today. Find me one and I will find you ten that do not! Another reason is that ships

spend less time in harbour nowadays than they did in my young day. Gone are the days when a ship can spend a month between two buoys with nothing more to do than getting the ship looking smart and concentrate on departmental training.

Now let me see, what were we talking about – oh yes, pride. People have changed and so have ideals. The youngster of today isn't encouraged to be proud of his country, he isn't taught to take pride in his school work, or at least, that is the impression I get. My point is that youngsters come into the Royal Navy today having come from an environment that, for the most part, does not encourage pride and that is where we come into our own. Pride stems from efficiency and efficiency rises out of sound management, sound training and a concern for the graduates. This in turn must be followed up by good after care which is in the hands of all of us, from the RO1 upwards.

I think Petronius was a Roman and all I can say is that reorganisation did little harm to an Empire that, at its height, extended from the Atlantic to Persia and from Egypt to Germany and did not fall until the capture of Constantinople, almost fourteen hundred years after Petronius recorded the words reiterated by Lieut. Hales.

TODAY, IN SOCIAL TERMS, THE LIVING IS EASY AND THIS SITUATION TENDS TO MAKE PEOPLE DEMAND LESS OF THEMSELVES. DEMAND MORE OF YOURSELF AND THE REST WILL TAKE CARE OF ITSELF.

Here is a little 'jingle' that a friend has put together for me.....

PRIDE

It is said that pride is a deadly sin
Odious of God and Man.
To resist the proud and giveth grace
The Bible doth command.

To say that pride is haughtiness
And full of self conceit.
To overrate yourself esteem,
You then become a cheat.

To humble ones self and to do the work
of a job you could be proud.
Be it on the ground just shovelling 'muck'
or flying a plane through a cloud.

Just passing the buck to the other fellow
With problems that are put on your plate.
'Big Brother' will hoot and put in the boot
and make it the end of our state.

Just figure it out as you wander about.
If you have no pride that's true.
Life's one long drag and you just long for
a 'fag'
'Cause there is just nothing else to do.

So take pride in your work, leave nothing
to shirk.
Fulfillment of job satisfaction.
Contentment of mind, we are all wanting to
find
and a means of self preservation.

H Pratt



H.M.S. GANGES



Lord Cairns at his *Ganges* desk in 1954.

Foreword by Rear-Admiral The Earl Cairns,
GCVO, CB, DL

As her Captain (1953-54) I am delighted to write a foreword to this article on HMS *Ganges*. When, a few years ago, the national school leaving age was raised from 15 to 16 it was decided that the minimum age of entry to the Royal Navy must also be raised. Since then it has been merely a question of "how long" before *Ganges* would be closed.

It is the virtual end of any naval presence in East Anglia which is sad.

I have the happiest memories of my time in *Ganges*. The Chief and Petty Officer Instructors were all hand picked and prepared to work long hours in a six and a half day week, as were the Divisional Lieutenants. And we all had the rewarding task of encouraging some 2000 young lads training at any one time.

I recall three particular boys. Two were new boys (Nozzers) – The first arrived without a single tooth in his head, contrary to all rules. The

second refused to be parted from his flick knife because he had promised mother to keep it for self protection. The third was a brilliant "Instructor Boy" who fell violently in love with a charming young lady and he decided to "get out" at any cost – the process was painful to us all.

BOYS INTO MEN
by FCRS J. Bailey

THE FORE-RUNNERS

It is almost 200 years since the first ship to bear the name HMS *Ganges* was commissioned. She was the former HMS *Bengal* which was broken up in 1816. Five years later in 1821, an 84 gun ship of the line was launched in Bombay and given the same name. Incidentally, this same dockyard built the *Foudroyant* which is still afloat in Portsmouth Harbour. *Ganges* had a rather uneventful service, but it is interesting to note that it was this ship which started what could be termed the "tot rot". The sailors, in contrast to the remainder of their contemporaries agreed to reduce their rum ration from half to a

quarter of a pint per day, a prelude to total abolition nearly 150 years later.

Punishment was severe in comparison with today's standards, one *Ganges* sailor received 36 lashes for being absent from place of duty. The cat-'o-nine-tails was used extensively until its withdrawal in 1881, but a maximum of 24 strokes of the birch could still be awarded to boys under training.

HMS *Ganges* became the Flag Ship of the Pacific Squadron in 1857 and as such, was the last wooden wall sailing ship to be used at sea. Nine years later she was to be moored at Falmouth to begin a long tradition as a training ship for boys.

THE BIG MOVES

In 1899, after vehement opposition from the inhabitants of the West Country, it was decided by the Admiralty that HMS *Ganges* was to be moored off of Harwich, there to begin a long association with East Anglia. It is a befitting paradox that this year, 70 years later, sees the transfer of all boys training back to the West country.

With the phasing out of sail training as the primary function of boys training, it was considered to be more advantageous and desirable for instructions and domestic arrangements to be carried out ashore. The most convenient site available was near the village of Shotley where the rivers Stour and Orwell meet before running into the North Sea. Subsequently on the 5th of October 1905 the R.N.T.E. Shotley was commissioned. Among the first of the boys to move ashore was Boy Seaman Cyril Norris who, as the only known survivor of this historic event, attended the 70th anniversary celebrations on the 4th of October last year. He was joined the following year by boys from the training ships *Caledonia*, *St. Vincent* and *Boscawen III*, the latter ship was eventually to become HMS *Ganges II*.

In 1907 the 143 foot foremast of HMS *Cordelia* was towed from Sheerness to Shotley, and was to become one of the most familiar landmarks in the area and part of the daily ritual of many boys.

IN EVERY KNAPSACK....

One of those boys who toiled five hours to drag the mast from the foreshore to the establishment could well have been Boy Seaman Martin who joined from the RHS at Greenwich,

and was later to become Vice-Admiral Sir Benjamin Martin KBE, DSO. Commander of Force W in the Far East Fleet during the Second World War, and a witness to the surrender of the Japanese forces at Singapore in 1945. He was the first Shotley boy to attain Flag Rank, and only the second boy to have done so, the first being Rear-Admiral Thomas John Spence Lyne who retired in 1931. Three years after Boy Seaman Martin entered the R.N., another boy also from RHS Greenwich joined Shotley and eventually rose to Flag Rank, he was Admiral Sir Philip King Enright.

THE FIRST OF MANY

At the turn of the century signalling by radio was still in its infancy, but already the Admiralty had recognised its potential and importance to the Navy, consequently in 1911, Lt. Eyre arrived at Shotley to create a Signal Training School. Henceforth the bright boys could be co-opted to the new Signals Branch on completion of basic training.

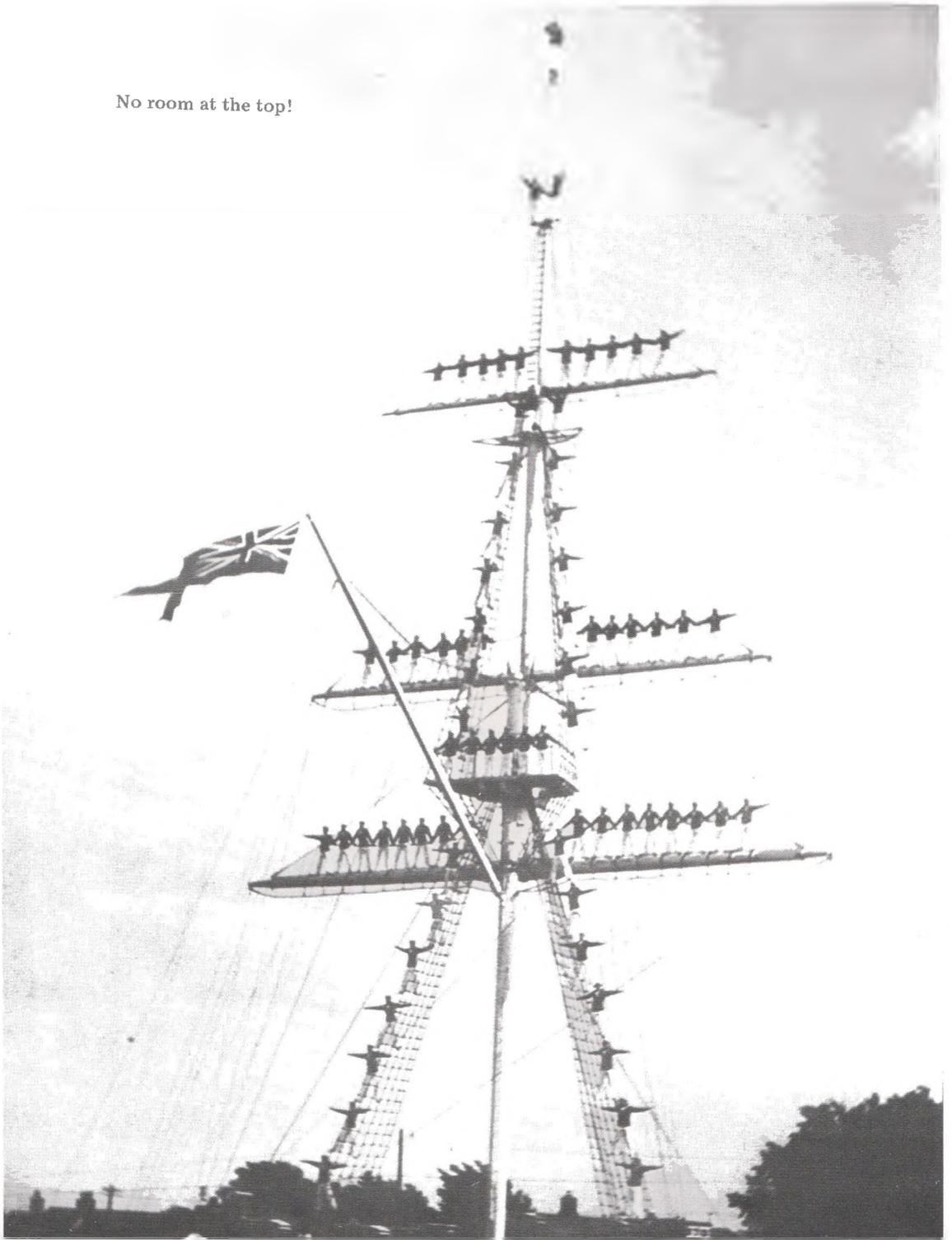
Shotley was to witness another epic event during this year. Commander Sampson R.N., one of the founders of the Fleet Air Arm decided that Shotley was the ideal base for his flying operations, and duly had a hangar built on the foreshore. Not far away from the hangar was the seawater swimming bath which was closed down the following year at the orders of the P.T. Officer because of the risk of infection. The P.T.O. was Lt. Burnett later to become Admiral Sir Robert L. Burnett who commanded HMS *Belfast* during the Scharnest Battle in 1943.

THE DARK YEARS

1914 saw the outbreak of the First World War with signals playing an ever-increasing vital role in outwitting the enemy on the High Seas. At 3-30 a.m. on the 4th of August, Shotley boys lined the foreshore to cheer the Harwich Destroyer Force as they slipped out of harbour to do battle. A short while later these same boys were to have the unenviable task of forming the gun carriage crews for the dead brought back to Shotley for burial. Not only the war dead. It must have been most disconcerting for the 15 year olds to provide military honours at the funeral of the crews of the submarines E4 and E41 which collided in Harwich Harbour with great loss of life.

The Shotley boys continued to help with the war effort by making anti-submarine nets and training to take the places of their fallen comrades. Moral was to receive a boost in 1916

No room at the top!



when Boy Seaman John Travers Cornwell was posthumously awarded the Victoria Cross for his courage during the Battle of Jutland. A year later there occurred an incident at Shotley which was tantamount to mutiny. Boys gathered on the Q.D. demanding to see the Captain for an explanation why there had been a reduction in the bread ration. A loaf previously shared by 8 boys now had to feed 10 and someone had broken into the bread store. These were hard times, and after a lengthy explanation had been given by the Captain, the boys dispersed and landing parties standing-by from HM Ships in harbour, were stood down.

Armistice day 1918 was heralded by a spectacular display of mast manning when every boy in the establishment decided to go aloft. This resulted in some of the stanchions giving way injuring several boys.

A SHIP IS BORN

Signalling had played a major part in the success of many naval battles, but mistakes had also been made mainly due to inadequate methods and procedures leading to misinterpretation of signals, consequently greater emphasis was given to naval communications training at Shotley during the ensuing years. W/T equipment became more sophisticated and Signal Boys were trained in all the basic aspects of communications.

In 1922 the old HMS *Ganges II* was towed away to the breakers yard and thus seemingly the name *Ganges* passed into history, but in 1927 their Lordships decreed that RNTS Shotley would henceforth be known as HMS *Ganges*, and so the line continued. 1930 saw the first visit by a member of the Royal Family, when HRH Edward Prince of Wales arrived by car and made a rather unusual exit by piloting his own two-seater aircraft when he departed.

THE BREAK

Open hostilities in 1939 meant another major war against Britain's old antagonists which necessitated a re-appraisal of boys training and a break in *Ganges* major role as a boys establishment. This culminated in the transfer of over 2000 trainees to HMS *St. George*, a one time holiday camp on the Isle of Man. This move may well have suited the boys, as the winter of 1939 was extremely severe and prompted the installation of central heating to replace the old coke fires in some messes. Among those very cold boys was Boy Seaman Hepworth, later to become

Rear Admiral David Hepworth who is still serving.

HMS *Ganges* continued as a training establishment for Hostility Only ratings (HOs), men called up to serve their country in time of war.

Once again communications in war proved how important a role this branch of the Service provided for the Fleet. It is with little wonder that those involved became known as "the eyes and ears of the Fleet", and which prompted that most revered Signal/Officer, Admiral Mountbatten to immortalise in that very adept adage:—

"Of what avail the loaded tube,
The cannon or the shell.
If flags or W/T default,
The Fleet will go to Hell."

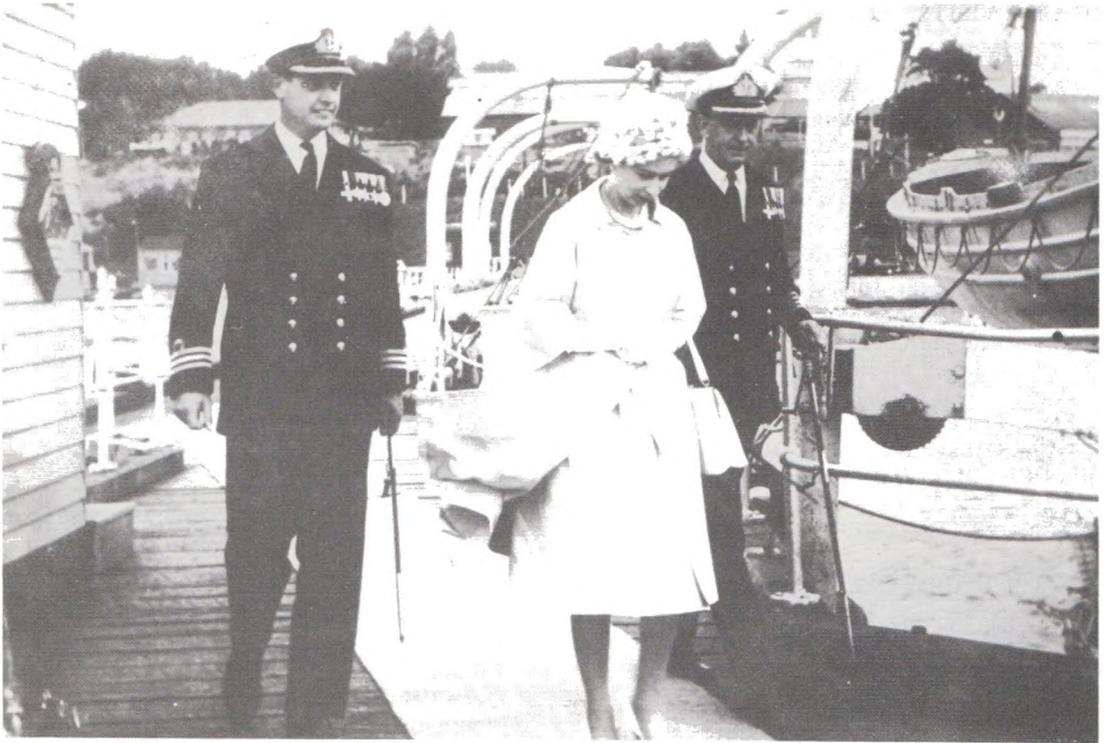
THE AFTERMATH

After the war HMS *Ganges* was re-established as a Boys training establishment, basically maintaining its pre-war status quo, with its prime training objective continuing to be "To turn out disciplined, responsible and self reliant young men possessing confidence, courage, endurance and a sense of Service professionally trained to take their place in the Fleet." However during the early '50s more and more emphasis was placed on academic qualifications to encourage boys to use their own initiative and develop towards becoming "the greatest single factor", thus illuminating the pre-war parochial enigma of a trained ape. Administration was made easier by the formation of 3 divisions, Red for technical rates, White – communications, and Blue for seamen.

During the disastrous East Coast floods of 1953, *Ganges* boys once again excelled themselves when called upon to perform a public service. Their invaluable assistance helped to alleviate much distress in the area.

The '50s through the '60s saw great technological advances in radio communications equipment and the associated operating procedures, especially with the advent of automatic teletype, with a steady progression from the 60 EQR to automatic systems such as ICS. This meant a re-orientation of priorities in communication training at the STC in HMS *Ganges*, AT eventually replacing morse as the primary system of radio communication.

In 1956 the rate of "Boy" was replaced by that of "Junior". This was followed shortly afterwards by Signalmen and Telegraphists becoming Radio Operators.



HM The Queen visits *Ganges* - 21 July 1961

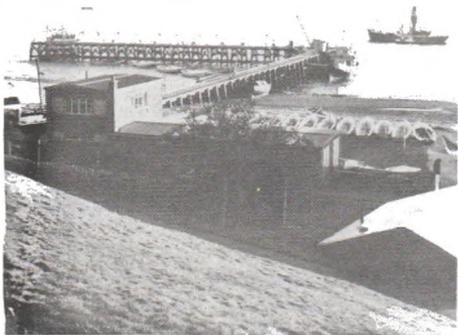


HRH The Duke of Edinburgh talks to Mr. Cyril Norris, who joined *Shotley* in 1905.

NOTABLE VISITS

On the 21st of July 1961, HMS *Ganges* received its most distinguished guest when H.M. The Queen visited the establishment, the first reigning sovereign to have done so. It was twelve years before another Royal Visitor received the familiar *Ganges* accolade when HRH The Duke of Edinburgh took the salute in June 1973, and reviewed the last of the 15 year old entrants.

On October the 4th last year, Shotley celebrated its 70th anniversary, the salute being taken by a man born before the establishment was conceived, and whose long and illustrious naval career needs no elaboration, Admiral of The Fleet, The Earl Mountbatten of Burma, KG PC., GCB., OM., GCSI., GCIE., GCVO., DSO., ADC., DCL., LLD., DSC.



Shotley Pier.



the well worn parade ground. The sound of oars, and groans from aching limbs as a cutter on a frosty December morning approaches the davits on Shotley Pier, silhouetted by the sunrise behind Felixstowe. A pair of scissors lie rusting in the hedge row, discarded many years ago by "Shotley" – the Demon Barber. From across the sports field echoes the muffled click of a thousand heels as the Parade Commander calls the establishment to attention, signalling the beginning of another Sovereign's Birthday Parade.

Who can forget those cold frosty November the 5th evenings, huddled on the Lower Track. A whistle blows, a rocket streaks across the blackness of the night igniting the huge bonfire prepared weeks ago.

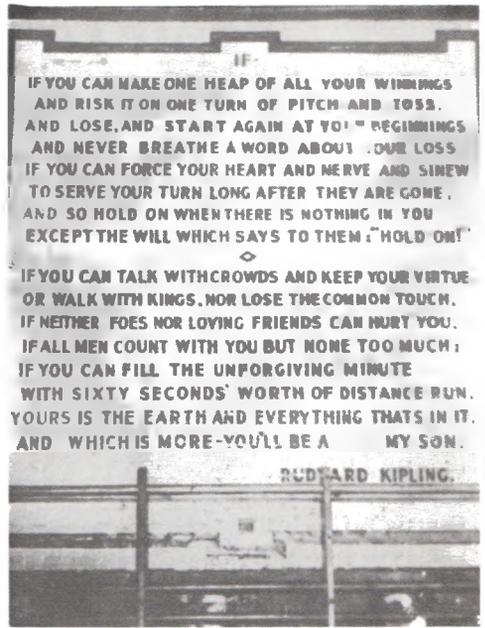
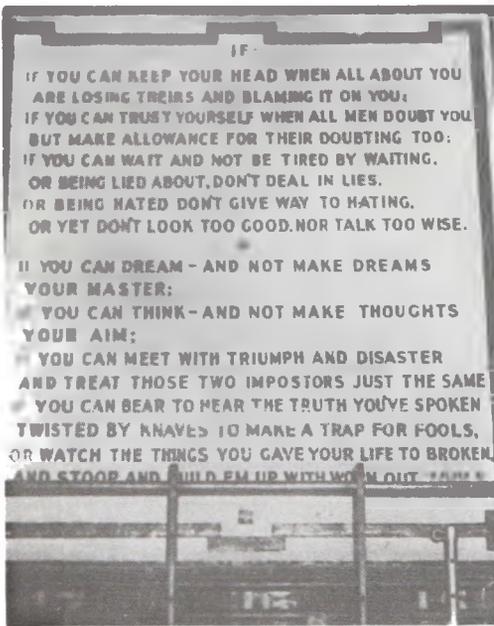
GOOD-BYE SHOTLEY

And so it is, with a certain amount of nostalgia, that this year we witness another chapter being written into the annals of Naval History with the closure of HMS *Ganges* on the 7th of June. All those who have passed through the portals of this establishment as a boy over the years, will still have vivid memories of their introduction to the Royal Navy as a "Nozzer" through the Annexe.

No more shall they hear the clatter of the field-gun as it toils its way up Laundry Hill, or the clatter of mess fannies carrying steaming "kye" down the Long Covered Way, heralding a very early start of another full day. Gone is the raucous laughter emanating from Nelson Hall at 5 a.m., as the latest recruitment prepares to proceed on their first leave via Parkeston Quay. The ghosts of the Shotley Shufflers gaze in bewilderment at the antics of the "Button Boy" swaying precariously 150 feet from the ground, as they continue to wend their weary way round



The long covered way from the QD



Kipling's immortal lines - Gymnasium wall.

Catherine' Wheels, bangers and rockets drown the incessant chatter of the boys. A loud cheer greets the illumination of the large elephant-*Ganges* insignia, signifying the close of yet another bon-fire night.

A hush and peaceful serenity settles over the Suffolk landscape as the White Ensign is lowered for the last time, and HMS *Ganges* succumbs to the march of time.



The Navy Minister presenting the ISM to Mr. Harold Cubitt who first joined *Ganges* in 1925.



Mr. R.A. Fisk - *Ganges* official photographer for 37 years.

THE CAPTAINS OF H.M.S. GANGES 1904–76

Commander W.H. Nicholson	1904–07
Captain E.G. Barton	1907–09
Captain C.L. Vaughan-Lee	1909–11
Captain C.S. Hickley, M.V.O.	1911–13
Rear Admiral G.C. Cayley, C.B.	1913–18
Rear Admiral C.S. Hickley, M.V.O.	1918–19
Captain F.J. St. John, C.B., M.V.O.	1919–21
Captain E. Wigram, C.M.G., D.S.O.	1921–23
Captain R.C. Dalglish	1923–25
Captain P.L.H. Noble, C.V.O.	1925–27
Captain W.T.R. Ford	1927–29
Captain F.M. Austin	1929–31
Captain E.J. Hardman Jones, O.B.E.	1931–33
Captain H.H. Rogers, M.V.O., O.B.E.	1933–35
Captain C.O. Alexander	1935–37
Captain F.R. Corson, M.V.O., D.S.C.	1937–39
Captain F.W.H. Goolden	1939–40
Captain W.H.G. Fallowfield	1940–44
Captain G.L.D. Gibbs, D.S.O.	1944–46
Captain E.W. Bush, D.S.O., D.S.C.	1946–48
Captain W.G.A. Robson, D.S.O., D.S.C.	1948–50
Captain D.C. Hill, D.S.O.	1950–51
Captain J.F. Whitfield, D.S.C.	1951–53
Captain The Earl Cairns	1953–54
Captain M. Le Fanu, D.S.C.	1954–57
Captain R.D. Franks, D.S.O., O.B.E., D.S.C.	1957–59
Captain H.S. Mackenzie, D.S.O. and bar D.S.C.	1959–60

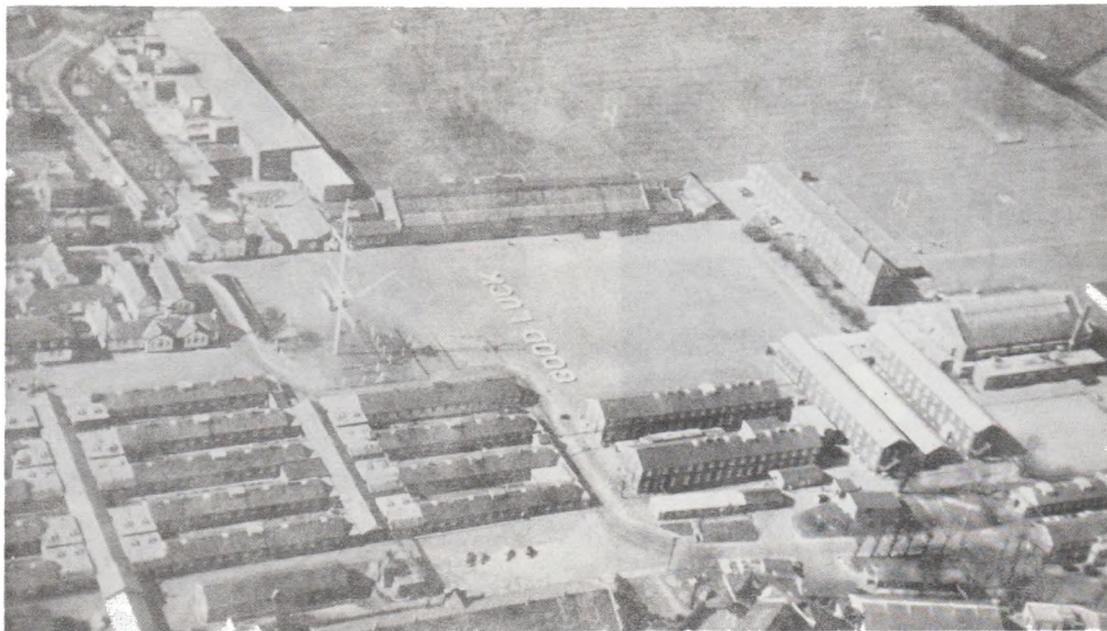
Captain J.R. Gower, D.S.C.	1960–62
Captain C.P. Norman, D.S.O., D.S.C.	1962–63
Captain B.C.G. Place, V.C., D.S.C.	1963–65
Captain F.W. Watson	1965–67
Captain D.W. Napper, M.B.E.	1967–69
Captain M.J. Button	1969–71
Captain W.N. Ash, M.V.O.	1971–73
Captain J.M.C. Dunlop	1973–76

ACKNOWLEDGEMENTS

To the author of this article who joined HMS St. Vincent in 1950 from the Russell Cotes Nautical School, opted for communications and was sent to HMS Ganges. Passed out top of the recruitment and joined HMS Mermaid (Capt F2) in the Mediterranean Fleet as a Boy Telegraphists. Rated P.O. Telegraphist six years later and eventually returned to Ganges as an instructor in 1965. Top of the RCI Course in 1966 and rated CRS. Joined HMS Mercury from HMS Undaunted (Capt F2) in 1974 and promoted to FCRS in the same year.

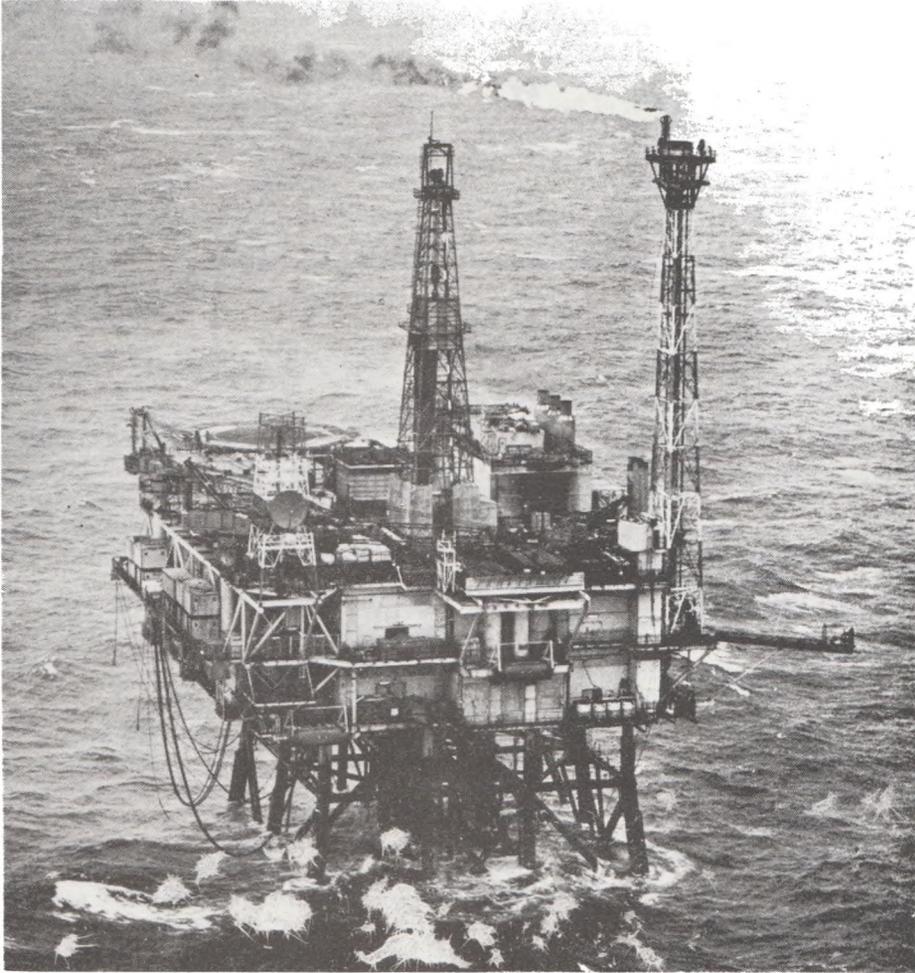
To Lieutenant Summers, author of the book "HMS Ganges 1866–1966", from which some of the facts were taken.

To Captain Dunlop Royal Navy for the assistance given me by his staff during my recent visit. Finally a word of thanks to CRS Franklin and Mr. R.A. Fisk for photographic assistance.



OIL RIG COMMUNICATIONS IN THE OFFSHORE TAPESTRY

by Sub Lieut. M.I. Park



In the busy sea lanes around our islands a great deal of activity is taking place each day throughout the year. This includes fishing, commercial and military shipping, cable and pipe laying, and the extraction of minerals from the sea bed. One name given to all these threads of activity is 'The Offshore Tapestry'! However, it is the North Sea oil and gas rigs that immediately spring to mind when one mentions the Offshore Tapestry, probably because the current Royal Naval Oil Rig Patrol is given this name. North Sea Oil is a fashionable topic, both in the lonely Scottish croft and in the corridors of power at Whitehall, so a basic idea of the communications

systems used there may help the reader to understand at least one aspect of the whole fascinating subject.

In the area south of latitude 62 North, about 500 exploration wells have been drilled. This has led to about 60 oil and gas discoveries, not all of which are regarded as commercial. The quantity of oil and gas expected to be technically recoverable from these North Seas fields so far discovered, is estimated to be about 20 billion barrels of oil and 90 trillion cubic feet of gas — and not all of the North Sea has yet been explored! A lot of men and equipment, and vast amounts

fig.1

TROPO SCATTER QUADRUPLE DIVERSITY SYSTEM
SPACE/POLARISATION

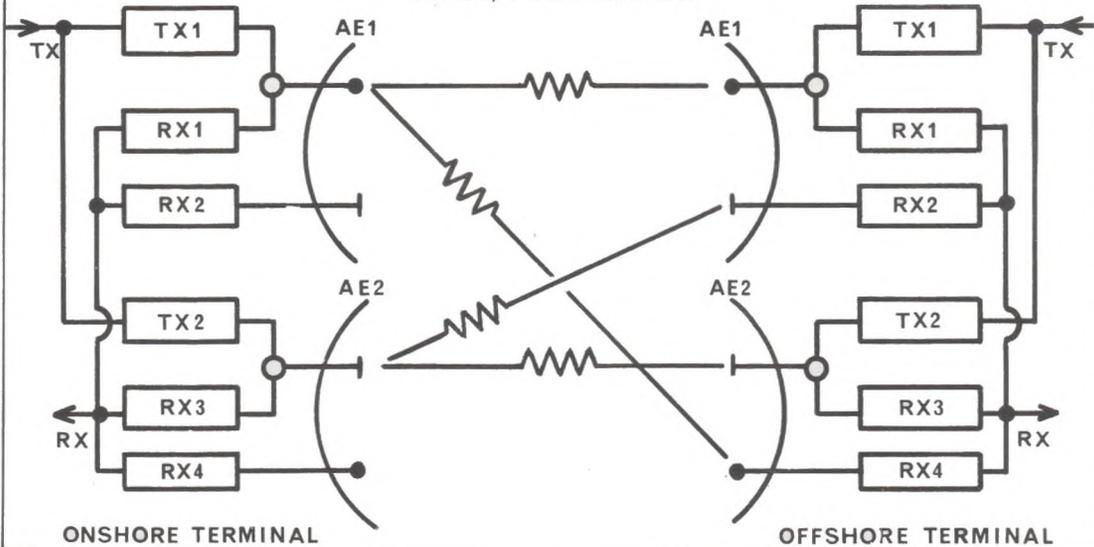
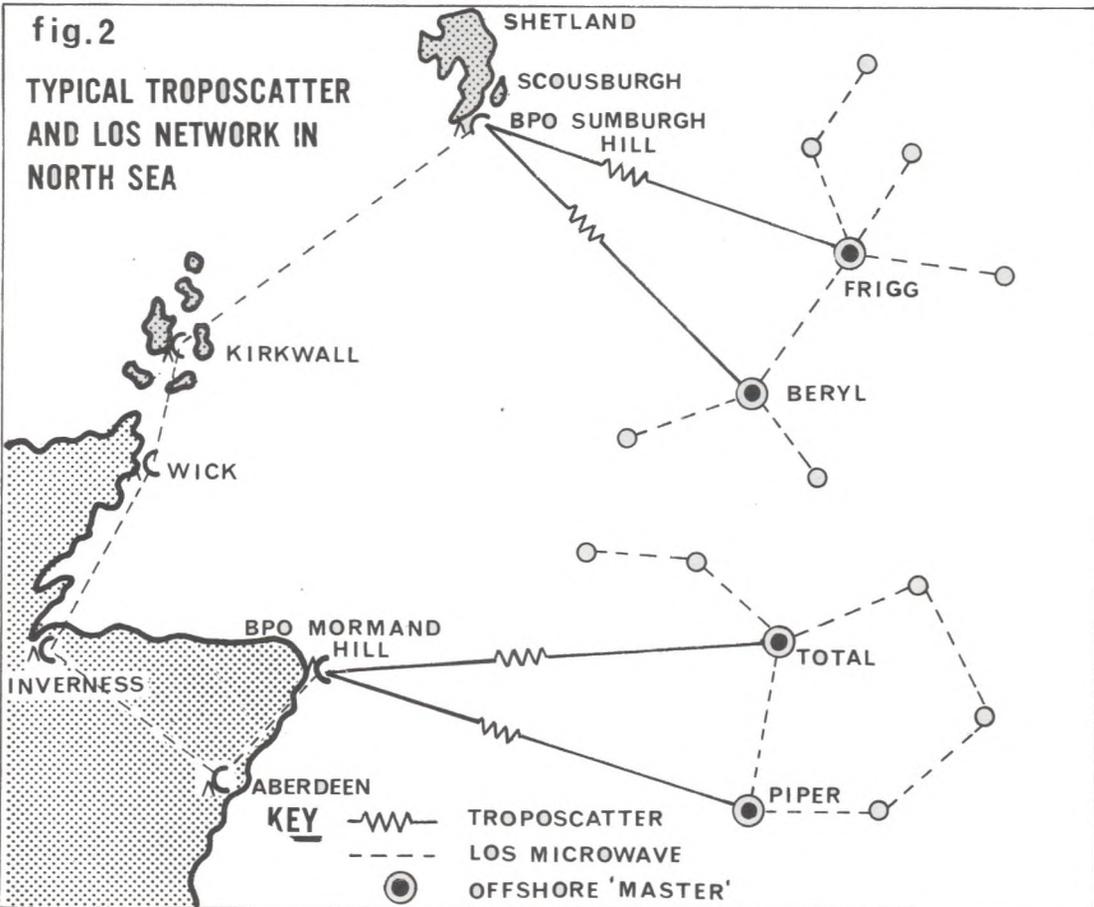


fig.2

TYPICAL TROPOSCATTER
AND LOS NETWORK IN
NORTH SEA



of money are involved in these operations, but to be successful good, reliable, high speed communications are vital.

What kind of communications are required? Well this depends upon the platform's mission, but the overall requirement includes: high speed data links, facsimile, telephone, telex, air traffic control nets, nav aids and marine communications for the support ships.

Since 1965 the British Post Office has been providing the oil industry with an exclusive communications network in the North Sea, mainly using traditional MF/HF radio links. This has, as we all know, its own insoluble problems, not the least of which are overcrowding and unreliable propagation. It was soon realised that a high quality, long range system was highly desirable, if not essential, especially as the rigs were probing further into the North Sea.

The alternatives open to the BPO were:

- (a) **SUBMARINE CABLES** – these can provide good signal quality of course, but they are too vulnerable to damage, especially from fishing vessels, and because of the large number of platforms requiring links – far too expensive.
- (b) **SATELLITE COMMUNICATIONS** – the use of a geostationary satellite, like our own Skynet, is an attractive proposition. However, the volume of traffic foreseen during the next decade does not warrant the high initial cost of launching a satellite, as we all well know, things can go wrong between the launching and final positioning of such space vehicles. The BPO are keeping satcomms under review, and they may make use of them in the future. In the Norwegian sector of the North Sea, which has far fewer rigs than in ours, capacity has been rented on INTELSAT IV and an earth terminal in Norway has been built specifically for oil rig communication.
- (c) **MICROWAVE TROPOSCATTER** the third option open to the BPO, was the system finally chosen. The principle is not new, NATO and the US military both operate large systems and Cable & Wireless run an inter-island troposcatter link from Georgetown, Guyana to Tortola in the West Indies. The principal of this system is simple: highly directive transmit and receive antennae are aimed at a pre-determined position in the troposphere, a very powerful

beam is transmitted, reflected by minute dust and moisture particles and received as a very weak signal in the receiving antenna. Most of the transmitted power is wasted due to scattering and tropospheric turbulence, which is continuous at the reflection height of about 1km above sea level.

Having decided upon troposcatter, a network had to be devised to cover an area of 100 to 200 miles from our northern coastline. The network had to provide circuits for telephone, teleprinter, telemetry and data transmissions of up to 2400 bits/sec; and it had also to provide access to the International Telex and Telephone networks, allowing, for example, a production manager offshore to talk to his headquarters in the USA without the use of manual exchanges. In order to carry all this information, up to 132 Channels in each major link would be needed and each channel had to be available for not less than 99.98% during the worst month of the year this represents about 9 minutes when the service may fall below this standard and includes complete outage periods. The scarcity of available radio frequencies, even in the upper UHF band, dictated the need for 'shared' major trunk systems to offshore 'master' platforms. From there, the other platforms within line of sight range (LOS) would be linked by LOS microwave links.

How does the BPO troposcatter system, which is now in operation, offer such a high reliability in spite of the inherent weakness of signal strength after reflection from the troposphere? The answer, besides the obvious use of high power and efficient aerial sighting, is the use of Quadruple Diversity Systems, reinforced by alternate routing of radio paths from land terminals.

A typical Quadruple Diversity System (see fig.1) employs a pair of 18 metre dish antennae offshore. One of each pair of transmit dishes sends out a vertically polarised beam, the other sends a horizontally polarised beam. Each of the two receiver dishes receives the two weak signals and feeds them to two separate receivers. The outputs of the four receivers are combined for maximum S.N.R., amplified and fed to the terminal equipment. FM/FDM giving 72 channels in each direction would be used, having a total bandwidth of 1.5 Mhz in the 1.9 to 2.7 Mhz frequency band. Typically, a power output of 2kW per polarisation would be used ashore and 1kW offshore.

The alternate signal path routing from land stations is currently achieved by the erection of two new BPO Radio Stations, one at Mormand

Hill, Peterhead and a second at Sumburgh Hill, near Scousburgh, in the Shetlands, (see fig.2). Each of these land terminals serve one of two production platforms, who act as offshore 'masters', linking other platforms, often belonging to other oil or gas companies, by LOS microlinks. At present Mormand Hill works alternate weeks with the Total Mid-Pipeline and the Piper platforms, and Sumburgh Hill works alternate weeks with the Frigg and Beryl platforms. Needless to say, each pair of offshore 'masters' are within LOS microwave range, and are thus linked. Ranges of up to 30 miles can be achieved by these LOS links by sighting the antennae up to 250' above sea level. The frequency used, is again UHF, in the 1.5 to 1.9 Mhz band. The BPO sees the present network only as a start, and the network will be repeated wherever a demand is shown.

When designing a new platform, it can now be seen that consideration must be given to the sighting of the radio mast to carry the antennae, as well as reliable power supplies temperature control of the transmitters, receivers and terminal equipment, and, of course, working space and accommodation for the radio operators. A typical platform would carry 4 operators who are also responsible for maintenance. Easy to follow diagnosis sheets, similar to FIMS, are used initially to trace faults, if these are not adequate, further assistance can be obtained by radio from watch-keeping engineers at the land terminal, and finally, helicopters are available to fly out replacement parts or qualified technicians from ashore.

Another area of recent activity is in the Celtic Sea. At the moment, the volume of signal traffic and the distance of the rigs do not warrant the cost of another troposcatter system, so the BPO has extended its facilities at Ilfracombe Radio Station, enabling up to 15 rigs to have MF/HF teleprinter links to parent offices in the UK. The familiar frequency band of 1.6 to 3.8 Mhz is used, but signal quality is vastly increased by the use of Autospec FDC equipment.

Now a word about our own ability to communicate with the oil and gas rigs. Besides any Patrol Orders you may be given, ALRS Vol 1, FLCO Vol 2, and RNCP 4 briefly touch the subject. ALRS Vol 1 suggests IMM Ch.16 or 2182 KHz, so does FLCO Vol 2 art. 6409. FLCO also indicates that further information is available from local Flag Officers. RNCP 4 art. 234 lists the common air-surface circuits in use, but states that RN helos should not normally use these frequencies. From personal experience, if all known frequencies fail to reach the rig you wish to communicate with, ask another rig - they will probably know the contact frequency.

In conclusion, I hope that the reader can see that the communications requirement in the offshore gas and oil industry is both comprehensive and modern, and, in many ways, far ahead of ours. The need for near-perfect communications cannot be over-emphasised, and without it losses of many millions of pounds, or loss of life, or damage to the environment would almost certainly result.



"I'VE BEEN CONVERTED!"

HMS MAURITIUS - NOW A MEMORY



Mauritius - Commen & Administrative Blocks.

PERSONAL LETTER FROM THE LAST COMMANDING OFFICER

It has been a sad privilege to preside over the final year of RN presence in this beautiful island, but I am glad to report that morale has been high right up to the end and all members of the Ships' Company have continued to make the most of the facilities of the base, and of the island, until almost the very moment of embarkation.

One of the sadder aspects of the closure is the knowledge that "HMS", as the base was always referred to in the island, was such a happy and well found establishment. In comparison with many other small overseas bases HMS had everything, school, hospital, magnificent playing fields, swimming pool, married quarters, chapel, clubs, nurses – the lot. In addition it was situated in a semi-tropical, semi-paradise. Who among the lucky thousands who have served here will ever forget the beauty of the island, its amazing mountains and fabulous beaches? Of course it was not all dance and skylark for everyone all the time, work intervened occasionally and there have been many problems from cyclones to riots to contend with. But the lasting memory will surely be of long lazy days at the beach, exciting moments on the sports fields or hazardous climbs in the mountains.

But "HMS" has been much more than just a Naval W/T Station. The founding members laid a firm base of understanding, co-operation and friendship with all aspects of the local community, and those who came after have built on this foundation so that HMS became respected by all as a ready source of help of every sort, charitable, technical, ceremonial, sporting or just social. So many Mauritians in all walks of life have said this to me in the last few weeks that I take this opportunity of passing their thanks on to all those Communicators who, by their efforts during their tours of duty in Mauritius, have so richly deserved it.

As a local newspaper put it some years ago '...HMS MAURITIUS has found, by their actions, a new means of communication'.

So, from the last Commanding Officer of HMS MAURITIUS, BRAVO ZULU and ZKJ 1.

P. LUCAS Captain Royal Navy

MAURITIUS

A BRIEF COMMUNICATIONS HISTORY

by Lieutenant C.H. Walklett last OIC
Commcen Mauritius

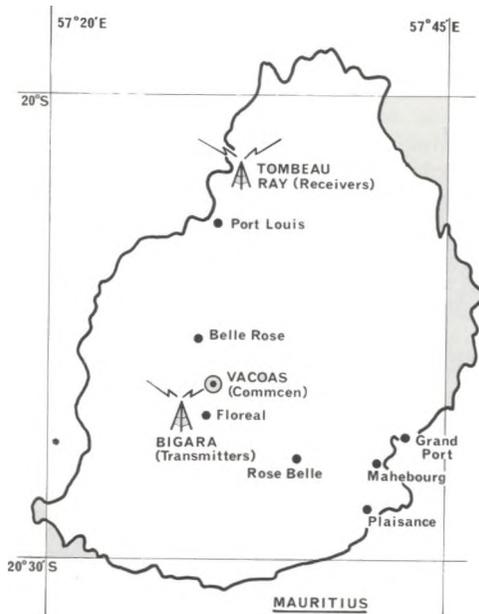
With the closure of HMS *Mauritius* on 31 March 1976, the Royal Navy will break a link with the island of Mauritius which goes back to the original British occupation of the island in 1810. However, for the sake of brevity I intend to confine my story to the communication aspects of the association.

For those readers who have not visited the 'Jewel of the Indian Ocean', Mauritius (or Ile Maurice) is set in the Indian Ocean roughly 20 degrees South, 50 degrees East. It has a land area of some 720 square miles, being about 38 miles long by 29 miles wide. The island was originally inhabited merely by birds and animals of which the Dodo was the most well known. Arab and Portuguese sailors started using the island as a watering and revictualing stop of their voyages down the coast of Africa and to the 'Spice Islands' respectively. The Dutch were the first to attempt to colonize the island in about 1638 but their occupation was beset by many problems and they eventually withdrew in 1710. The French then took over the island in 1715 and under the inspired leadership of Labourdannaïs the colony grew. The French introduced the sugar cane on which the island's present economy is largely based. The French also introduced slave labour from Africa to work the sugar plantations and thus laid the foundations of the Creole part of the population.

Prior to the opening of the Suez Canal, Mauritius occupied an important position on the trade routes from Europe to the East and it was inevitable that it should become involved in the power struggle between the French and the British. After some initial reverses, which included the only major French naval victory of the period when a French fleet sank a small British squadron at the Battle of Grand Port in 1810, the British invaded the island and beat the French. The island remained a British colony until independence was granted in March 1968.

With the opening of the Suez Canal the strategic value of the island fell but it was still visited by HM Ships and was used frequently during both World Wars.

Naval communications ashore on the island began as far back as the First World War when in 1915 a wireless station was built on a site in Rose Belle. It is rumoured that the original surveyors



recommended that the station should be built at Belle Rose on the high plateau of Plaine Wilhelm but the contractors, confused by the similarity of the place names, started construction in the wrong place. Be that as it may, the station at Rose Belle was in operation from 1915 to 1947 with the Navy occupying it until the mid 1920s. A letter from CPO Tel. Sidney Perkins of the 1918 Telegraphists Association reveals that the station used high power MF Spark Transmitters and operated in a chain of stations consisting of Admiralty, Malta, Aden, Seychelles, Mauritius, Durban, Port Nolloth (SWA), Bathurst, Gibraltar and Admiralty. Thus the whole of the Indian Ocean and South Atlantic was covered and HM Ships at sea could make use of the facilities provided. Unfortunately the letter does not mention the method of communication used but I assume that the old 'intercept' method was employed.

CPO Tel Perkins also tells us that the staff at the station was one Warrant Officer, one CPO Tel, four Leading Tels, six Telegraphists, a CFERA and a CEA. (Why did we ever change our title to Radio Operator? Telegraphist sounded so much better!)

Round about 1923 the station was handed over to the Colonial Office as, with the introduction of HF, it had become surplus to naval requirements and, as far as I can discover, there was no naval communication on the island for a short period.

The next occasion the island was considered for naval communications was in June 1935 when the Commander in Chief, East Indies recommended the erection of a wireless station in Mauritius. Tests were carried out on various low HF frequencies with HMS *Norfolk* (the old 'two Players and a woodbine' *Norfolk*) who was visiting the island and it was decided as a result of these tests that a site at Bigara would be suitable for a transmitting station and that Vacoas, already the home of the army garrison, would serve as a receiver site and communication centre. A subsequent letter stated that four aerial towers should be built and sited so that rhombics could be erected for communication with Colombo, Mombasa and Capetown.

The advent of the Second World War hurried these proposals along and new equipment and buildings were installed. Mr. Eddie Goldsmith, currently the Private Secretary to HE the Governor General but then an H.O. sparker, recalls that in addition to a Commcen at Vacoas and a transmitting station at Bigara there was also a torpedo and stores organisation on the old racecourse at Floreal, an armament depot, a Naval Air Station at Plaisance on the site of the current International Airport, a Port War Signal Station at Fort George (Port Louis) and a flying boat station at Tombeau Bay close to the site of the present receiving station. In addition, of course, was the normal army garrison supplemented by batteries of artillery at Port Louis and Mahebourg. It is interesting to note that the receivers were on the site of the present chapel in Vacoas. Presumably a case of replacing one communication system with another!

It would appear that some 60 communicators were employed on the island at this time. Six or seven manned the PWSS, about ten were employed in an HF DF station situated on what is now a golf course and some forty in the Commcen and Bigara. Mr. Goldsmith remembers that the first officer in charge of the communications was a Warrant Telegraphist Clebber.

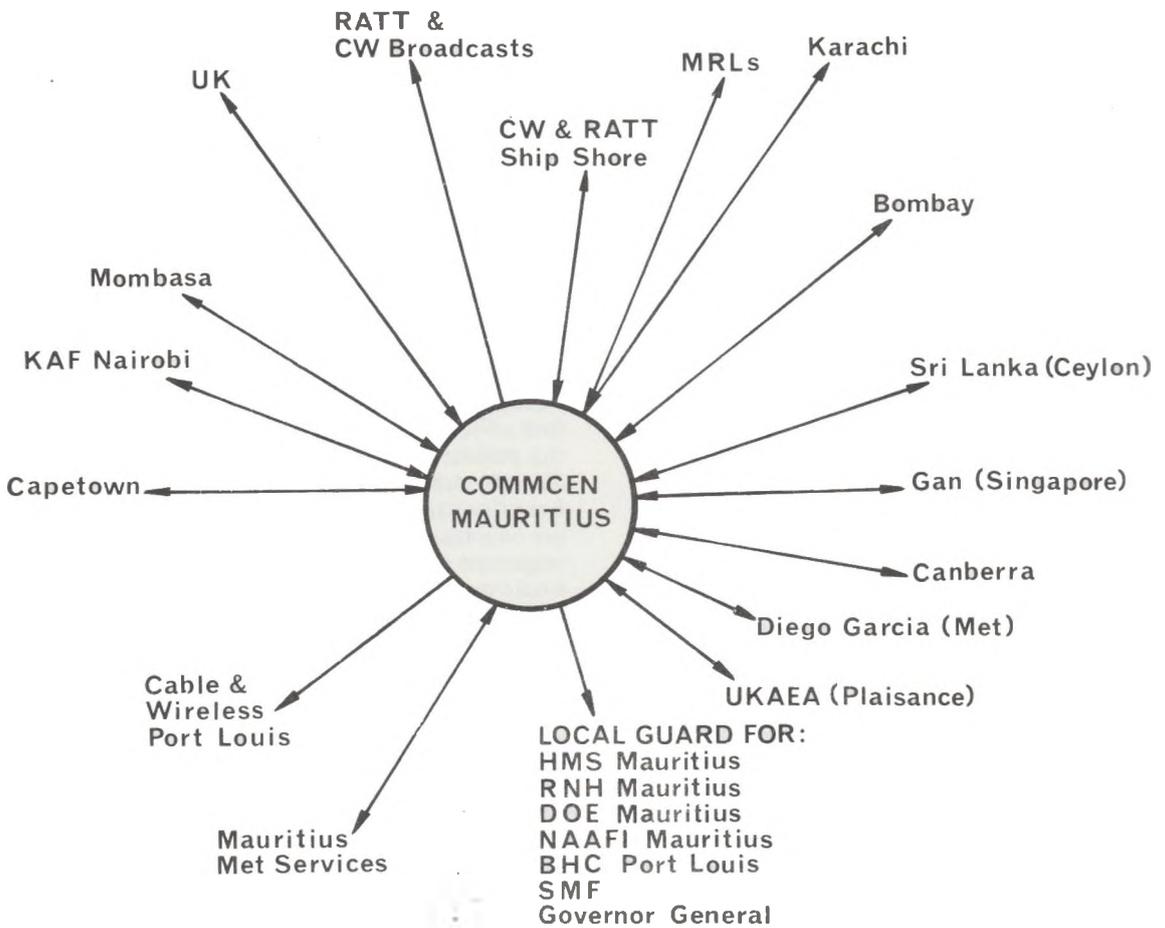
When the war finished in 1945 a general run down began and the communications were put on a care and maintenance basis in about 1946. However weekly schedules, first with Colombo and then, when the station boundaries changed in about 1957, with Simonstown were operated by the C and M personnel of whom CRELs Taylor and McGrath, both ex-CPO Tels, were the last. In about 1958 the weekly schedules to Simonstown were taken over by the Mauritian Local Volunteer Force operating from Port Louis. The Volunteer Force also provided services for visiting ships and became the only link with the

outside world following the devastation caused by Cyclone Carol in 1960.

Merchant Ships in Area III. At Christmas time a further morse broadcast (VC) was brought up to handle the immense amount of telegram traffic. As all ship-to-shore traffic was CW in those days, Mauritius (GXO) manned the 4, 6, 8, 12, 16 and 22 mHz components to deal with the high volume of telegram traffic, particularly telegrams from merchant ship RS Acott, who was an RO3 in *Mauritius* in 1962, recalls that the Ship Room was manned by seven locally employed civilian operators plus two naval sparkers to operate the morse broadcast. He also said that the Christmas period was so busy it became a nightmare. I can find no records of the exact traffic loading for this period, but when it is considered that *Mauritius* also handled the telegram traffic from Kranji and Hong Kong (Area VIII) in addition to her own telegram traffic and all the naval originated traffic from the surrounding areas, it would appear that RS Acott's estimate of some 15,000 transactions per day would not be unrealistic. Certainly a traffic graph for 1972, when the Area Scheme was on its last legs, shows a daily transaction rate of some 8,500 per day.

With the advent of the Defence Communication Network and the rationalisation of all three Services communication networks in 1969, *Mauritius* took over an even greater importance and, together with Gan, became the hub of the DCN network to and from the East of all three Services. As the requirements of Government were altered our communication commitments altered too. A circuit to Majunga was opened during the early days of Rhodesia UDI and the Beira Patrol and the service to Salisbury was closed at the same time! Bombay and Karachi were TARE terminated and after some initial procedural difficulties worked very well. Aden, Bahrein, Diego Suarez and Asmara were closed but circuits with KAF Eastleigh and Diego Garcia were opened. Technical progress also altered the scheme of things. RATT Ship-Shore was introduced and the CW Ship-Shore, very quiet after the closure of the Area Scheme, reduced to just 8 and 12 mHz. Broadcast VR, under the unwieldy title of B11V, became TARE controlled and the MRLs also eventually TARE terminated. The increased use of TARE for the circuits which had previously been at bays highlighted the need for a review of the complement and TARE outage procedures. A revised MAUOUT procedure was devised and the complement of the station drastically reduced.

Perhaps the writing on the wall for stations such as *Mauritius* came not only from the



'THE HUB'—Commcen Mauritius in early 1975

defence cuts imposed by successive Governments, but also by the passage of HMS *Intrepid* through the Indian Ocean in July/August 1970. *Intrepid* fitted with Skynet, no longer required the traditional communication facilities of Broadcast and Ship-Shore (except when her satellite equipment became defective). Be that as it may, the final withdrawal from the Far East ordered by the Labour Government in early 1975 finally spelled out the demise of HMS *Mauritius*. Mr. Roy Mason, the Defence Secretary, visited the island in April 1975 to negotiate the termination of the Defence Agreement with the Mauritius Government and the final date of 31 March 1976 was decided upon. Commcen Mauritius closed at 302359Z November 1975 and ended a period of some 13 years of constant communication. By the time of closure our daily traffic load had dropped to under 3000 transactions a day.

A further link with the island was provided by the old Colony Class cruiser, HMS *Mauritius*. The last SCO of the present Wireless Station, Lieut. Cdr. (SD) (C) D.G. Pike served as a Boy Telegraphist in the cruiser in the early 1950s.

In the early 1950s it became apparent that the communication station in Ceylon (GZP) which had served the old East Indies Fleet and the merchant ships of Area III so well for so long, would not be able to continue for ever in the newly independent Ceylon. It was therefore necessary to find an alternative location to cover the requirements of the Indian Ocean area and to act as a major relay station for communications between UK and East of Suez. Hitherto all communications between Whitehall and Singapore/Australia had been direct circuits (FX6 and FX22 respectively) and they had suffered a great deal

from propagation problems. It was quite usual for FX6 to revert to Morse for long periods during the night. This was obviously not good enough, so a 'mid-way' station was sought. I understand that several locations were considered including Nairobi, already the centre of army communications in East Africa. Presumably political considerations plus an acceptable setting eventually led to the choice of Mauritius in 1957. Building of the new station commenced in 1959 with the transmitter site at Bigara where the 1946 site had been, the receivers at Tombeau Bay and the Commcen itself on the site of the old Commcen and Army HQ at Vacoas. The three stations were linked by landline and by VHF link, the latter being particularly notable as it used the edge of one of the mountains as a reflector.

The first naval personnel arrived in 1960 under the title of Naval Party 1212. AFO 2147/60 decreed that NP1212 would be administered by the Superintendent of Navy Works under CinC SASA. The Wireless Station took over from Ceylon on 28 February 1962 and was commissioned as HMS *Mauritius* on 19 March 1962 under the command of Commander D.L. Syms, with Lieut. Cdr. R.B. Keogh as the Executive Officer and Lieut. (SD) (C) A.E. Howells as the communicator.

HMS *Mauritius* chief claim to fame at the time of commissioning was the then brand new TARE installation, the first to be fitted in any naval Commcen. This new machine was capable of doing work previously done by any number of operators. However, it was not until much later that it became a great manpower saver as the station had to be complemented to allow all circuits to be terminated manually at bays should the TARE develop faults. Nevertheless it was one of the very first steps in the modernisation and automation of our communication systems and saved a lot of work if not personnel.

In these early days *Mauritius* was an extremely busy station. Circuits to Singapore, Gan, Canberra, UK, Cape, Aden and Bahrein were TARE terminated while contact circuits were run with Mombasa, Ceylon, Karachi, Bombay, Asmara and Diego Suarez. In addition a RATT Broadcast (VR) was radiated for suitably fitted ships and a CW Broadcast (VA) run on a time sharing basis at 25 wpm for HM ships and

It would of course be wrong to write about a Wireless Station without mentioning the personnel who have served there and made it such a success. A look through the records shows that RS Jack French, DSM, of *Amethyst* fame was an RSOW in 1962 while the CRS at the same time was CRS Bill Mallaburn who had served in the

old cruiser *London* during the Yangtze incident to try and recover *Amethyst*. FCRS Parkes, then an RS was also one of the first commission. Another CRS was Elwyn Jones, now a civilian in Australia, who prepared a superb 'turn-over' book which has provided me with a lot of the information contained in this article. The first WRNS sparkers, ten in number, arrived on the scene in May 1966. These girls, together with the Nursing Sisters and Naval Nurses provided a touch of glamour to the scene as well as doing a very good job.

The local civilian operators, three of whom had done their initial training in Ceylon, also did a first class job. Some of them served in HMS throughout the whole period of the establishment's existence. I am grateful to Mr. Farouk Hamajuddy, one of the operators who served the full 13 years, for much of the information about the early days of the station. It is very satisfying to know that all the civilian operators have been employed by the Mauritian Government to man their new Met services.

A look at the diagram shows what services Commcen Mauritius provided. Our closure will mean that HM ships transitting the Indian Ocean or visiting the Gulf will have to rely on MRLs to distant stations or satellite communications if they are so fitted. It also means that another excellent draft is no longer available! Met



communications, previously handled by the Commcen, have been taken over by the Mauritian Government and they will continue to operate some of the old B13V and Ship-Shore frequencies under the root call sign 3BA – 3BZ using equipment that we have left for them, in good working order, at Tombeau and Bigara.

SOME SIGNALS OF APPRECIATION

From: Cincfleet. On this the last day of your radio support to the Fleet you can look back with satisfaction on a fine record spanning the last 15 years of RN owned HF communications in the Indian Ocean. There are many Fleet Communicators with fond memories of Mauritius WT derived from both ends of your circuits and rumour has it that there are still one or two to be found at the renuion who remember the original 1916 stations spark horse. In gratitude as we remember Ceylon West so we will remember you.

From: Commcen Whitehall. The final closure of the last “RN” major overseas trunk will be felt most strongly by ourselves and all those whom you have served so well. The friendly co-operation provided by your station has been much appreciated. The very high standard of expertise achieved may be emulated by others but will never be surpassed. Good luck to you all and a safe journey home.

From: CDCN. As you cease to be a DCN Commcen and pack your bags we send our appreciation for the important part you have played in the network for many years.

QUOTATIONS

ADVICE

“Men give away nothing so liberally as their advice”.

Francois de La Rochefoucauld
“The only thing to do with good advice is to pass it on. It is never of any use to oneself”.

Oscar Wilde
“Advice is like castor oil, easy enough to give but dreadful uneasy to take”.

Josh Billings
“We give advice by the bucket, but take it by the grain”

William Rouseville Alger

WE HAVE OUR TRADITIONS TOO!

We at Gieves and Hawkes may enjoy a sense of history because we dressed the Iron Duke and Nelson, invented the Shako, the cavalry head-dress, were first to make the Solar Topee and have been tailoring uniforms for over two-hundred years, but we're certainly not hidebound!

Each garment—uniform or suit—is cut and tailored by hand to our own exacting standards. We have, after all, built a tradition of success by providing clothes which, for generations, have been accepted as the very best. . . .

Today we not only continue to tailor uniforms and suits to the highest standards, we also offer a fine choice of ready-to-wear clothes. Suits, blazers, trousers, knitwear, shirts, ties and shoes in classical and modern styles, including Britain's largest range of Chester Barrie suits and topcoats, all await you at Savile Row.



GIEVES & HAWKES
of Savile Row

No. 1 Savile Row, London W.1. Telephone 01-434 2001

No. 1 High Street, Camberley. Telephone 0276-63659
and at:- Bath, Bexhill, Brockenhurst, Chester,

Eastbourne, Edinburgh, Harrow, Leicester, Plymouth,
Portsmouth and Winchester.



ROYAL NAVAL COMMUNITY RELATIONS IN HONG KONG

by CCY Sackfield

To avoid ambiguity this article should really be entitled "Chinese Relations" because too many people think that the job entails looking after the European Community only.

The job usually involves begging, borrowing and extracting equipment from people who are reluctant to part with it and also coercing labourers and technicians from First Lieutenants who can "Never spare the hands".

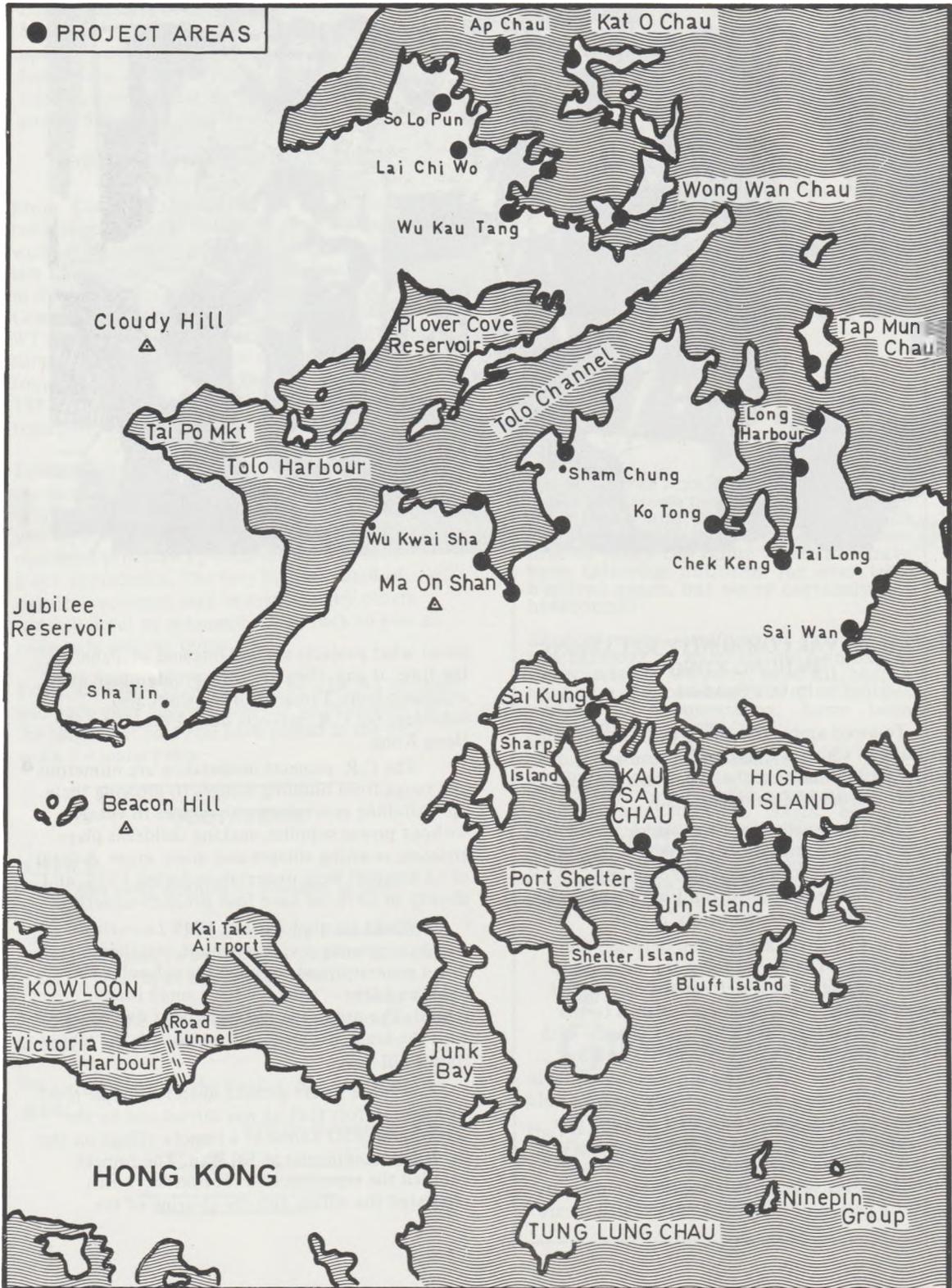
The C.R. areas are split up between the three Services. The Royal Navy are responsible for the outlying areas which cannot be reached by road and the numerous small islands to the North and East (see map). We work closely with two New Territories Districts AAI PO and Sai Kung. The system employed for selecting suitable C.R. projects stems from a quarterly meeting held in one or other of the two District offices. The D.O. supplies us with a list of possible projects which are in turn distributed to the H.K. Squadron. Also, when a ship will be in a certain area for a period of time the District Officers are

asked what projects are suitable and available at the time, if any, they are then programmed and organised from Tamar. Visiting ships also volunteer for C.R. projects during their stay in Hong Kong.

The C.R. projects undertaken are numerous and range from building bridges to blowing them up. Installing generators and engines in villages without power supplies, making childrens play-grounds, rewiring villages and many more. A total of 18 projects were undertaken during 1975, and already in 1976 we have four projects underway.

Whilst on deployment, HMS *Lowestoft* wired completely a village school, installed a diesel generator and supplied the school with lights and fans -- a luxury for a small island school. The project lasted eight days during which time the team ate, slept and worked in the school rooms.

A more recent project nearer to home (for Communicators that is) was carried out by the RNCC and MSO *Tamar* at a remote village on the Sai Kung penninsular at Sai Wan. The project entailed the repairing of a foot bridge which separated the village and the clearing of the



beaches. This project could not have been carried out without the help of the RAF and the Army. The first party of two, with stores and tentage, were dropped in by Wessex, stationed at Kai Tak, onto the village recreation area. The remainder were driven through the New Territories to the foothills by Land Rover and then trekked the 2½ miles by footpath to the village. Once the camp was established the Army supplied an LCT to take in the cement and tools and of course a little light refreshment to the order of 350 cases of "San Mig". The LCT skipper thought the Royal Navy were building a permanent base there! The camp was kept going for almost three weeks with personnel change overs as watch-keeping at the RNCC allowed. During this period 2 tons of rubbish was disposed of, mostly by burning.

The project was a great success and very much appreciated by both the villagers and the Government District Office. It was also enjoyed by all the people who took part, making a change from the noisy concrete jungle of H.K. Island to the absolute peace and tranquility of such a remote village.

At the moment a similar project is being organised for the virtually members of *Tamar* on the island of KAT 'O'.

The patrol craft of the Hong Kong Squadron try to get in as much CR as possible – when their patrols allow – so all in all life is pretty hectic, ordering rolls of cable, electrical switches, spare parts and ball bearings for clapped out generators which are usually rebuilt and repaired by the workshops of HMS *Tamar*. These items normally arrive by RAF helos from the remote villages. Many hours are spent travelling by Land Rover and Sampan to distant villages to make a survey of the next project to be undertaken and to assess the amount of materials required. What a pity I did not do a PJT for Electrical Fitter and building quantity supply before starting the job – Still, when the generators are started and the lights come on we know the effort has not been wasted.

Here is a list of projects that were undertaken in 1975:-

1. Generator repaired. Safety fence built along cliff path at Tung Am – HMS *Wolverton*.
2. Generator installed with engine at Sai Lau Kong – HMS *Tamar*.
3. Renew wiring of village houses at Sai Lau Kong – HMS *Chichester*.
4. Engine and generator dismantled at AP Chau – HMS *Chichester*.

5. Repair of village refrigerator at Tung Am – HMS *Wolverton*.
6. Clearance of land slide at Pak Am – HMS *Mermaid*.
7. Check of generators at Sai Lau Kong, Wong Wan and Ghek Keng – HMS *Chichester*.
8. Installed generator and wired up school at Yim Tin Tsai – HMS *Lowestoft*.
9. Check undersea water pipe at Kat 'C' HMS *Chichester*.
10. Flush through water pipes and clean dams to Kato water supply – HMS *Chichester*.
11. Repair of generator at Chek Keng - HMS *Monkton* and *Yarnton*.
12. Repair of footbridge footings at Pak Ah - HMS *Wasperton*.
13. Repair of footbridge and clear beaches at Sai Wan RNCC and HMS *Tamar*.
14. Concreting overflow drain - approx 60 feet long by 5 feet deep with volunteers from HMS *Chichester*, *Tamar* and *Yarnton*.
15. Clear space for childrens playground at Sai Kung Town HMS *Chichester*.
16. Supplies second hand diesel engine and repaired generator to supply power to the island of Ap Chau HMS *Tamar*.
17. Repairs to footbridge at Pak Lap HMS *Wolverton*.
18. Erection of goal posts at Pak Ah for school football pitch HMS *Wasperton*.
19. Engine and generator removed from Sai Wan village – RNCC and MSO *Tamar*.



"I'M NOT VERY GOOD AT THIS MENTAL TELEGRAPHY..."

SUBMARINES

THE ROSM

by Commander C.W. Williams, R.N.

Background

In 1972/73 the manpower planners were aware of three potential problem areas in the submarine service:

- (a) Although in certain circumstances E.W. had become a main sensor it was frequently manned by the RP and not the (W) who was often employed in Communication duties. No (W) senior rate was employed in his (W) capacity in any submarine. For the (W) these factors greatly reduced job satisfaction and made for an unsatisfactory career pattern within the S/M service.
- (b) When qualifying for advancement the 'C' ratings serving in submarines had to learn several equipments and techniques which did not apply to a submarine.
- (c) There were insufficient (W), (G) or (RP) ratings in submarines to support a career structure for each sub branch separately within the S/M service. In the case of the RP this meant that a proportion had to return to general service if they were to realize advancement prospects similar to those of their general service contemporaries. However it was becoming very clear that the then RP2 and above was fast becoming almost unretainable (economically) in surface fleet systems.

Solution

The solution to all three of these problems was seen as being the evolution of a "new man" who would be an amalgam of a submarine service (G), (W) and (RP). Hence the birth of the ROSM.

Advantages

The major advantages of the ROSM concept are:

- (a) The creation of a branch structure from ORD to FCPO entirely within the S/M service. This now has the added advantage of the SD S/M outlet.
- (b) Potentially increased job satisfaction and hence better career patterns and prospects and retention of personnel.

- (c) Potentially an increase in flexibility in S/M Communications and AIO manning.
- (d) The ROSM as a Communicator is available to man shore Commcens when ashore e.g. Hong Kong, Gibraltar and Europe; in a nutshell "Sunshine and S/M pay".

Disadvantages

The main disadvantages are:

- (a) A considerable increase in the training load during the transition phase.
- (b) The somewhat radical nature of the solution.

This has produced considerable conservatism in opposition.

Progress to date

The scheme got off to a slow start due to a severe shortage of (G) (W) and RP rates in submarines. This has prolonged the transition phase and was in danger of delaying advancement. The manpower situation is rapidly improving and arrangements have been made to ensure that advancement is comparable to that in General Service. The first direct entry (as opposed to converted) ROSM completed training in October 1975 and it is far too early to make a sensible assessment of their full capabilities at sea.

The Way Ahead

There is no doubt that the ROSM concept is in the best interest of the ratings concerned as far as career prospects and job satisfaction in submarines are concerned. However it is not necessarily the complete solution and it is quite likely that further adjustments will be made once this branch has been firmly established.

Footnote: For those interested in further reading the ROSM is covered by the following DCI's RN. S114/74 Part IV and S198/74.

A TALE OF WOE (beware the ROSM) by RO1 Parfit

As we all know, the amount of ex RPs converting to ROSM and actually passing out is few and far between but some of them have made it. We have a couple working here in *Defiance* (2nd SM Sqdn) and they seem to have picked up the task of the Communicator fairly quickly. However, once they are back in a running boat



NOT DIVISIONS - Just a breathing space.

seems they are farmed off into their old jobs as RPs and not as a new 'sparker'. And such is their training, when they arrive on-board it is as much as some of them can do to read the FAB, which means that they finish up being used in the main as Broadcast Operators simply because they cannot be left on their own in the office. This means a lot of extra work and watches for the rest of the operators. Why therefore cannot they be drafted to a 'boat' as additional and not drafted into a billet as is happening at present. If this was done, the new ROSM would be able to double bank and learn much quicker -- the standard of operating in submarines would also not drop. At present it is even a risk to let a ROSM do signalman duties! Training results have proved that their plotting, CEP and ECM results are well above those of us 'sparkers' who have not done the conversion yet, but in morse and typing they are well below the required percentage.

Most of us have come to accept the ROSM because it appears that he is here to stay but a large percentage of the older, more experienced, operators have decided that they do not like it and have taken drastic action to avoid getting caught up in it. Most of them would have signed on or remained in submarines had not the ROSM

reared its head! It has also been noticed that many ROs with perhaps only eighteen months left to do have been sent to convert to ROSM and having converted have such a short time left to do that they do not get to sea as a ROSM. Surely this should not happen. Doing this means that some courses are filled with men who are simply blocking the way for the longer serving submariners.

The ROSM at sea leaves much to be desired. I know one who, after fifteen months in a 'boat', could not set up the broadcast equipment and is not capable of keeping a watch by himself. True, this problem stems in part from a lack of training in the submarine concerned but even so, one would expect a new ROSM capable of doing the basic tasks without constant supervision. Age is another problem. We find that the 'baby' ROSM is far too young to settle down to the responsibilities of submarine life and need at least two years before they are useful and cease to be a liability.

The ex RP ROSM is also a bit of a problem, suffering from the same inability to hold down a watch by himself.

Enough about the ROSM.....now for a change of subject. *Defiance* is still going strong. It is headed by Lieut Rogers who is backed up by CRS Fullalove. RS Truman, CY Jones and RS Williams. The troops are LROs Potts, Ferry, Norman, Jones, Kenyon, Aitken, Hall, Pope, Sparkes and Runham. Bringing up the rear of the SM2 'sparkers' is RO1 Parfit (that's me). *Defiance* staff are RO1s Goodier, Ward, Jones, Raven, Charles and Brent.

We are sorry to say that we are going to lose one of our best loved CRSs in submarines namely, CRS Fullalove. He is soon to retire and there will be a big 'booze up' at his place. Volunteers please send their names to me if they want an invite. Here is a message for the MERCURY CLUB Committee. The next time you have an end of term dance please do not forget us submariners. We tend to get out of touch in boats and dare I say *forgotten* by our signal school.



DO YOU THINK YOU COULD QUALIFY FOR ROSM – TRY OUR TEST PAPER

RO (SM) Conversion (or – Mission Impossible)

STANDARD RESCRUB EXAM

Time Allowed. (Bag meals will be provided)
 Books Allowed. Two go on an adventure
 Noddy's picture book of animals
 Ladybird picture book on ships
 Andy Pandy and his Teddy
 Guinness book of records.

Question	Mark
1 Write your name on each piece of paper.	5
2 Write clearly.	10
3 Answer questions in numerical order (ie. 1, 2, 3 etc.)	10
4 Using the crayons provided, draw a picture of one of the following: (a) A Submarine	10
5 Where is Noddies bell alarm situated	10
6 Spell the following – Secret, Seven, Acknowledge & Authority	10
7 'Crypto' is – (a) Something to do with communications (b) Superboys dog.	10
8 Match the following Dit Dah (a) Highway code 30 mph (b) Morse code 16 wph (c) Speed limit	15
9 Where do you find details of the drafting responsibilities. (a) RNCP 9 (b) Centurian	10
10 You will find the opsig 'zip' on – (a) A broadcast setting watch signal (b) A broken american lighter (c) The front of your trousers.	10
	100
	+ 10% VAT 10
	+ Bonus 90
	200

FEEDBACK QUESTIONS

11 Do you feel any remorse because you've failed.	10
12 Did you enjoy doing that exam. (Answer Yes or No).	10
13 How long did it take you to do the exam. (Answer to the nearest day)	10
14 Did you understand all the questions. (If you do not understand this question mark you answer 'X').	10
15 Answer 'Yes' to the following question. Were the books allowed of any use to you during the exam.	10
16 Have you any constructive remarks to make regarding the ROSM conversion course. Answer in the space provided. <input type="checkbox"/>	10
17 Would you have found the 'crib' to the exam of any use to you during the exam. (Half marks will be awarded for those who don't know).	10
18 Hand your answer sheets to the instructor. (No answer required)	10
19 Shake him again, if no response inform the sick bay and the padre.	10
20 Do you now feel able to proceed to sea as a communicator. (No answer expected)	10

(Passed mark to be fixed at a later date)

300

FLEET NEWS



HMS ABDIEL
by RS Rushworth

Since *Abdiel* last submitted an article to the Communicator which was I believe in Autumn 1974, the Comms staff has had nearly a 100 percent change round.

The last time I wrote *Abdiel* was anchored in Lake Timsah midway down the Suez Canal, basking in temperatures of 100 degrees plus, a far cry from Number 1 Drydock Rosyth dockyard where our keel rests at this moment in time.

When we returned to UK from the canal in Nov. 1974 after the major clearance operation of that year, we all breathed a sigh of relief thinking we had seen the last of sunny Egypt, alas it was not to be. After our 56 days well earned leave, we found ourselves on exercise in the Clyde, when various 'buzzes' started circulating. Saying we were due for another spell in Egypt commencing Spring '75, to do a final 'sweep' of the Suez canal to confirm it was clear for world shipping.

Unfortunately, (or fortunately if you happened to be single, as Egypt is the money-savers dream) these 'buzzes' proved to be true. So once again on April 1st we found ourselves this time in company with HMS *Sheraton*, steaming for the land of fez's camel stools, belly dancers and of course 'nice postcards',

We arrived at Port Said in mid April and joined HMS *Hubberston* who had sailed out a couple of weeks before us. The change that awaited us in Port Said was instantly apparent. Whereas on our '74 arrival we found a town Army controlled devastated by war with a 1800 hrs. curfew in force, we now found various forms of nightlife, bazaars, shops and hotels all apparently thriving.

Our stay in Egypt this time was a relatively short one with the two Minehunters rechecking the canal declaring it clear of all obstacles and ordnance, ready for the official opening of the Suez canal on the 5th June 1975. This was quite a grand ceremony with President Sadat opening the canal officially for Port Said and then travelling in the first convoy down to Ismailia (midway point) the same day. It was a day of celebrations throughout Egypt, which also brought, I might add, full ceremonial divisions to the RN force present. This was accepted cheerfully as we all knew we were on our way home a couple of days later, our task in the Suez Canal now completed.

On arrival in UK the 'Suez Canal Authority' funnel emblems were removed and the good old 'Red Lion' of the 1st MCM Squadron took its place again. After summer leave, we found that quite a varied programme awaited us, and that it was time to start getting used to being a 'fleet' unit once again.

After a trip to Gothenberg in company with *Norfolk* and the 3rd FS, we then sailed independently for Portland for a three week OST. This benefited the new members of the staff immensely, and indeed the whole department in one way or another. After leaving there, off we went to Milford Haven (RNAD) to load up with dummy mines, which we were to lay for exercise 'Roast Beef'. This exercise was basically a mine location and recovery exercise, in which *Abdiel* and Minehunters/Sweepers of both the 1st and 2nd MCM Squadrons plus four RNR Minesweepers took part, making a total of 12 ships in all.

Abdiel took area broadcast guard for all ships and consequently radiated a TF/TG CW Broadcast. As well as the TF/TG Calling and Working net to clear the outgoing traffic for the boats. This exercise gave the young and inexperi-

enced morse operators onboard a perfect opportunity to double bank on these CW circuits for two weeks and proved invaluable.

On completion of 'Roast Beef' back we went to Rosyth for a short maintenance period before sailing for a two day Dover Patrol. Followed by a weeks visit to Hartlepool (*Abdiel's* adopted town) which was greatly enjoyed by all onboard judging by the number of men ashore each day. This visit was the highlight of 1975 and was the last major one before Xmas and the leave period.

We now find ourselves into 1976, and as stated earlier, we are now residing in drydock in Rosyth undergoing an engine change and a DED period.

I myself am due to leave *Abdiel* early March for Northwood being relieved by RS John Porteous, the staff he will have on joining will be (for other readers whereabouts sake): - LRO(G) Hindmarch, RO(G) Smith (ex St Angelo), RO Cassells, RO Barker, RO McIntosh, RO Banks, and the Buntings:-- LRO Nangle, RO Padget, RO Ginns, RO Hill, RO Rawlings.

PS. No (W) (I won't call them Gollies) billeted for *Abdiel* so don't apply for this lovely draft.

HMS AJAX
by LRO(G) Wood

At present we are in Pearl Harbour, through no fault of ours, I might add. You see, we had a small fire onboard (no switchboard left) and we are now reclining as guests of this pleasant island until things are put right. By the time you read this things will be very different. Whilst our switchboard was being doused the MCO was full of nasty black smoke and in the midst of going to Emergency Stations, the phone buzzed, our brave CRS Downey answered it only to find 'Super Bunts' LRO Williams on the other end asking what the DIG for Fires was! The rest of the Task Group, under the command of Rear-Admiral Fieldhouse, have continued on their way towards yet another major exercise. (We thought we were going on a world cruise.....). Enough of our problems.

We sailed from the UK last July and have since visited Gibraltar, Malta, Port Said, Djibouti, Madras, Singapore, Hong Kong, Singapore, Freemantle, Sydney, Wellington, Melbourne, Adelaide, Suva and of course Pearl Harbour. (I suppose it is a world cruise really.)

Whilst at Malta we were Guard Ship and owing to a sudden plan to sail we left three ROs behind - I guess they didn't want to play sailors. Our previous SCO, Lieut Cooper, also organised a

very good banyan and it was at this point that RO Barclay (who shall be nameless) decided to use the MFVs dinghy and instead of hammering home the bung, removed it and couldn't make it out why the dinghy was sinking. (Some mothers do have 'em.)

There have been many staff changes, too numerous to go into. We have lent four 'buntings' to the Group, oh yes, and a couple of (G)s. CRS Fox has gone on a 'jolly' to *Llandaff*, which is the first warship to visit Sacramento for a very long while. (I wonder why he chose to go to *Llandaff*?)

That's about it I think. It's back to keeping a low profile until the Chief gets his whip out once again. Cheers!

HMS ARK ROYAL
by FCRS Shuttlewood

Having asked for three 'volunteers', one from each sub-branch to produce a 'Communicator' article it now falls to me to co-ordinate their words, hopefully for a multitude of readers.

Since our last printed entry; we did forward one for the Winter edition, *Ark Royal* completed a very successful work up period in northern waters followed by a visit to Portsmouth, just to let the locals know we still have a strike carrier. 'Exercise Ocean Safari' followed and after a very



"GOT CHANGE FOR A SQUID?"

brief stop at Rosyth it was back to Plymouth for two months allowing leave and mini refit. Management policy for such a period is to attempt to break up long periods wielding a chipping hammer by getting the staff to leave, loan drafted or on various courses. In this respect we were reasonably successful with ratings attending Morse, leadership, and a seamanship conversion course for our seamen (EW) ratings, also a loan draft to Northwood. Successes were also achieved in that all candidates who attempted the December Provisional Examination and the Morse course, passed.

According to the EW Office the work up period enabled them to produce the most efficient coffee boat in the department and the harbour period an opportunity to top up sugar stocks. This is open to doubt because at this time it has taken 24 minutes to produce the goods.

As an initiative test, a member of the team was sent ashore on duty, P.M., 'on early closing day' and armed with £10.00 with which to produce for the ship, the largest Christmas tree and the largest cross of holly available. Success of the operation provided the ships Christmas decorations, which a certain RO(T), after the 'Greenies' had got to work, thought would confuse ships in company in believing that we were carrying out a RAS.



Little brother comes to take a look.
No prize for identification.

Seventy-two hours prior to sailing the ship was still festooned with painting nets and cables but yet again, come the time for departure, 0730 on a cold and grey 5th of February, the ship, once more looking her old self left Plymouth for her six month Westlant deployment.

Fixed and rotary wing squadrons embarked over the next three days and the department began to work as a team once more, with the new SCO, Lt. Cdr. J.B. Drake-Wilkes, fresh from leave at HMS *Mercury*, having the opportunity to see what makes it all happen, along with the inevitable irritating snags concurrent after a dockyard period. We take this opportunity in wishing his predecessor Lt. Cdr. McMullen a complete recovery and a satisfying job at DNS.

Having completed the very necessary shake down drills and evolutions, vitally important with a large number of new faces amongst the 2,700 crew, we headed Southeast from the Bristol Channel and are currently involved in exercise 'Springtrain', with FOF1 embarked in *Blake*, in an area to the East of Gibraltar. Even in such a short period we have steamed over 3,500 miles and by the end of the deployment expect that total to be nearer 40,000.

The Westlant deployment is always the highlight of *Ark's* programme in that, as well as the expected long periods at sea and frequent major exercises, also provides the 'runs ashore' unfortunately slowly depleting. On this occasion it will provide our new members with probably their first look at Mayport, Florida; Norfolk, Virginia; Fort Lauderdale, Florida and St. Thomas Virgin Islands (there appears to be a certain amount of debate on the latter's claim to fame). This being American Bi-Centennial year it promises to be even more of a success than on previous occasions and the visits organisation will soon swing into action organising Disney World and Cape Kennedy trips to name but two.

We revitalize the Department with new blood both in Mayport and Norfolk and thank the departing members for their efforts and wish them good fortune in their next jobs. To those arriving or thinking of volunteering for a draft to the largest and the best, then we welcome enthusiasm, dedication and a good sense of humour.

In the sporting scene we have a ships boxing representative, a flourishing departmental soccer team, several representatives towards the ships rugby teams and a keep fit contingent who are determined to keep the waistline trim.

Amongst many visitors, normally descending from an angry egg whisk, we are currently host to

a BBC TV crew who will be mingling for ten weeks filming what life is all about on our floating city, so for those who I have not yet convinced, may I invite you to watch sometime in the late summer a series of programmes depicting all facets of life on a flat top.

I am told that Monty Python type situations never happen in the EW world however in the MCO (Upper) was heard "Are we in Task Group YPPMQ" lateratively "If I tape this up at 50 Bauds will it be O.K. to transmit at 75"..... Back to the training schedule.....

HMV BRITANNIA

(by Appointment, Purveyors of Ocean Trips)

SEX (Now we have your attention)

Here we are us yotties, sat in the mess loafing, thinking, of an excuse to be here and to write an article for the Communicator, which we get pressganged into buying (sorry editor only joking) every time it's printed.

Well er. hmhhh (thinks thinks) (smell of burning wood).

We thought we'd take your potential readers (thats if we have any) back to September 1975, as previous to that, it was comparatively quiet, that is until our number came up and we found ourselves playing cat and mouse with blue and orange forces in the much famed exercise 'Highwood 75'. Although, we must confess (without blowing our own trumpet), we did manage to cause some 'naus' which was accepted with some rather curt ditties in reply to us. Alas, we managed to sneak back to Pompey in one piece (pity we were enjoying ourselves) and back to civilisation.

Since November (as our Grey Funnel line neighbours might have noticed) we have been stuck in drydock (much too big for us) at the merciful hands of the 'dockies'. Amongst other new fangled devices we have been fitted with are 643/CJP in lieu of our memory jerking but delapidated B41, B40's and 618 (one step closer to I.C.S.). All fitted by our very own fitter Charlie Mason (himself an ex chief tel.), so we are ready for anything you throw at us in the future. I'm afraid we're very un yacht like at the moment, as the ship is in one holy **/*@&/ * mess, and we are longing for the day we can restore peace and tranquility back to the yacht, at Whale Island.

We thought we'd give the editor a headache and make this a long article (still more to come readers), we thought we'd give a quick up to date

look at the department (we hope there are no unmarried mothers reading)..... here we go from the top.

Our new SCO when he arrives is Lt. Cdr. Morrow (we lost our last one Lt. Cdr. Hamilton in November) but our commander 'N' seems to be managing quite well (few points there). Then there's CCY King (Gerry) our very own 'Sew Sew' our newly appointed CRS Deane (Dixie) who has moved into the 'chair' vice FCRS Sam Fuller who has had to leave us due to a 'slipped disc in the neck'. We all wish him a speedy recovery. RS Nicholas (Nick) well known in 'Mercs', RS Smith (Smudge), and due to join again from a spell at the fort LRO Bushell (Bob), soon to get his rate, and our one and only Yeoman CY Stevenson (Steve). Then LRO(T)'s Galvin (Chris), Pritchard (Goblah), Smith (Smudge), RO(T)'s Noble (Nobby), Robson (Robbie), and "Dats the Buntins". Sparkers (Der Boys) LRO(G)'s Cox (Nobby) I/C football syndicate, the final Smith (Storms) Den Iche (Jose) yachts spanish interpreter, and hoping to come back to us Sullivan (Nige), presently at Mercs on Killicks course. The RO(G)s Bethell (Veeps), Taylor (Brainy Buck), and as seen in the last issue of the big 'C' our very own father buick LS GC and Bar, thats the department.

Change subject again, the coming year seems to be brewing up to be a very busy and interesting one, beginning with a state visit to Finland by H.M. the Queen in May, June, July and August a trip to the States and Canada (Montreal) for the Olympic Games should prove to be quite a run (get it..... subtle arent we). Get your DPC's in boys.

This being our first venture into the literary scene we hope you have enjoyed our little article, if you are overcome with emotion it is only a passing fancy and will clear up after a tasty codeine, hot shower and a night in your pit (alone or accompanied). Well lads and lassies, dats der lot apart from a mention of our editorial staff:

Nobby Noble (Producer)
Goblah Pritchard (Thinker) (can't think why)
Jose Iche (Editor)
Smudge Smith (G) (thought of the first line)
RS Nick (spelling and grammar)

and the rest of the lads who dropped gentle hints.

P.S. From our Chief Tel. In keeping up with our high standards we have two new RO's joining *Rolls and Bentley*.

HMS BULWARK

Herewith possibly our final article for The Communicator.

Since the last article from the 'Rusty B' we have left behind the delights of refit in Devonport dockyard, changed base port to Portsmouth (much to the delight of Pompey natives) and blazed a trail around the Med. and West Indies.

Bulwark is well known around the world as being hospitable: especially by our latest friends in CURACAO and ARUBA, two sun-kissed islands in the Netherlands Antilles off the coast of Venezuela.

The highlight visit of our last (?) trip away from home is of course to the U.S. at Ft. A., Fort Lauderdale, Florida. It is with much trepidation that we polish our golden lanyards to lasso our 'grippos'.

Let it not be thought that we are on a world cruise by our shore bound compatriots. The amphibious warfare side of life is very hectic indeed. Strangely named nets have to be manned - TAC LOG - UCN - BAN - RECCE NET. The new

young sparker who joins *Bulwark* does not know whether he is on his arm or his elbow. Two watches is the 'IN' thing and the Comms department are only glad they don't have to fight their way through 800 'Green Death' for a cuppa and a jam 'butty'.

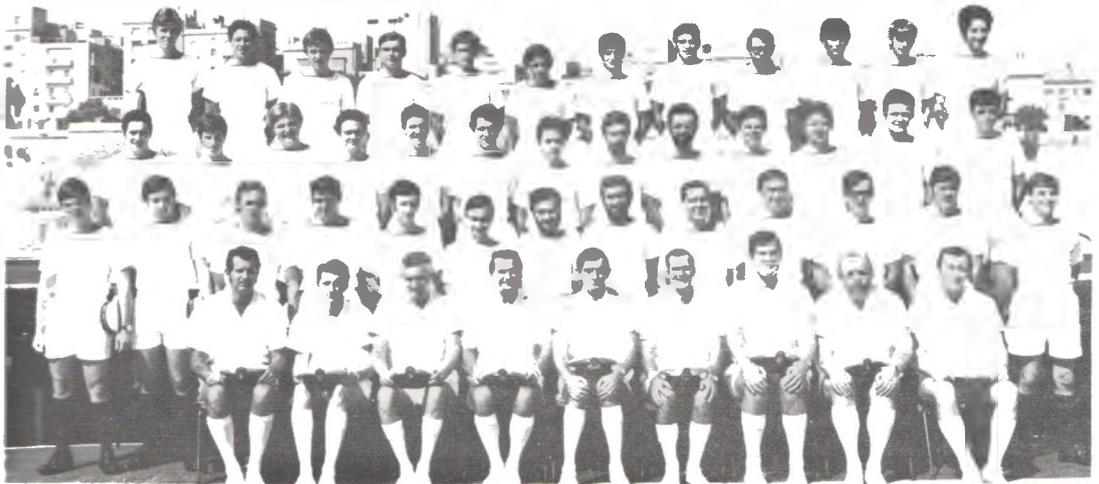
On completion of our exercises and visits in the West Indies, we will sail to GIB to get our 'Rabbits' and then home for our final ship's dance at Pompey's Mecca at the beginning of April. So this could quite possibly be the last article from one of the Royal Navy's Capital ships.

The *Bulwark* will be remembered in one way or another by past and present communicators. She has had a long life and we, onboard, thing a good one.

Cheerio from the 'Rusty B'.

PS. by ASCO:

To all past 'BULWARKS'. Don't be down-hearted, the old ship is going into reserve, and not being scrapped, so there is hope for her yet. You may still get a draft to the 'BEE'.



HMS CHICHESTER

From the far off shores of Hong Kong and the Far East, a few lines to let you all know that the China Fleet Commcn (Afloat) is still alive and communicating, despite the distinct lack of fellow ships to play with, not forgetting that this will most probably be the last article that you will receive from this *Chichester*.

Due to the great expense required in keeping such an efficient fighting ship floodlit in Victoria Basin, neither the UK or HK Governments are willing to subsidise this or our very heavy social commitments any further. However, to alleviate our heartbroken grief, an extended cruise has been arranged with no expense spared. Naturally, at present no details can be released, but for a hint grass skirts have been

ordered from Bernards, flower garlands from Interflora and the woolley pulleys are not for Iceland!! The jolly will take roughly 4 months, during which time we do not expect to meet another Grey Funnel Liner, due mainly to the RN's other interests in colder climates for which we send our commiserations from the tropics. We expect to arrive in UK in mid-summer, where after a few days clearing up we shall all leave the *Chichester* for a few months well earned leave....

Department-wise, changeovers have been fast and furious and the staff of possibly the last commission on the 'Chi', stands at:—

Lt "Rod Laver" Simpson, who doubles up as SCO/NO between days off and tennis tournaments.

CY "Scuttler" Axton, this being his second ship in succession to go to mothballs.

RS "Sir Alf" Singleton, who manages the Ship's Football Team when onboard and awake.

LRO(T) "Sideburns" Smith, on present loan from Tamar OXP and Shek-O Golf Course.

LRO(G) "Roy" Rogers, the only person to fall off a horse in Subic and get kicked on the way down!

ROI(G) "Tatts" Robinson, who appears by kind permission of the Tate Gallery and "Pinkies".

ROI(G) "Rollerball" Wiggins, who will shortly be on PTI's course despite having average intelligence and coming last in the latest X-Country race.

ROI(G) "Cupid" Stephen, who hopes that love will find a way.... she's a nice girl really!

ROI(T) "Hairy Bear" McDonald, who hopes soon to be a Yeoman, as he has been told that he will never make a killick!

ROI(T) "Naafi Queue" Reed, occasionally known to do subs for Tape Recorders and "Frank Spencer".

and finally yours truly.....

ROI(T) "Sherlock" Harrison, current league leader for spotting the RS during working hours. And that friends, sums up the backbone of the Operations Dept. onboard, undoubtedly the most efficient communications staff East of Suez.

We would like to thank all concerned at home and abroad for planning our run home and to *Centurion* for giving us a taste of LFS Abroad for which we are grateful. Finally don't call us and we won't call you.....

P.S. Communications may be tricky on our way home and we may be contacted for certain with the use of a 10p? stamp c/o BFPO Ships London, Mail can also be sent via this route so they tell us.



'CHIPWRIGHT....?'

HMS DANAE
by Cy A.J. Murphy

As *Danae* hasn't had an article in the Communicator for some considerable time, now that we are doing something slightly different, it seemed an opportune moment to send some news.

We have been in the Standing Naval Force now since October when we relieved *Argonaut*. The turnover was quite hectic as it took place in Amsterdam; the fact that *Argonaut* wasn't even there is irrelevant. Until Christmas we were exercising and doing all those other fun things that can take place in the North Atlantic during November and December.

In January we sailed from Devonport wearing the broad pennant of Commodore Sigmund (CSNFL) (USN) and met up with the Dutch Leander *Isaac Sweers* and the German frigate *Braunswieg*. We then headed west to rendezvous with the Canadian and American members of the squadron. A short stay in Bermuda, where the Commodore transferred his broad pennant to USS *Coontz* and then a relaxing type work up. Since then we have visited Charleston, South Carolina, (twice) and had a very painful week in New Orleans. Taff Thomas

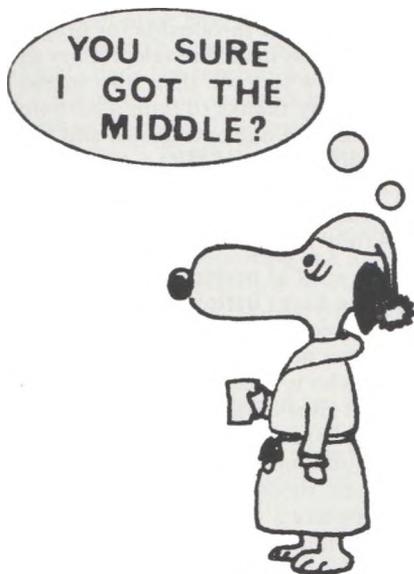
(ex *Norfolk*) was sent ashore in New Orleans to buy a butter dish for the Comms Mess, and he came back with what he thought was a butter dish (only 12 dollars from Woolies boyo) but it turned out to be a music box playing 'Old Man River'.

We are now in Puerto Rico (someone called Mohammed Ali is around, but he hasn't come yet) for an exercise with the Canadians and Americans and spend next weekend in the capital San Juan. The following weekend we are in Fort Lauderdale. That is one thing about this squadron, you are only sailors from Monday to Friday (morning) every weekend is spent in harbour. It probably has something to do with the Dutch and Germans who have their own Union.

Communications in the Squadron are different and probably better left to the Comms meetings which take place every time we enter harbour – a good thing actually, everybody gives everybody else stick, all make up, have a couple of wets then back onboard.

Congratulations to Rob Potter who put his buttons up in January after having been number one on the list.

The Communicators have been doing well in the world of sport with Dave Allport and Sidney Creasey taking it in turn to keep goal for the Squadron soccer team. Also the ship's basketball team is made up of Communicators.



HMS FEARLESS

by CRS K. Williams

Since the last edition of the magazine the ship has been in dockyard hands at Devonport undergoing a six month refit. The old management have dispersed to the four corners of the world and the new installed in the shape of Lt. Mowlam AWO 'C' (SCO), Lt. Barnes, ASCO, CRS Williams Regulating and CRS Poole Technical and Training. CCY Woodhouse is still with us but only to the end of March when CCY Rees takes over his spot on the bridge.

The ship is being fitted with 1203's, the new breed of UHF equipment. As with all new fits, new words have crept into our vocabulary. From out of the maze of wire and cabinets that used to be the UHF Office (and which, we are told, will be again someday), murmurs such as: AJK, wraparound aerial, memory stores, multi-coupler and 'T' junctions keep us speculating just what they are putting in there.

The future programme holds in store the usual post refit trials at the end of May. A spell at Portland working up and an 'Amphibex' before we join the Dartmouth Training Squadron for the Autumn cruise.

During our period of refit, the communicators have sallied forth into the great wide world, with visits to the builders of Concorde at Bristol and Westward Television at Plymouth. For the future, we have in the pipeline, a trip to RAF St. Mawgan and the Nimrod aircraft set up.

Keep an ear open. GKYQ will be back with the fleet at the end of May.

HMS INTREPID (PTS)

by CY L. Pierre

Felicitations and Wotcher from the bronzed communicators (one more than most), of HMS *Intrepid*. As we are now the Dartmouth Training Ship, our visits are many and varied, showing the flag and the Cadets., mostly spotty, snotty and full of nutty, the wonderful fleshpots of the West Indies.

At the time of scribbling we are meandering gaily around the Carribean heading for the dubious pleasure of Cartagena in Colombia. So far we have decorated the coastlines of such exotic places as the Azores, Bequia in the Grenadines, Barbados and St. Vincent. To give the Cadets practice in coastal navigation we have tucked the following under our belts: St. Lucia, Martinique, Dominica, Guadeloupe (good run says the FCRS), and Montserrat.

While it hasn't been too hectic so far, we received a taste of hard work to come when we flew SNOW's broad pennant in Barbados. From Colombia we head for Vera Cruz in southern Mexico and thence with CINCFLEET and FOCAS on board to visit Corpus Cristi in Texas. By the time we direct our weary way to Bermuda and home via Guzz, Portland (loud hoorays from the flagdeck) and the Nab Tower, this scintillating article will no doubt be bedecking the pages of the Communicator.

The Cadets provide us with work and laughter. They share the watches in the MCO and hazards when playing with the landing craft. Their main complaint seems to be not enough toilet paper . . . bears thinking about. Their guides and mentors from the Communications side are CY Rex Ennis and RS Alan Hall, who both appreciate beer, but never seem able to buy it.

But let us not forget our Booty Signallers without them the MCO and flagdeck would seem empty of muscles and green clad heads. Several of the troop were detailed for guard training, and on the great day one of these wonderful killers promptly stuck his bayonet into a helo. We now have our own helo-killer squad. Bless em. No awards for knowing who's who on the *Intrepid* but we all wish the *Fearless* the best of British when she relieves us and the rest of you all the best. Some of us will be joining you on your 'Grey Funnel' liners and some of us will be going to that territory called 'Terra Firma'. Therefore farewell from the lands of rum, bum (boats) and baccy, or Old Jamaicy Chocolate if you're UA.

"Quote of the Year" heard from an irate senior Lt. (SD) (C) ex RCI On finding that the MCO had five routine signals which they had been unable to clear on ship-shore for five hours "Make a signal to the ship-shore control station, and let them know what is happening."

HMS LOWESTOFT (‘Lowie’ to her friends)

Unloved as we are by the British press and it would seem the 'Navy news', this article will be brief in keeping with the – low profile 'Lowie' – syndrome we are suffering from at the present.

In September 1975 'Lowie' and her crew underwent the traumatic experience of a squadron inspection by F3 from which we emerged with only a few minor blemishes to our ego. Thus satisfied the Portland inquisition departed from our decks. Looking for their next victim, whilst 'Lowies' crew returned to normal.



A visit to Hamburg in November for a well earned rest from exercising, proved in fact to be a very exhausting exercise physically, mentally and financially. During this period relations with the fish (COD) exporting country became rather bleak and shortly after our return to Portsmouth 'Lowie' was sent to Northern waters to protect the national dish – fish and chips, her crew saying a fond farewell to Christmas and the New Year at home.

Except for a few minor difficulties, mainly clashes of personalities and individual interpretation of operating procedures, communications in general were very good. The LF component B11A proved to be in-valuable for broadcast reception, but as usual the teleprinters soon discovered how to undo their own screws and fall to pieces. Many thanks to both *Andromeda* and *Juno* for clearing our operational and commercial traffic so efficiently on MRL1, during their period of carrying CTG 600.1, which was a tremendous task for any one ship to carry out and was fully appreciated by 'Lowie'.

Our staff at present consists of RS (Radphone King) Barlow ex-*Mercury*, who insists on wearing pyjamas and believes the working day does not begin till after 09.30. Yeoman Durrant, who is spending an indeterminate amount of time on the bridge wings, (port or starboard, depending on which side the Icelandic gunboat wants to cuddle us) doing impressions, successfully I may add, of an icicle and glaring like a walrus at anyone foolish enough to whistle, hum or sing – Findus Fisherman far away – etc.

Meanwhile LRO(G)'S Anderson, deeps angstaff (ex-submarines) and LRO(T) Stone

ably assisted by ROI(G)'S Rogers and Richards have the unenviable task of trying to explain the intricacies of communications to the more junior members of the staff. For their sins, or so it would seem, the navigating officer/SCO Lt. P.J. Hughes and ASCO S/Lt. D.J. Lye have, inbetween their other duties, the inconspicuous honour of heading the team.

In keeping with our – low profile – approach to the press and general news media, 'Lowie' will not bore readers of this magazine with a blow-by-blow account of the so called Cod War. Suffice to say we are here, for the second time, but as yet have avoided the dramatic, but newsworthy, collision or ramming incidents which have made our consorts famous. However we are now beginning to look a bit tatty, tired (two watches has that effect), and sickly in comparison to our more bronzed colleagues who are in the sun somewhere. It is hoped therefore that 'Lowie' will render the next article (effort) for this magazine whilst suffering from sunstroke and female company.

PS We joined the elite on the 18th, we're stars, we got a bang.

HMS ROTHESAY GROUP DEPLOYMENT 3

by RS Lucas

"Pots there's no tune drive on 640 No.3"
"Office-Ops: check the transmitter on AAWC"
"Office-Bridge: we've got a loud howl on tactical"
"RS! *Glamorgan* must have TFS in on the TG broadcast" "We can't raise her on calling either"
"Office-Ops: check the receiver on reporting, we can hear *Glamorgan*, but we can't hear *Llandaff*, she can hear us, because *Glamorgan* said so, and she's further away" "Ops-Office: don't you mean the transmitter?" "No the receiver" "Ops-Office: It must be the transmitter!" "Don't argue just check it!" "Office Rogerrrr!!" "Office-Ops: We've just lost the receiver on reporting, we had it loud and clear just then" "Ops-Office: We know you've lost the receiver we've just taken it off to check it like you asked!" "RS to the Bridge" and that was only the first day!!

Our "World cruise" started last July and in retrospect it appears we've been away six years as opposed to six months. Our travels to Gibraltar, Malta, Suez and Djibouti are like distant past. Bombay's only attribute is, it rains when you arrive and rains when you leave. Steering gear breakdowns are common, especially 200ft off the jetty and with all the dockyard maties wearing plastic macks and sporting umbrella's sheltering from the rain, the pilot with an accent

like that of Peter Sellars, what else could you ask for?

Singapore provided all on board with a welcome break and bountiful entertainment provided by Boogy Straza, and of course, by our high spirited comrades in arms – and legs – if you got there early enough!!

During the present period of overseas rundown, rundown, its not very often that a young sailor gets the chance to visit Hong Kong – three times in one week!! But if you go up in the month of September, you're sure to get a suprise, for typhoons 'Alice' and 'Betty' will be lurking.

Three weeks AMP in Singapore just about drained everyone of collateral. The ships company were moved into *Terror* barracks while some of us were lucky enough to live ashore with our "wives" – seriously – well I can't vouch for those who insisted that their 'wife' had a gruff voice and wore a wig!!

On completion of the AMP *Rothesay* detached from the remainder of the group and sailed from Singapore at the end of October to make our way to Bandar Abbas, via Gan, to take part in exercise 'Midlink', preceded by a four day communications exercise with the army on Masirah Island, called exercise 'Inkling' – aptly named as we didn't have an inkling either!!



One day out of Singapore the SCO says "RS I think you'd better read this", "this" being in the form of an FTM informing us of the closure of Mauritius at the end of November. Considering we had to sail all the way up to the Gulf and back down again to Aussie, not arriving there until the middle of December I thought that was very considerate of him!! This posed a somewhat unprecedented problem – in my time anyway – no Singapore broadcast, no Mauritius broadcast, no Gan or Diego Garcia MRL. However Hong Kong was still going strong and with some research and help from Hong Kong using directional aerials, the problem could be overcome.

Meanwhile after a one day R & R in Gan we sailed and activated MRL 8 to begin exercise 'Inkling'. At this extreme range and Cyprus inability to QLH communications were very trying, to say the least. In fact during the first three days traffic was exchanged for only six hours. (It's a good job Mauritius hadn't closed at this time!!). When within 500 miles of Masirah we activated two circuits with Masirah Island where, amongst all the tents, field galleys, guns and brass were some British Army personnel who spoke the same language as us. After three days all we received from Masirah were long involved sitreps stating "All tents were rigged, food was good, moral was good and everyone was in high spirits. They should have been on board *Rothsay*!!

Shortly before beginning exercise 'Midlink' to make life easier, we activated MRL5 in lieu of MRL8. Half an hour after activation we were ZBZ5 and TARE connected at 2,600 miles from Mauritius. Anyone beat that?

Exercise 'Midlink' lasted two weeks and navies from Pakistan, Iran, USA and UK congregated in the anchorage off Bandar Abbas. The Iranians were host nation this year and naturally some problems were encountered. The covered broadcast employed tone values of 1575 and 2425, so naturally an offset of 2 KHz should have printed it no problem. Alas! No such luck. After attempting various filter values and offsets we stumbled upon a 1.6 KHz Offset using wideband filter values of 1275 and 2125 in the TTVF (T). The parameters and transmitted filter values, this we achieved with a – wait for it – A 0.4 KHz Offset!!

However consolation presented itself in the form of HMS *Rothsay* winning the communications competition held in the CENTO headquarters during the first week of the exercise. It comprised of an MRX, FRX and MTX.

Rothsay won the FRX, came second in the MTX and would have won the MRX if the RS hadn't been asleep and missed the first group!! Anyway we won the overall prize of an Onyx plaque, now stuck proudly on the RIC desk in the MCO.

Our trip back down to Gan involved a 'Passex' with the USN and presented plenty of experience in running an intership circuit with the American ships. The same tone values as that of the on line broadcast in

Our trip back down to Gan involved a passex with the USN and presented plenty of experience in running an intership circuit with the American ships. The same tone values as that of the on line broadcast in Bandar Abbas were employed by the Americans and an offset of only 1.9 KHz was the nearest we could get to the theoretical 2 KHz. On mentioning these two problems I would be pleased to receive any comments, be they detrimental or otherwise, from the technical boffins in *Mercury*, or from any that have managed to go to sea!! Both circuits were run through a TTVF (T).

At this stage in the "cruise" we had to say good-bye to Mauritius, and although we took pride in being the last ship to work her we were sorry to see her go and I think I speak for most communicators. This then left us with the long haul across the Indian Ocean with no Mauritius broadcast. However we picked Hong Kong's



directional radiation and read him fives all the way to Geraldton, in Geraldton, in Bunbury and finally closed down in Freemantle. During our passage to Geraldton, Hong Kong asked us to do a trial on the new configured MRL 9A run from HMS *Tamar* using the cable and wireless transmitters and aerials. This should be of interest to anyone on their way out here with no SATCOMMS as this will be the only communications available east of Suez. There are no QLH facilities, but QSY's took such a short time that this presented no problem and we printed him fives for two days with no real snags.

After Christmas we sailed from Freemantle on our way to Sydney. The Australian multi channel broadcast was read with no problems at all. The essence of this broadcast is to ensure equipment is set up and adjusted correctly. Receiver sensitivity and TTVF(T) filter adjustment played a large part in ensuring printability. Difficulty was experienced in clearing ship shore off the West Coast, but *Ajax* cleared all her traffic through Halifax. Ship shore procedure employs the old method of calling and working, so anyone on their way out this part of the world is advised to ensure your operators know their morse code!!

Well, we've completed our AMP in Sydney and are now on the home leg via Hawaii, San Francisco, San Diego and San Juan, the best part in my view. It's been a hectic deployment so far but for experience you can't beat it. On the job training presents itself in so many of the ways that are not normally available day running from Pompey and I feel sure anyone experiencing round the world deployment will be better off professionally as well as socially!!! 53 days to go!!!

HMS ZULU by RO1 (G) Bucknall

Sorry that we missed the last edition of our magazine. Never mind, I'll make up for it this time.

Having left Rosyth in mid September 75 and finishing a quick spell at Portland we arrived at Bermuda on 27 September, taking over from HMS *Minerva*. We were a little late arriving owing to hurricane "Faye". Leave was not immediately granted as we arrived during the early forenoon. However, a large hand message party was seen proceeding along the jetty at approximately 1130! During our stay in Bermuda LRO Muldrew, myself, RO1 Patterson and RO1 Brockbank hired mopeds and embarked on a tour of the island, only to return minus Paddy Muldrew, with dented mudguards, oily hands and 'mopey' rash.

Sailing from Bermuda we crossed the path of our second hurricane "Gladys" and arrived at Freeport for a quiet and fairly uneventful stay before moving onto Fort Lauderdale which turned out to be an excellent run ashore for reasons that need not be explained!

During mid October and most of November most of us spent our longest stretch at sea, five weeks, off Belize in British Honduras. We saw a couple of Guatemalan gunboats but other than that nothing very exciting happened. The ship's I.S. Platoon was landed for a few days to assist the Army in the jungle, RO1 Patterson, complete with portable, being the platoon radio operator and doing an excellent job of maintaining that important link with the HQ. The ship also carried out a few interception exercises with the RAF's Harrier. Socially the ship 'did its bit' by laying on a Christmas party for the village of Punta Gorda, the task being shared with the Army and the RAF. We also had some of the Army communicators onboard and they were all very interested to see our set-up and the associated strains that we put up with.

There then followed a four week AMP in Trinidad. This was a pretty busy time for the Comcen because there were 'piles' of telegrams to handle in preparation for a group of families that were flying out to be with their husbands. Whilst the AMP was underway we managed to get in a period of station leave before departing once again for Belize. While we were there, for the most part anchored off Punta Gorda, leave was given daily until midnight and after a while there were few liberty men taking advantage of this. The village is very small.

The day came to 'up pick' and head for Freeport where some of us were fortunate enough to be invited for 'up homers'. RO1 Patterson and myself met a young couple from Grimsby who made us very welcome at their home. We left Freeport to the sound of hooters blasting and headed for St. Kitts, where we were inspected at ceremonial divisions by SNOWI. After our short stay at St. Kitts there followed a quick visit to Montserrat and then, would you believe, back to Trinidad for our second AMP.

Whilst in Trinidad RO1 McIntyre left us for HMS *Cochrane* and his relief was RO1 Bennett, smiler we call him. That brings us up to date. We have a visit to Pensacola to look forward to. Finally, our thoughts go out to RS Lewis who missed out on the deployment, having to get into Haslar instead. We hope you are now better Dave.

Have you ever had that feeling?



DAUFMAN

TAILORS AND OUTFITTERS TO THE
ROYAL NAVY FOR OVER 60 YEARS

H.M.S. "MERCURY" SHOP

(Manager: Mr. A. C. Waterman)

Naval Allotment and other Credit facilities available

Head Office:

20 QUEEN ST., PORTSMOUTH

Telephone: PORTSMOUTH 22830

Members of the Interport Naval Traders Association

SPOTLIGHT ON 'JAN'

The Editor. *There seems to be a drastic shortage of cartoonists in the Fleet these days, or is it that they have all run out of ideas. You see, we just haven't been getting any 'funnies' submitted for publication lately and we are therefore very fortunate in having our very own, and very professional, cartoonist in the shape of 'Jan'. Although he is an ex CPO Air Artificer he does have 'communicator' connections in the shape of his wife, ex Leading Signals Wren Gilroy, who no doubt, sees to it that we are well supplied with cartoons. Our thanks to you Mrs. Foster. In fact, our magazine was the first ever to take any of his cartoons, way back in the early 1960's. Who exactly is Jan? If any ex Galatea readers care to look at the photograph of the ship's flight they might recognize the man on the left, CPO Foster, Cartoonist and Flight Chief, (in that order).*

Enough from me. Over to you Jan, tell us about yourself and the problems of being a cartoonist.....

I began to get involved in *Galatea's* ship's flight from late 1968 until about June 1971, or was it? anyway, about three months before the ship went for refit in Devonport. For the last four years in the Service I was an Inspector on M.A.R.T.S.U. The Mobile Aircraft Repair, Transport and Salvage Unit based at Lee on Solent. We repaired RN, RAF and Army aircraft... At High Speed! Before *Galatea* I was stationed at RNAS Lossiemouth, now RAF Lossiemouth involved with Buccaneer aircraft as a Crew Chief on an Air Support Unit.

Before 'Lossie' and Buccaneers, I was on loan to the Army Air Corps in Germany, where, once again I was a Flight Chief and this time we were operating Alouette Mk. II helicopters 'Scheming' or Exercising about Germany with a three tonner or any local barn as the Flight Office (better than the E.M.R. of 'The Gallant *Galatea!*'). The Army even supplied rum on occasions especially if you knew the Regimental Quartermaster. The Army and the RN always socialise to perfection. Regimental full dress mess dinners in a German barn, waiters, camping gas lights and champagne. HQ I Div. and Signals Regiment. The Signals bods seemed to be the only people who couldn't establish communications on commencement of the exercises!

Anyway, before that delight for two years as the 'Naval Schnapps Representative' I was again at Lossie working on station flight. A job, or series of 'jobs' I liked so much that I actually 'volunteered' to join the Army... what a good move. The boss was away on leave, and the day he came back, I was leaving. He wasn't very happy, nevertheless, I have worked with him subsequently for my last two years and we are still good friends. He didn't like his Lossiemouth job either.

800 squadron Scimitar aircraft held my attention for a couple of years and so did *Ark Royal*.

Meine Schone Frau I met whilst at HMS *Nuthatch* an air station near Carlisle. She was a Leading Signals Wren at the MSO from where the SCO would have me INSTANTLY removed and threatened with imminent death.

I was drafted to Seahawk from the quiet of *Nuthatch* which was about to end it's career as a Naval Air Station and which today is in a state of ruin. The memories of a savage social life remain, but the nissen hutted messes are now inhabited by cattle.... I nearly said cows!

In between that time and my beginning as an apprentice in 1950 when our pay was six bob per fortnight rising to ten bob in September '50, I found myself on several air squadrons and numerous aircraft types to maintain. In those days I felt that aeroplanes held a great deal of interest. Avengers and Sky Raiders, Fireflies and Furies. All helicopters these days. They're not aeroplanes.

Before I start telling you about the problems of becoming a cartoonist my regards to CCY Ken Bartlett wherever he is. He was on *Galatea* with me and at Admiralty when my Frau was a Frau Frauline! and to ex-Chief Tel Jan Guest who must now be civilianised.

SO YOU WANT TO BE A CARTOONIST?

By Jan

Have you ever had that feeling that you've been here before?

No.

I have!

Have you really!

Yes, I was here this morning, all of yesterday and the day before, in fact I've been here now for almost a year. Since I left Her Majesties British Royal Naval Aviating Fleet Air Arm (RN) I've been sitting here drawing these ridiculous cartoons.



'Jan' and friends - Smile please.

Nothing else?

Not much, I must have drawn over five hundred now, I don't seem to be able to stop you know. As soon as I wake up I reach for the nearest pencil. *Have you seen a Doctor about it?* About what? Oh! All this drawing you mean?..... Just a minute.....

OR

Have you ever sat in a train casually observing the quiet immaculately dressed rather suave sober looking type sitting opposite who, at infrequent intervals BURSTS into uncontrollable laughter attracting the attention of everyone whilst making a quick note in a little red book? Thence returning to his original silence? He'd be a cartoonist, and quite mad.

Now I don't think it's mandatory to be *actually* mad, but if you're on good terms with a member of the medical profession i.e. your landlord or off licence manager, get yourself certified. It'll help no end, especially when it comes to papering your walls with the hundreds of rejection slips you're going to collect. There are numerous embryo cartoonists in the RN I've seen many guys who are very clever, and certainly better draughtsmen than myself, with the skill to observe their fellow beings and get their expressions on paper. There are three or four who get themselves into print nationally, and one in particular who is a national favourite.

Cartooning can be a very remunerative hobby. Many of the popular dailies will pay about ten pounds for a single column-width drawing. That's good for the time spent producing the wretched thing, which I suppose averages fifteen minutes. Other prestige magazines and papers will certainly pay a lot more. Top flight cartoonists are indeed among the very highly paid.

I'm not!

For anyone with a little knowledge or skill in the drawing line and wants to get into print nationally, how does he go about it?

1. Send your cartoons direct to the specific cartoon editor of the periodical concerned.
2. Send your work to an agency.

I put most of my work into the hands of an agent. I do this for two main reasons. Firstly it's a very difficult task to get your name accepted by the well known journals, they have their regular contributors and clearly, are reluctant to drop these old faithfuls for someone new. An agent knows where a particular cartoon will sell. He's got to, it's his living. But he can get your name pushed around Fleet Street. I think his commission which ranges from 20 to 50 per cent is worth it. His rates will no doubt drop as you become more successful. As my agent said in his last communication 'At this rate, neither of us will have a Rolls!' Secondly, it's becoming quite expensive to submit packages of your work to individual editors together with return envelopes etc. Also, on their return (and they'll surely come back) they'll all be bent and you'll have to do 'em all again.

Try the local press they often will use some pictorial humour. That's what they told me, but, of course I find my local press have other ideas. The next local press I'm going to try is the Cider Press!

Finally the 'Writers and Artists Year Book' lists most of the nationally produced periodicals, also those of Australia, New Zealand, Canada if you're interested in selling overseas. It also lists those Agencies and Syndications that 'handle' cartoonists and the remuneration.

Try and earn that extra beer money.....
THE BEST OF LUCK!

WRNS

GETTING INTO S.H.A.P.E.

WRO Judith Parrott

The first few weeks in Supreme Headquarters Allied Powers Europe can be somewhat **harrasing** and for that reason I should like to pass **on** my experience to our future arrivals.

To be thrown into an international environment tends to leave you rather bewildered - there **are** so many nations, uniforms and ranks - you **really** aren't too sure who's who and what's what. **Who** do you call "Sir" and whom do you call **ma'am**? The latter being the American's expression **for** anyone not acknowledged. However, as long **as** you are here you will never know who is who **so** let discretion be the better part of valour..... **ignore** them all!

The next challenge is the place itself. Each **building** is almost identical to the next, leaving you **not** quite sure just exactly where you are if **lost**. Not only that, how do you find your mess? **It** just so happens that the International mess and the British mess are placed side by side (purposely **to** confuse you) hence, during your first week it **is** more by good luck than judgement that you **find** yourself eating with your own kind. Panic if you **aren't**.

Your next hurdle is trying to find your **place** of duty, on your own of course. You will **find** yourself wandering the endless miles of **corridor**, hoping that you are in the right building **and** looking for someone to ask the way. Chances **are**, when you find that person, he or she will not **speak** English, or may well try with the result **that** you finish up going in the opposite direction. **That's** life.

When you finally arrive at work, round **about** lunchtime, they will be terribly friendly **and** will tell you to 'pop' off for a bite to eat. You **get** an hour for lunch and it will take you that **long** to find the restaurant which leaves no time **for** eating. **Once** you have settled in however, **you** will be able to take all this in your stride and **you** won't even notice the daily after lunch **indigestion** caused by the rush-grab-rush routine.

On arrival in Belgium you will notice that **all** the traffic is going the wrong way. No, not in **reverse**, I mean that they drive on the wrong side **of** the road. This is fine for the locals, it's us new **ones** that have the occasional panic. We have a **SHAPE** pedestrian test -- if you can stay alive for **one** month after arrival, you've passed. To help

they place Zebra crossings in some of the most **strangest** places, for instance across a round-about. **Don't** be fooled, ignore them. It just gives the **drivers** something to aim at! You will also notice a **drastic** shortage of pavements. For this reason, **always** wear 'loud' clothes which will be in **keeping** with the Americans. Their clothes are so **loud** you can hear them coming.

Just remember, it should take you about **six** weeks to settle down to a comfortable way of **life** however, should you get lost, confused or run **over**, don't come to me because I have still to **finish** my settling in period. **HELP**.

GO WEST

or

A CRY FROM THE WILDS

by LWRO Sue Compton

Here is the first article from the new **Commcen** at RNAS Culdrose. For those of you **who** are unfortunate enough not to have served **in** "Ross Poldark" country, let me enlighten you.

Culdrose is slowly but surely becoming a **town** on its own. Helston, our nearest habitation **with** any life at all, is not very large and doesn't **offer** very much in the way of entertainment and **isolated** it is difficult to get to the larger towns if **you** don't have wheels. We have to rely on the



"YOU MUST BE OUT OF YOUR MINE!"

“Seahawk Club”, or the “Seahawk Theatre” which shows 2 films a week. We also have a smart new sports complex with half size Olympic pool, 2 squash courts and a gymnasium.

The Communications staff down here in the heart of sunny Cornwall consists of S/Lt J.C. Smith (who departs to sea shortly after this edition goes into print) CRS Dusty Rhodes, 2 RSs who are mainly concerned with the workings of the CRR in the Air Traffic Control Tower. The female staff consists of no less than 21 Wrens. We are split into 4 watches with PO Wren Carol Challis as Commcen Supervisor and general Can Carrier, 4 of the girls are employed in the CRR looking after the NAS/Air and NAS/Ship communications.

Until the 5th January the MSO was situated down a hole in the ground on the airfield side of the Station. Where we had to put up with things that went bang and creak in the night. Not to mention the mice and other creepy crawlies that helped to keep us company during the night watches. However, such niceties of life are now behind us and we are now settled in the basement of the new Administration Building. The girls registered looks of horror as they came back off leave to see the new Type 15 Teleprinters with

4 banks of keys instead of the old fashioned Type 7s that we hated, until we didn't have them anymore.

Our luxury items include fitted carpet throughout with a spanking new Rest Room complete with easy chairs and a SINGLE bed. We also have our own television (not rented but OWNED) by courtesy of the Cornwall Amateur Radio Club in whose raffle we won the Star Prize. Though the opportunity to operate radio circuits is very limited we have been accepted as honorary members of the Cornwall Amateur Radio Club (despite the raffle result) and run a Naval Communications Stand at the Meetings (see photo).

I seem to have run out of things to say -- never happen cries the SCO, but I must close and say farewell until the Editor allows me to bore you next time. BIBI TTFN

FRIENDSHIP

“Friendship is always a sweet responsibility, never an opportunity”.

Kahlil Gibran

“The best way to keep your friends is not to give them away”.



Sub-Lieut. Smith, L.Wren Cliffe and Wrens Beard & Abbot at the RN Comms. Stand, Cornwall ARC.

MERCURY

FLEET AND CHIEF PETTY OFFICERS MESS

Mess President: FCRS Challinor
Vice President: FCRS Wise
Mess Manager: CCY Dalby
Mess Secretary: CRS Hilder

Our thanks and appreciation to CMEM Dave Chapman who relinquished the job of Mess Manager in February and has taken over as 'Buffer' of the Establishment. We welcome CCY Dalby as the new Mess Manager.

Much discussion continues over the amalgamation of the Fleet and Chief Petty Officer's mess with the Petty Officer's mess and it is no longer a question of "How will this be achieved", more like "When will this be achieved". Mercury for many years passed has always had a "never the twain shall meet" attitude however, we have finally disposed of the stick-in-the-muds and the 'wind of change' is now beginning to blow. The biggest obstacle is the cost of redesigning both messes to make them into one large mess. Unfortunately, until that is overcome we must maintain the status quo.

The Cheese and Wine Party, held on 23rd Jan., was poorly attended. We put this down to it being too close to the Christmas 'hangover', not so much alcoholically but financially! We are hoping for a better turn out for the Mediaeval Banquet in March and the Wedgewood Rooms Dance two weeks after that. We will let you know how these events fared in the next edition.

Finally, our inveterate 'Brown job' WOII Jim Doherty is about to leave us and, without wishing to embarrass him, may we express our appreciation for the many splendid things he has done for the mess – we will just say THANKS JIM.

Please make a note of these future events. We hope to see you there:

Ladies Night – 26 May
Mess Social (tentative) – 19 June
Sea Dads Trophy – 22 July
End of Term Ball – 6 August
HODS RPC – 12 August.

'SNORING JENNY'

by John Wingett

On October 14th the "volunteers" for the Christmas Panto met in the Main Cinema and we were told: "There's no script, no costumes, no piano! Opening night is seven weeks away. Do we do it?" This question was answered with a unanimous "Yes". A story was agreed, a title was decided, and after that a four nights a week rehearsal schedule was planned..... And didn't they do well!

Overcoming all these difficulties was probably the main factor for the success of "Snoring Jenny". The story was very loosely based on the fairy tale of "Sleeping Beauty", and although lots of improvisations had to be made, the production never lost its traditional pantomine flavour.



The cast of 'Snoring Jenny'.

COMMUNICATORS for Signalmen duties

Ex-RN Tactical Communicators are needed by the Royal Fleet Auxiliary to serve as Signalmen under Merchant Navy conditions of service.

Working conditions aboard RFA ships are excellent. Basic pay depends on qualifications and previous experience. Ample opportunities exist for overtime. Home and Foreign Station Allowances form an additional payment. 84 days paid leave after each year's service for contract men. Non-contributory pension and sick-pay schemes.

Full particulars from:
Careers Office, Royal Fleet Auxiliary,
Empress State Building, London SW6 1TR.

ROYAL FLEET AUXILIARY 

Space precludes me from writing much more about the play, but it would be unjust not to mention the good character portrayals of Ollie Butler as a truly frightening witch, Dave Collins as the good fairy, Bertha Longside; Margaret Bennett as the lovely Princess Jen, and Frankie Abbott as Jack. Thanks must also go to Sheila Wentworth, Tony Webb, Julia McGlynn, Maurice Withyman, Alison Forbes, Dave Wood, Lawrence Campbell, and Jim Bartram. The chorus who were drawn from both male and female new entries also contributed so much with their enthusiasm and renderings of such old favourites

as "Goodbye" and "Oh what a beautiful morning" were really well received.

A special word of praise must go to those who don't appear on the stage. Our stage designer Bob Davis, lighting and sound John Butler and Bill Baillie, costumes Flo Burns and Flo Curry, make-up Rose Locke, Mary Gray (props), Mrs. Davis for decorating the cinema so beautifully and last but not least Penny Stinchcombe who played so magnificently throughout. Thank you one and all.

OBITUARY

The Captain, officers and ratings of HMS *Mercury* regret to announce the death of their shipmate Lieutenant-Commander Thomas Mawson on the 20th March 1976

The funeral service, which was attended by the Captain and a large number of officers and ratings, was conducted in HMS *Mercury* prior to the cremation at Portchester on the 29th March.

the systems obtaining in the RNR, Manchester came a dismal next to last.

For 1976 faults in the team were eradicated and weaknesses neutralised to such effect that their single typing error and almost fastest time made them the winners by a handsome margin.

The team are all home bred, only the trainer being Ex-RN, R S Martyn Stephens. A/RS Tony Ward, RO2 Geoff Gauton, WRO(A) Pam Brown, and P/WRO(O) Judith Leresche were the team with RO2 Jim Brown first reserve and CRS Norman Bennett the trainer. We are all looking forward to next year when it is our aim to win again.

TRIFLES

"A small leak will sink a great ship"

Benjamin Franklin

"It is the little bits of things that fret and worry us; we can dodge an elephant, but we can't dodge a fly".

Josh Billings

"The creation of a thousand forests is in one acorn".

Ralph Waldo Emerson

"Trifles make perfection – and perfection is no trifle".

Michelangelo



MANCHESTER CTC R.N.R.

DUFFY TROPHY

The Duffy Trophy, presented by Lord Derby, in 1966 to the then No.4 District RNR to commemorate, amongst other things, the winning of the Mountbatten Award: Captain Duffy being the CO of No.4 District. Manchester CTC won the award in its inaugural year and retained it for some time.

In 1975 it was decided to award the trophy to the winner of a communication exercise using

COMMISSIONING FORECAST

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, Month, Base Port, Commissioning Port, Remarks.

<i>Euryalus</i>	GP Frigate	March	Devonport	Devonport	completes major refit at Devonport.
<i>Brinton</i>	CMF	March	Rosyth	Chatham	completes major refit.
<i>Upton</i>	CMS	April	Rosyth		starts major refit at Gibraltar.
<i>Juno</i>	GP Frigate	May	Chatham	Devonport	Major refit at Portsmouth.
<i>Gavinton</i>	CMH	May	Rosyth	Gibraltar	completes major refit at Gibraltar.
<i>Hecate</i>	Survey Ship	Mat	Devonport		completes major refit at Devonport.
<i>Pollington</i>	CMS	May	Rosyth		starts major refit at Chatham then to FPS.
<i>Lynx</i>	AA Frigate	June	Chatham		completes refit at Rosyth for SB SQ.
<i>Jupiter</i>	GP Frigate	June	Devonport	Gibraltar	completes refit at Gibraltar, commissioning with Ships Co from Scylla, Captains CD with full staff.
<i>Scylla</i>	GP Frigate	June	Devonport		Pays off for refit at Gibraltar, Ships Co transferred to Jupiter.
<i>Opportune</i>	SSK	June	Devonport	Faslane	completes refit at Devonport.
<i>Danae</i>	GP Frigate	July	Devonport		major refit at Devonport.
<i>Dreadnought</i>	SSN	July	Faslane	Devonport	completes major refit at Chatham.
<i>Kellington</i>	CMH	September	Rosyth		refit at Chatham then to RNR, Ship Co to Stubbington.
<i>Hydra</i>	Survey Ship	October	Portsmouth		major refit at Portsmouth.
<i>Phoebe</i>	GP Frigate	October	Devonport	Devonport	completes major refit.

Vacancies for Ex-service Personnel

Airwork Services Limited offer employment to Ex-Service Aircraft and Electronic Technicians who wish to continue their trade after termination of service

Opportunities exist in many parts of the UK and overseas offering accompanied and unaccompanied posts.

Enquiries should be addressed to the Senior Personnel Manager

AIRWORK SERVICES LTD

Bournemouth (Hurn) Airport
Christchurch, Dorset
BH23 6EB



HQ NAVSOUTH (NAPLES)

by CY R. Thompson

It has been so long since an article from sunny Naples appeared in the Communicator that nobody here can actually remember one. A quick run down on like on the staff of the Commander Allied Naval Forces Southern Europe might help with the problem of completing DPC's (anywhere must be better than Dago Garcia).

For the benefit of visiting ships we are here to drink your beer, empty your canteen of nutty (for the kids) and generally beg, steal or borrow. We also welcome you on the sporting front where we can make use of our limited sports facilities, i.e. hockey on the rugby pitch (no Tot Fund grants in NATO) to test our skills (or is it just enthusiasm).

The Communicators in the HQ are employed in two different sections, the Comms Division (the planners and providers) and the Commcen (the doers and users). Both sections are under the control of Captain M. Freeman as A/COS (Comms) who will shortly be leaving us for civilisation.

The Commcen is manned by British, Greekish, Turkish and Italianish personnel all led, controlled and taken charge of by Lieut. P. Wailles assisted by CY Ron 'I'm doing my thing for NATO' Thompson. The British staff of 'we don't get to the beach as often as the dayworkers' watchkeepers consists of 5 LRO's, 2 RO 1's and 8 WRNS (the unsteady influence). Our present NAVOCFORMED sea-rider (who is waiting for a relief to be detailed) is CY Derek Garnsworthy who has recently been awarded the B13 for bravery in the face of friendly forces!!

In the planning department we have Lieut. Cdr. T. Crozier (Comms and EW) who has been known to take his caravan with him whilst watchkeeping at the War Headquarters. Working closely under him is RS John 'I'm always getting seen off' Granville and CRS(W) Brian 'Overdrive' Hood. 2/O Jackie Mulholland has just been relieved by CRS Dave 'Stereo' Skinner as Crypto Custodain (who thought up that lousy deal). Prior to that the CRS was the Bits and Pieces department.

A quick mention must be made of our friends down the road at COMSUBMED who probably won't have time to write their own article (who believes that?). Their boss man is Lieut. W. Burling and the team is CRS (SM) Ken Steel (who has recently relieved Dave Taylor who is now en-route to Whitehall), CY Bill Gauson and RO1 Steve Wibley.

As our tame Fleet Air Arm photographer gravely declined to take a branch photograph (you have to see this lot to believe it) I will close by listing those stalwarts of the British Empire (or the sage of Britains diminishing contribution to NATO) not mentioned above. LRO's Trevor Jones, Pat Pattinson, Gary Brown, Steve Whiting and Dave Turner. RO1's Paddy Girvan and Gary Crabtree all backed up by the feminine (female feminine that is) representatives who are Sally Empson, Jane Strawford, JM Terry, Sandy Dodkin, Jane Pritchard, Cas Boulton, Anne Coombes, Lynn Middleton and Leslie Deefholts (who is about to join us).

To all Communicators (sea-going only) come and join us. We just love your English beer.

A SHIP IS A SHE

The word "ship" itself is from the Anglo-Saxon "scip" or Gothic "skip" both meaning boat. In the Royal Navy we draw a distinction between ship and boat, the later being a smaller vessel usually without decks, which is carried aboard a ship. Certain exceptions exist; submarines, out of sense of friendly rivalry, are often referred to as boats, and we refer to passenger ships as boats though probably not as a compliment. A ship is a she because

- (a) it is always feminine
- (b) hard to handle
- (c) men run to her
- (d) requires gilding and painting
- (e) comes into port and heads for the buoys
- (f) likes to show her topside and hide her bottom
- (g) obstinate and perverse
- (h) is an object of affection
- (i) whenever she sinks she takes a lot of good men down with her.



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
Adams, B.J.	Lt-Cdr	Daedalus
Baker, J.D.	Sub-Lt	Dryad
Bee, M.J.	Sub-Lt	Torquay
Bell, R.T.	Sub-Lt	Euryalus
Bennet, N.J.	Sub-Lt	Dryad
Chappell, S.F.	3rd Off	Neptune
Cobley, C.K.D.	Lt-Cdr	Eastbourne
Craig, R.M.	Sub-Lt	Fife
Davies, B.P.	Sub-Lt	Glamorgan
Dobson, D.	Lt-Cdr	MOD (DIS)
Fawcett, F.N.	Sub-Lt	Ariadne
Foot, L.G.	Lieut	Mercury
Fryer, D.W.	Lt-Cdr	ACR
Glaser, S.Y.	3rd Off	AFNORTH
Goacher, M.	Lt-Cdr	St Angelo
Keane, P.J.	Sub-Lt	Dolphin
Kettlewell, I.I.C.	Cdr	DNOR
Knapp, G.A.	Lt-Cdr	RMA Sandhurst
Lawler, J.D.	Sub-Lt	Laleston
Lennon, P.A.	Lt-Cdr	Collingwood
Lisher, J.W.	Sub-Lt	DRYAD
Locke, R.	2nd Off	CINCNAVHOME
McMullen, C.J.	Lt-Cdr	DNS
McWalters, P.G.	Lieut	Commcen Whitehall
Matheson, F.K.	3rd Off	President – Whitehall W/T
Morris, F.	Sub-Lt	Soberton
Mical, I.M.	Lieut	Commcen Whitehall
O'Donnell, P.	Lt-Cdr	CINCEASTLANT
Phillips, M.D.Y.	Lt-Cdr	Neptune
Robson, G.C.	Lieut	ACR
Rowe, C.J.	Lt-Cdr	Raleigh
Russell, F.E.	Sub-Lt	Dryad
Richardson, A.B.	Cdr	Amazon
Rice, C.E.K.	Lt-Cdr	Cochrane – FOSNI
Rogers, J.	Sub-Lt	Juno
Rogers, N.R.	Lieut	Mercury
Smith, J.C.	Sub-Lt	Danae
Sattermeister, P.R.	Cdr	MOD DGNMT/DGMT(X)
Traer, E.W.	Sub-Lt	Mercury
Truill, C.G.	Cdr	DGW/CSWA(N) – ASWE
Tubb, T.F.	Sub-Lt	Tenacity
Vear, J.L.	Sub-Lt	Sheffield
Walklett, C.H.	Lieut	Mercury
Whitby-Smith, R.C.	Lieut	Sultan of Oman's Navy
Williams, T.A.	Sub-Lt	Andromeda

PROMOTIONS

To Cdr Duke, V.S.V.
Abbott, P.C.

HONOURS

MBE Singleton, E.C. Lieut

RETIREMENTS

Briggs, W.G. Lt-Cdr
Carrington, J.A. Lt
Sclater, E.G.L. Lt-Cdr
Wooley, R.J.E. Lt-Cdr

DRAFTING

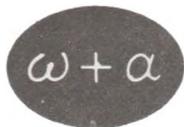
Only names that have been included in articles from ships and establishments and not printed elsewhere in the magazine are shown here. Reading the FLEET SECTION NEWS will give you the whereabouts of many of your friends. Please forward any drafts you wish shown in our next edition with your article for the Summer 1976 Edition of the magazine. Individuals may write directly to the Editor if they wish.

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

Name	Rate	Whither	Name	Rate	Whither
Andrew, D.	LRO(G)	Resolution	Day, R.	RO2(T)	Ashanti
Arnell, A.H.	RO1(T)	Herald	Daubney, P.H.	JRO(G)	Hermes
Adamson, K.P.	AB(EW)	Juno	Daniel, A.D.R.	RO1(W)	Dolphin
Anderson, G.	JRO(T)	Devonshire	Edgar, R.W.D.	CY	Cochrane
Alger, T.L.	RO2(G)	Devonshire	Edwards, J.	RO2(G)	Fife
Armstrong, G.J.	ROSM	Mercury	Eady, M.D.	RO1(T)	Mercury
Albon, D.J.	LRO(W)	Drake	Edmonds, P.G.	RO1(T)	Mercury
Austin, D.J.	RO1(W)	FOST	Ellis, D.L.M.	RO2(G)	Aurora
Andrews, D.W.M.	LRO(W)	Tangemere	Everett, K.	RO1(T)	Mercury
Attwell, R.J.	JRO(T)	Glamorgan	Emberton, L.J.H.	RS	CINCFLEET
Athey, B.	RS	Mercury	Eves, P.	LRO(W)	Llandaff
Allen, G.C.	CRS	GCHQ Cheltenham	Ellis, D.L.	RS	Keppel
Anderson, G.	RO1(W)	Sherton	Easter, A.	LRO(T)	Mercury
Atrow, M.R.	LRO(T)	Whitehall	Evans, J.C.	LRO(T)	Mercury
Baxter, A.E.	LRO(T)	Neptune	Edmonds, M.D.	LRO(G)	Andromeda
Barwick, O.B.	CY	Torquay	Ewins, P.G.	RS	RAF Thattham
Bennet, W.D.	LRO(G)	FOSNI	Field, D.N.	LRO(T)	1012
Barlow, P.W.	LRO(G)	Tangemere	Fitch, P.J.	RO1(G)	Exmouth
Barron, P.J.	RO2(T)	Rhyl	Farrow, P.E.	CY	Juno
Bassett, W.	CY	Leander	Fuller, M.G.	RO2(T)	Devonshire
Bennett, G.	RO1(T)	Mercury	Findlay, D.J.	JRO(T)	Mermaid
Bradshaw, H.	RO1(T)	Mercury	Findlay, M.R.W.	RO1(W)	Mercury
Brown, R.W.	SEA(EW)	Mohawk	Fleetham, G.	RO1(W)	Dolphin
Burke, E.C.	RO1(G)	Dolphin	Foster, R.	JRO(T)	Devonshire
Bajona, M.	LRO(G)	FO Plymouth	Farquhar, G.C.	RO1(G)	Dolphin
Bolt, K.B.	RO1(T)	Mercury	Fewings, M.K.	LRO(G)	Ark Royal
Bridges, G.R.	RO1(G)	Dolphin	Glendinning	CY	Exmouth
Brown, T.	RS(W)	Mercury	Groves, A.J.	JRO(T)	London
Barrow, R.P.	LRO(W)	Mercury	Glass, D.T.G.	RO1(G)	Dolphin
Beevor, G.R.	JRO(T)	Apollo	Graham, M.J.	JRO(G)	Salisbury
Challinor, M.J.	FCRS	FOF1	Glennister, C.T.	RO2	Mercury
Cheer, R.D.	RO1(T)	Blake	Guy, S.W.	RO1(T)	Galatea
Cook, P.J.	LRO(T)	GIB COMMEN	Goodwin, A.E.	RO1(T)	Hydra
Cartwright, P.G.	RO1(G)	Mercury	Grogan, O.R.	RO1(G)	Dolphin
Campbell, D.	LRO(W)	Achilles	Greening, R.J.	LRO(G)	Mercury
Clarke, D.J.	LRO(W)	Tangemere	Grant, P.W.	RO2(G)	Dolphin
Clipson, D.	RO1(T)	FO Plymouth	GINNS, S.	RO1(T)	Mercury
Cosker, L.J.	CY	Mohawk	Gamesby, S.	LRO(G)	Penelope
Cadwallender, A.	RS	Ark Royal	Gillingham, W.H.	LRO(T)	Drake
Campbell, B.	RO1(W)	Mercury	Holmwood, E.	LRO(G)	ACCHAN/EASTLANT
Cassett, G.	RO1(T)	GIB COMMEN	Hillen, R.G.	LRO(SM)	Neptune
Clayburn, C.J.	JSEW	Antrim	Hart, M.R.	LRO(T)	Mercury
Champion, G.W.J.	LRO(G)	Tangemere	Hannigan, P.	LRO(W)	Tangemere
Cooper, I.G.	JRO(G)	Torquay	Hosford, P.J.	LRO(W)	Tangemere
Crayford, I.R.	LRO(G)	Mercury	Harris, K.A.	RO2(G)	Dolphin
Conway, D.M.	RO1(G)	Iveston	Horrocks, K.G.	RO2(G)	Mercury
Cameron, S.	RS	Fearless	Harrowsmith, M.	LRO(G)	Conqueror
Cornelius, V.W.	JSEW	Danae	Hall, J.R.	LRO(W)	Neptune
Dyer, M.B.	LRO(G)	Mercury	Harrison, M.	JRO(T)	Rothesay
Davies, A.L.	RO1(G)	Dolphin	Harvey, N.E.	RO1(G)	DIEGO CARCIA
Dale, M.J.	LRO(G)	Mercury	Harrison, K.J.	RO1(W)	Mercury
Dunford, J.A.	RS	Herald	Heather, S.G.	LRO(T)	Mercury
Duncan, J.	JRO(T)	Arrow	Iles, M.C.	JRO(G)	Fife
Duncan, L.J.	LRO(W)	Scylla	Iggo, K.A.	RO2(G)	Dolphin
Davidson, C.J.	RS(W)	Antrim	Innes, W.A.	RO1(G)	Dolphin
Deans, D.J.	RO2(G)	Dolphin	Ibbotson, J.S.	RO1(W)	Mercury
			Jenkinson, M.L.	RO2(T)	Mercury

Name	Rate	Whither	Name	Rate	Whither
Jackson, P.	RO1(T)	CAPT 2 FS	McMaster, S.	RO1(G)	Mercury
Johnson, W.P.	LRO(T)	FOF2	Macbeth, D.	LRO(G)	Reclaim
Jennings, D.J.	LRO(G)	Mercury	Maddox, P.J.	RO2(W)	Dolphin
Johnson, E.	RO2(W)	Hydra	Neale, P.G.	RS	Eastbourne
Jenkins, B.	RO1(T)	Plymouth	Nelson, S.W.	AB(EW)	Mercury
James, D.E.	LRO(T)	RNAS Portland	Nelson, G.K.	RO1(G)	Dolphin
Kerslake, R.J.	CY	Galatea	Nickerson, M.D.	CRS	Norfolk
Kimber, C.F.	LRO(G)	Amazon	Needham, C.R.	RO(SM)	Neptune
Knott, C.D.	LRO(G)	DA Bahamas	Nock, J.W.	RO1(G)	Tenacity
Knapton, A.J.	JRO(T)	Devonshire	Nevett, A.	JRO(T)	Mermaid
Kelly, J.J.	RO2(G)	Dundas	Orme, D.J.	LRO(T)	Mercury
Kirkby, M.J.	JRO(G)	Bacchante	O'Neill	RO1(T)	Mercury
King, R.C.	RS(W)	BRNC Dartmouth	Owen, C.	LRO(G)	RNU Tangmere
Kilby, R.H.	LRO(T)	Mercury	O'Shea, P.D.	RO1(T)	Dolphin
Kendall, D.R.	SEA(EW)	Tiger	Oxtoby, A.P.	LRO(SM)	Dolphin
Lippman, D.A.J.	LRO(W)	Mercury	Ormerod, V.N.	RO1(W)	Mercury
Lloyd, G.	RO1(G)	GIB COMMEN	O'Halloran, I.S.	RO2(G)	Ark Royal
Lawrence, R.A.	LRO(W)	Mercury	O'Neill, J.M.	JRO(G)	COMMEN LASCARIS
Lawson, D.F.	RO1(W)	Drake	Oldham, P.J.	CY	Falmouth
Lawson, T.J.	RO1(G)	Hubberston	Oakes, R.L.	LRO(G)	Mercury
Lewis, M.S.	CRS	Birmingham	Palmer, G.A.	LRO(G)	Forest Moor
Lisby, D.	RO1(G)	Berwick	Parker, M.P.	A/CRS	BRNC Dartmouth
Llewellyn, R.A.	LRO(W)	Mercury	Parry, D.R.	RO1(G)	Mercury
Lote, A.J.E.	RO2(T)	Apollo	Paton, D.W.	JRO(T)	Euryalus
Lewis, R.T.	LRO(G)	FOCAS	Paul, A.	LRO(G)	Brighton
Lloyd, W.L.	CY	Mercury	Payne, M.K.	LRO(T)	Mercury
Lovatt, M.A.	LRO(G)	Norfolk	Perdue, C.J.	RO2(T)	Blake
Leppard, J.	FCRS(W)	Mercury	Pontefract, G.	RO1(G)	Zulu
Larsen, C.H.	CY	Achilles	Ponting, W.W.	JRO(G)	Leander
Leese, T.R.	RO2(T)	Jersey	Porteous, J.W.	RS	Abdiel
Land, J.	LRO(T)	Mercury	Poston, R.	LRO(T)	Tiger
Lindman, J.	RO1(G)	Shavington	Plaister, B.G.	LRO(T)	CINCNAVHOME
Lyons, B.	LRO(G)	Dreadnought	Preston, P.	LRO(G)	Sheffield
Leadbetter, R.G.	LRO(G)	Mercury	Price, L.M.	RS	Mercury
Lee, S.A.	JS(EW)	Fife	Prince, D.E.	CY	Devonshire
Lucas, R.A.	FCRS	Whitehall	Prince, A.J.	RO1(G)	Mercury
Laudham, C.R.	JRO(G)	Sheffield	Punter, J.A.	RO1(T)	Rooke
Lawrence, A.J.D.	SEA(EW)	Apollo	Purnell, J.	RS	Mermaid
Leighton, F.	RO2(G)	Fearless	Quale, D.	RO1(T)	Rooke
Low, D.M.	RO2(G)	Bristol	Quick, A.	LRO(G)	Mercury
Lock, P.	RO2(G)	COMMEN LASCARIS	Ratley, S.G.	JRO(G)	Sheffield
Ledford, G.W.	RO2(T)	Ajax	Rawlings, A.P.	RO1(G)	FO Plymouth
Laurie, M.T.	RO1(T)	Rooke	Rawlings, I.R.	JRO(T)	Abdiel
Long, I.M.	RO1(T)	COMMEN LASCARIS	Rees, R.	CCY	Fearless
Lyons, H.J.	LRO(T)	Whitehall	Reilly, J.C.	CY	Mercury
Lee, H.H.	RO1(G)	Mercury	Rendall, D.C.	LRO(G)	Mercury
Lee, S.M.	LRO(G)	AFNORTH	Rice, N.	LRO(W)	Mercury
Linton, C.R.	RS	Penelope	Rice, M.G.	RO2(T)	Ark Royal
Law, J.G.	RO2(G)	Leander	Richards, R.W.K.	LRO(G)	Mercury
Lysnight, V.S.	LRO(G)	Ambuscade	Richardson, G.	JRO(G)	Kent
McDuv, R.J.	RO2(G)	Devonshire	Richardson, M.A.	CY	Plymouth
Monger, R.G.	CRS	Mercury	Risby, K.J.	LRO(T)	Nelson
Morton, D.S.	CCY	Tiger	Roberts, S.P.	JRO(G)	Galatea
McAniffie, P.D.	RO2(G)	Endurance	Roberts, S.R.	LRO(G)	Mercury
Macfarlane, S.A.	LRO(G)	Mercury	Roberts, I.T.	RO2(G)	Intrepid
Moxham, N.H.	LRO(W)	Ajax	Rose, A.M.	RO1(W)	Naiad
Mitchell, D.M.	RS	Mercury	Ross, A.	CCY	Mercury
Marshall, C.	JS(EW)	Euryalus	Ross, I.R.	LRO(G)	Whitehall
Maclennan, W.G.	RO1(G)	Dolphin	Rowe, D.P.	RO1(G)	95 CDO
Mearns, I.D.	JRO(G)	Arrow	Rodulson, M.	RO1(G)	Achilles
McMillan, M.	RO1(G)	Mercury	Rudd, E.F.	RS	Mercury
Mairs, G.R.	JRO(T)	Salisbury	Ruddick, R.	RS(S)	RNU Tangmere
Munro, D.	JRO(G)	Antrim	Rundle, T.	RS(W)	Mercury
Morton, I.	CY	BRNC Dartmouth	Russel, A.M.	RO1(T)	Mercury
McConnachie, C.	LRO(G)	Cygnets	Sampson, T.A.	LRO(G)	Whitehall
Macleay, H.G.	RO2(T)	Antrim	Sandall, P.J.	RO1(T)	Torquay
Maylum, D.P.	RO2(G)	London	Saunders, B.	JSEW	Kent
Mellers, G.L.	LRO(T)	Mercury	Saunders, P.J.	JRO(G)	Fife
Martin, K.C.	RS(W)	Mercury	Saunders, P.S.	LRO(W)	CINCNAVHOME
Moss, D.J.	RO2(G)	Devonshire	Scaife, F.	LRO(G)	FOST
Mayall, C.S.	RS(W)	Diomedes	Sellers, R.W.	RO2(G)	Ark Royal
Morris, L.T.	LRO(T)	Mercury	Seager, I.K.	RO1(T)	Andromeda
Mitchell, A.	RO1(W)	Mercury			
Matthews, M.L.	LRO(G)	Mercury			

Name	Rate	Whither	Name	Rate	Whither
Sharp, M.J.	LRO(G)	Mercury	Wade, M.A.	CY	Mercury
Shelbourne, S.J.	RO1(W)	Mercury	Wadsworth, G.W.	CRS	Mercury
Short, C.E.	RO2(W)	Euryalus	Walker, C.F.T.	LRO(G)	Mercury
Shuker, A.D.	FCRS	Mercury	Walker, L.	RS	Antrim
Slater, D.	RO1(G)	Norfolk	Walker, S.J.	RO1(G)	FO Plymouth
Smith, L.G.	LRO(G)	Whitehall	Wall, D.E.	LRO(G)	Diego Garcia
Smith, R.E.	RO1(G)	Mercury	Wallace, N.A.J.	LRO(G)	Tartar
Solomon, A.C.	JSEW	Antrim	Wallwork, R.C.	RO1(T)	Rooke
Steele, K.M.	FRO(T)	Euryalus	Warrior, D.	LRO(T)	FOSNI
Still, B.J.	RO1(W)	Aurora	Warburton, B.H.G.	LRO(G)	RNLS Tangmere
Stoneman, D.A.	RO1(T)	Apollo	Weeks, R.G.	LRO(T)	Ajax
Streames, G.	LRO(G)	Gurkha	Wealls, D.B.	LRO(T)	Mercury
Stanley, P.R.	LRO(T)	FOF1	Welch, B.W.M.	CY	Euryalus
Stanney, H.R.	RS	Mercury	Wheatley, K.E.	LRO(SM)	Dolphin
Sullivan, I.A.	RS	Ambuscade	White, G.A.	RO2(G)	Zulu
Summerell, N.	RO2(T)	Mercury	White, T.J.	LRO(T)	COMNAVSOUTH
Summers, G.F.	CY	Nelson	Whittaker, A.W.	RS(W)	Mercury
Sutton, A.	RO1(W)	Tiger	Whitehouse, L.	RO2(G)	Charybdis
Tarr, S.	RO2(G)	COMCEN LASCARIS	Winsup, R.G.	LRO(G)	Mercury
Tavener, C.L.	LRO(G)	Mercury	Wise, J.	LRO(G)	Fox
Taylor, P.J.	JRO(G)	Nubian	Windsor, T.T.	CCY	Norfolk
Terry, K.	RO1(G)	Fearless	Wilkinson, K.W.	LRO(G)	Galatea
Timmington, D.	RS	Blake	Williams, I.S.	RO2(G)	Antelope
Thomas, M.B.	LRO(G)	Hermes	Williams, J.H.	RO1(G)	Mercury
Thomas, S.E.	RS(W)	Mercury	Withyman, M.C.	LRO(W)	Tiger
Thompson, P.N.	RO2(G)	Yarmouth	Wilson, P.J.	RO1(G)	Eskimo
Thomson, S.M.	RO1(W)	London	Wood, A.M.	RO1(T)	Mercury
Townsend, S.M.	RO1(G)	Tiger	Wood, P.K.	LRO(W)	Torquay
Tootill, P.J.	RO2(T)	Tiger	Woolley, G.R.	RO1(G)	Mercury
Utley, J.S.	LRO(W)	Hermione	Worsdale, J.	LRO(W)	Mercury
Urwin, M.	RO2(G)	London	Wright, A.	LRO(T)	Falmouth
Vaughan, D.R.	RO1(W)	Norfolk	Yates, E.	LRO(W)	Nubian
Vella, G.	RO1(G)	Mercury	Youens, A.	RO1(W)	Mercury
			Young, A.C.	RO2(G)	Diomedea



EWC Wilkins Ltd

Scientific Technical and Mathematical Typesetters

KEYBOARD VACANCIES

The Company specialises in the preparation of books and journals solely in the scientific and mathematical field and is now one of the largest specialist companies in this field in the country.

The Job involves the use of IBM composers to typeset manuscript copy into page form ready for the actual printing process.

Qualifications commonsense, and the ability to touch type or have telex experience with reasonable speed and accuracy is all that is required as full training is given.

The Location North London (3 miles south of Barnet) in pleasant modern offices.

Remuneration etc. Commencing salary in the region of £2276 pa rising to £3056 pa. Four weeks paid holiday are allowed.

Interested persons should contact A. V. Bollans, Esq., Production Director, at Viatron House, 928 High Road, London, N12 9RW or telephone 01-445 4269 for an application form.

BANK OF AMERICA

REQUIRE TELEX OPERATORS

Opportunity for Trained Personnel In Communications
Department of Large Expanding International Bank, to
work the following shifts.

(8.00 a.m. to 3.00 p.m., 3.00 p.m. to 10.00 p.m., alternating
weekly. Midnight to 07.00 hours and 06.00 a.m. to 13.00
hours)

Applicants with experience on T.15 essential, and ability to
read tape preferred. Training available for ADX 600 System.

Salary depending on age and previous experience with
annual reviews and payment for shift work.

Excellent fringe benefits include Bonus Non-contributory
pension and Life Insurance Scheme.

House purchase and loan facilities
at low repayment and interest rates.

Interviews at any time. Applications by telephone or letter
treated in strictest confidence.

**Contact Personnel Department
01-626 4722 Ext. 140**

**Bank of America
27/29 Walbrook, London
EC4P 4HN**