

THE COMMUNICATOR



VOL. 10
N^o 1

EASTER
1956



Cables: "Kitty Malta"

Telephones: Central 4028

★ THE ★ STARS ★ CO. ★

Exclusive Bottlers in Malta and Gozo
for The Kitty-Kola Co. Ltd., London

165/6 FLEUR-DE-LYS, BIRKIRKARA, MALTA

Malta's First-class Mineral Water Manufacturers

OUR SPECIALITY—THE FOLLOWING SOFT DRINKS

PINEAPPLE

ORANGE

GRAPE FRUIT

STRAWBERRY

LIME JUICE

LEMONADE

GINGER BEER

DRY GINGER

TONIC WATER

SODA WATER

Suppliers for N.A.A.F.I., Malta

When you are serving in Malta, afloat or ashore, always call for

★ STAR'S ★ REFRESHERS ★

AND SEE THAT YOU GET THEM

A JOB ASSURED

BEFORE you leave the Services is encouraging.

SHORT BROTHERS

AND

HARLAND LIMITED

have the jobs. Have you the qualifications?

● We need **ENGINEERS** and **TECHNICAL ASSISTANTS** with University Degrees, National Certificates or the equivalent, for development work on aircraft, servo-mechanisms, guided missiles, auto-pilots and electronic and hydraulic research, in short, men qualified in mechanical or electrical engineering, mathematics, physics and with experience or an interest in aircraft and in related matters. To such as these we can offer a satisfactory career. If you are interested why not talk it over when you are on leave.

Apply giving educational background to: **STAFF APPOINTMENTS OFFICER,**
P.O. BOX 241, BELFAST, quoting S.A. 92.

keep in touch with murphy

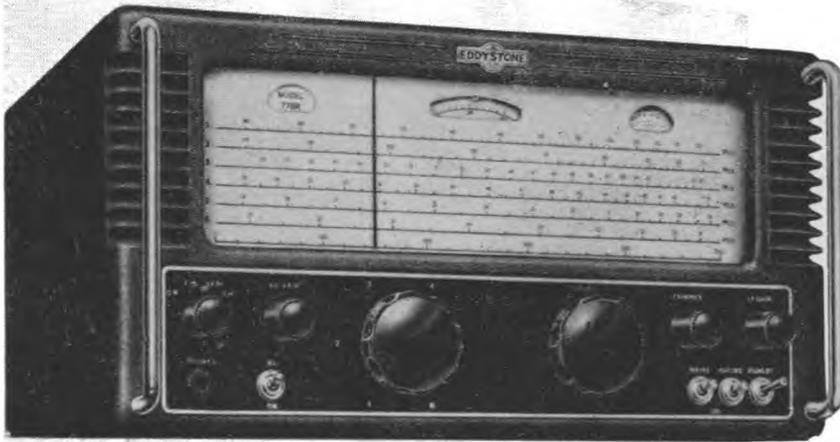


Our Admiralty Type 618 Marine Communications Equipment meets the needs of all kinds of ships. It consists of an M.F./H.F. receiver, separate M.F. and H.F. transmitters, and a power pack. The whole equipment is designed to rigid Admiralty specifications.

Attention is drawn

to the **EDDYSTONE 770**

V.H.F & U.H.F



*Communications
Receivers*

Specially suited for
**Monitoring
Field Tests
Laboratory**

Etc.

for highest grade equipment

Superbly engineered and of advanced design, the two models offered possess excellent electrical characteristics and are robustly constructed for service in any climate. The "770R" has continuous AM/FM coverage from 19 mc/s to 165 mc/s; the "770U" from 150 mc/s to 500 mc/s. Both incorporate 6 position turret tuning assemblies of unique design and giving high reliability. Self-contained when operated from A.C. mains and with provision for use on external power supplies. Fully descriptive literature with illustrations and performance curves available on request.



Manufactured by **STRATTON & CO. LTD., BIRMINGHAM, 31**

THE COMMUNICATOR

The Magazine of the Communications Branch, Royal Navy

EASTER, 1956

VOL. 10. No. 1

CONTENTS

	page		page
EDITORIAL	4	H.Q. ALLIED NAVAL FORCES CENTRAL	
COMMISSIONING FORECAST	4	EUROPE, FONTAINBLEAU	32
FOREWORD BY CAPTAIN OF THE SIGNAL		BIRDS OF A FEATHER	33
SCHOOL	5	THE AIRCRAFT CARRIER SQUADRON	34
LETTERS TO THE EDITOR	5	TURKISH DELIGHT	37
LONG DISTANCE VHF PROPAGATION BY		SOUTH ATLANTIC	39
IONOSPHERIC SCATTER	8	THE ORIGINAL GREMLIN	40
FAR EAST	11	AMERICA AND WEST INDIES	42
THE GUNBOAT COMMUNICATOR	15	CALLING ALL RESERVES	43
COMMUNICATORS AT WORK	16	HOME STATION	45
H.M. AUSTRALIAN FLEET—1955	18	FLEET AIR ARM	53
EAST INDIES	19	GOING THE ROUNDS IN "MERCURY"	59
WITH A LOW, MOCKING LAUGH	23	COMMUNICATIONS GAZETTE	63
AUTOMATIC TRIANGULATION	24	PROMOTIONS AND RETIREMENTS	64
MEDITERRANEAN	26		

<i>Editor:</i>	Lieutenant (C) N. FAWCETT, R.N.
<i>Treasurer:</i>	Instructor Lieutenant K. O. BRIGHT, B.SC., R.N.
<i>Art Editor:</i>	Commd. P.T. Officer E. J. MACEY, R.N.
<i>Secretary:</i>	Wren FULLER
<i>Editorial Staff:</i>	{ Instructor Lt. Commander T. R. SMART, B.A., B.SC., A.M.I.E.E., R.N. Chief Wren P. N. KELLY
<i>Business, Production and Advertisement Manager:</i>	Mr. EDGAR SERCOMBE, 2 Station Hill, Farnham, Surrey.

CONTRIBUTIONS

All MSS., photographs and cartoons should be sent to the Editor at H.M.S. "Mercury", as below. These will be returned to the senders only if asked for, and responsibility for them cannot be accepted by the Editor.

Subscription Rates for 1956 are as follows:

For the whole year	6/- post free
For each issue	1/10 or 2/2 post free

Bulk orders from commands, ships or establishments, 2/- per copy, post free.

The Magazine is published at Easter, Summer and Christmas.

Some back numbers are obtainable.

* * * *

Cheques and/or postal orders should be made payable and sent to:

The Editor, THE COMMUNICATOR, H.M.S. "Mercury",
East Meon, near Petersfield, Hampshire.



EDITORIAL

Contributions have continued to flow in and we hope you will once more enjoy pleasant reading. Unfortunately, due to difficulties in the printing trade, we have been unable to print articles, which arrived at the last minute. To ensure getting in a few words from as many as possible we regretfully had to shorten several articles.

You will notice two different comments on the Magazine in the pages that follow. The editorial staff always welcomes such suggestions. Our motto is "Send us the material and we will do our best to print it."

In his foreword to the Christmas number, the Captain of the Signal School remarked that we are an Allied branch; we are therefore particularly pleased to print an article from COMNAVCENT and hope to be including other articles from NATO Countries in succeeding numbers.

There has been a big exodus of the editorial staff since the last number. Lieutenant Commander Grey goes to H.M.S. *Newcastle* and Instructor Lieutenant Harper to H.M.S. *Tamar*. We wish them every good fortune in their new appointments and look forward to reports from our special correspondents in the Far East. Good wishes also to P.O. Wren Kirk who left us for civilian life after doing yeoman service as secretary.

There will be competitions for the best article, photograph and cartoon in the Summer number. Details will be found on page 17. Make certain that there are plenty of entries.

TROUBLE WITH LOOSE LEAVES

The leaves of the loose leaf ACP's, particularly the procedure handbooks, are very easily torn at the punch holes. It is not generally known that linen reinforcing washers for the holes can be obtained on your stationery demand under S.O. Code No. 68-30. A spare half-hour spent reinforcing the holes will prevent much frustration from torn pages.

COMMISSIONING FORECAST

1956

April	H.M.S. <i>Lynx</i>	South Atlantic
April	H.M.S. <i>Loch Killisport</i>	East Indies
April	H.M.S. <i>Cardigan Bay</i>	Far East
April	H.M.S. <i>Bigbury Bay</i>	America and West Indies
April	H.M.S. <i>Acute</i>	Dartmouth Squadron
April	H.M.S. <i>Jamaica</i>	Mediterranean
May	H.M.S. <i>Agincourt</i>	4th Destroyer Squadron
May	H.M.S. <i>Aisne</i>	4th Destroyer Squadron
May	H.M.S. <i>Barrosa</i>	4th Destroyer Squadron
May	H.M.S. <i>Corunna</i>	4th Destroyer Squadron
May	H.M.S. <i>Murray</i>	2nd Training Squadron
May	H.M.S. <i>Torquay</i>	5th Frigate Squadron
May	H.M.S. <i>Albion</i>	General Service Commission
June	H.M.S. <i>Concord</i>	Far East
June	H.M.S. <i>Keppel</i>	2nd Training Squadron
June	H.M.S. <i>Mounts Bay</i>	America and West Indies
July	H.M.S. <i>Waterwitch</i>	5th Fishery Protection and Minesweeping Squadron
July	H.M.S. <i>Warrior</i>	Trials Carrier <i>vice Bulwark</i>
July	H.M.S. <i>Newfoundland</i>	Far East
July	H.M.S. <i>Pellew</i>	2nd Training Squadron
July	H.M.S. <i>Girdleness</i>	Guided Missile Ship
July	H.M.S. <i>Loch Lomond</i>	East Indies

Foreword by CAPTAIN OF THE SIGNAL SCHOOL

With an early Easter, the leave period looming in sight and going-to-press time at hand I had more or less decided that there was little of real significance to write about in a foreword for this issue. Then on 20th February no less than four major changes to our lives were announced—The New Pay Code, New Engagements, Centralised Drafting and Centralised Advancement rosters.

By the time you read this you will all have digested these important announcements and thought about them in great detail. Nevertheless I would like to take this opportunity of letting you know briefly how, as I see it at present, the Communication Branch is likely to be affected.

This is clearly no place to discuss the new pay code except to express gratitude for what we are about to receive and to note with satisfaction a levelling of basic rates between the communication and seamen branch.

A particular feature of the new engagement scheme is the first long service period of nine years, which has the overriding merit that any junior rating worth his salt should be able to look forward to passing for Petty Officer rate before the end of his first period. Up to now a very large number of excellent Leading Hands have missed their chance of advancement because they could not be placed on course for higher rate before they came within two years of completing their seven year engagements.

A comparatively small branch such as ours cannot but benefit from the new Centralised Drafting and particularly the centralised advancement rosters.

It may be of interest that as long ago as 1937 an Admiralty Committee appointed to investigate the conditions of service of the Communications branch recommended, among other things, that communication ratings from the three depots should be amalgamated so as to remove the inequalities in drafting and advancement. This measure was approved and plans for the building of a new Central Signal School at Northern Parade, Portsmouth, were started but the war prevented any fulfilments.

The disadvantages of tri-port manning have recently become even more pronounced and resulted in uneconomical use of manpower and the reduction in varying degrees of Port Service and different drafting cycles. Added to this it has often been impossible to draft men to advancement courses at the right time.

The advancement rosters have recently presented a very different picture in the three depots and the time between qualifying and rating has varied as much as four years with the resulting difference in pay, status and pensions. The position has, however, never remained stable and there have in fact been several cases of ratings changing Port Divisions in order to improve prospects of advancement only to find that after a short time the prospects in their new and old depots have been reversed.

The following table showing the difference of the numbers on the roster for advancement to the rate shown as in February 1956 is of interest:—

	Portsmouth	Devonport	Chatham
C.Y.S.	74	74	30
Y.S.	11	11	10
Ldg. Tcl.	11	11	11
C.P.O. Tel.	11	11	11
P.O. Tel.	11	11	11
Ldg. Tcl.	11	11	11

To any of you who are particularly well placed for advancement at the present time and who feel that the combination of the rosters may result in a longer waiting time I can give the assurance that steps are being taken to ensure that this does not

To those who are by domestic arrangements likely to be adversely affected by the prospect of centralised drafting—and there are bound to be some—I would say "Look ahead and think of the overall advantages to the majority in the future."

I am delighted to see that elsewhere in this number we have been criticised and as the Editor says, this is a challenge. It is your "copy" which makes an interesting Magazine.

Good luck and plenty of contributions please for a really good Summer number.

A. Gordon Pennox

Captain.

Sir LETTERS TO THE EDITOR

I am interested in the reasons for and the year of the first adoption of the term "Yeoman of Signals" to distinguish the Petty Officer rating of the Signal Branch.

I have established that it has been in existence in the Royal Navy for at least one hundred years, but reference to three good dictionaries has failed to provide any reasonable clues from the meanings of the word "Yeoman."

Excluding the Artificer and Artisan Branches, the Signal Branch is, I believe, alone in making no direct use of the word "Chief Petty Officer" and "Petty Officer" for its senior ratings.

Perhaps some of your readers can help me.

"SIGROH"

(The term *Yeoman of Signals* was introduced in the Royal Navy by Order in Council dated 25th November, 1816. Most branches then used the term "Yeoman" to refer to the Petty Officer rate, e.g., "Yeoman of the Powder Room, Yeomen of the Sheets," etc. The Signal Branch is now the only one still to use the term "Yeoman."—Ed.)

Letters to the Editor—continued.

Dear Sir,

Everyone seemed to notice an improvement in the Christmas number and it was interesting to read the first instalment from Canada. Let's hope for more such items from the far-flung outposts. A point worth noting too was the fact that other branches are demanding to see THE COMMUNICATOR when it is finished with—the sale might well be expanded to cover this ground.

Yours, etc.,

FIRST DESTROYER SQUADRON

Dear Sir,

I should like to express some views regarding our magazine THE COMMUNICATOR. These views, I hasten to assure you, are by no means entirely my own; in fact one could say its a collective opinion.

The past two issues in particular have warranted quite a lot of criticism. I should like to quote here two apt comments, namely—THE COMMUNICATOR is getting more like a tourists' holiday guide," and "It'll soon qualify as a B.R."

Neither of these remarks is very complimentary and when such comments are passed by Communicators on their own Magazine then something must be lacking.

Let us take the first comment; the reason for this remark is that no-one is really interested to hear glowing descriptions of the Greek Islands or of the beauty of the Japanese mainland from seaward—and the fact that H.M.S. "Nonesuch" sailed 20,000 miles during a cruise is hardly likely to bring a look of awe into the reader's face. Remedy? Stop these cruise descriptions which should be left to tourists' itineraries, otherwise its a case of bread and bread to men who spend their lives sailing the world.

The second comment is in fact tied up with the first—difficulties of ship-shore working at such a place, amount of traffic passed, establishing of a mobile station on a remote hill, type of sets involved ad finitum—all this faithfully follows the scenic descriptions. Now it is realised that such articles may be of interest to the actual people involved, but THE COMMUNICATOR, to be successful, must cater for the majority.

When we settle down with our Magazine for a couple of hours it is leisure reading we desire. We should like to read about an O.D.'s faux faux (or the C.C.O.'s come to that), humorous stories, amusing or amazing situations, sketches and jokes. By all means include a couple of articles of a purely technical nature but confine these to new development projects and remember that pictures help a lot in this subject.

Finally, here is a suggestion which I feel should be considered, and it's to the older members of the Branch that I appeal, especially those who served throughout the last War. Surely some of them must have stowed away some dramatic, humorous or interesting story of happenings to them during the

War! They can always use a non-de-plume if modesty is the reason for their reticence.

I trust, Sir, on reading this you will not think of us as ungrateful for the amount of work you must put into editing the Magazine. We really are conscious of this, but having the improvement of THE COMMUNICATOR at heart we feel sure you will at least consider some of these points.

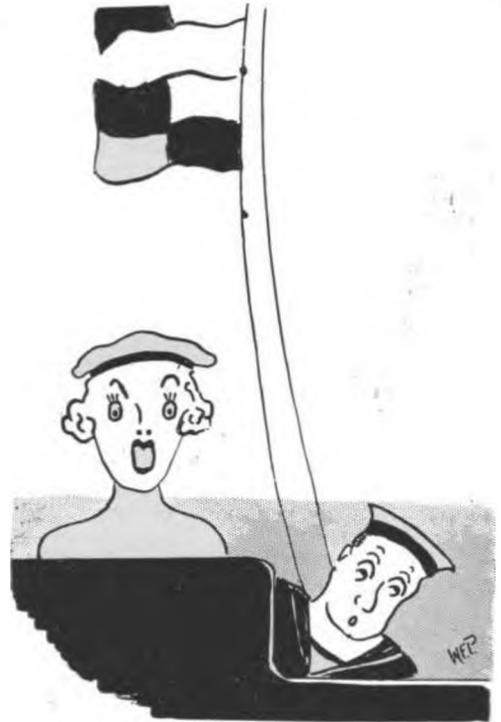
I remain, Sir,

Yours obediently,

PETER D. LEMON, L/Tel.

(Editorial Comment:—Here is a challenge to all readers of the Magazine. Send in your humorous stories and amazing adventures and I shall be only too delighted to print them, and you might win a prize.)

COMMUNICATION TERMS ILLUSTRATED



"Down of all."

SERVICE WITH A SMILE

Yeoman (down voicepipe).

"Office—give me T.C.P. in the Ops. Room please."

Office. "Who's it for?"

Yeoman (shaken but undaunted)— "Us, we're moving down to the Ops. Room."

Office. "Roger."

Twenty minutes later up comes a Sparker "Here's your tea, Yeo., can we have the cup back?"

H.M.S. Ursa

“THE RAKE’S PROGRESS”

THE SIGNAL OFFICER



1. COMPULSION

Mid. J. R. P. Brown,
R.N.V.R. (c.e).



2. INSPIRATION

Succumbs to indoctrination becomes R.N.



3. AMBITION

Top of Long 'c' Course, 195*.



4. SUCCESS

Lt. J. R. Ponsonby Browne, Flag
Lieut. to C. in C. Me*ite**an.



5. TEMPTATION

Fails to marry Admiral's daughter.



6. DOWNFALL

Returns to Mercury as *1.



7. RUIN

Lt. Cdr. J.
R. P. Brown,
R.N. (Ret.)

LONG DISTANCE VHF PROPAGATION BY IONOSPHERIC SCATTER

Introduction

Instances of the effective propagation of radio waves in the VHF Band (30—300 Mc/s) to distances well beyond the radio-horizon between the transmitting and receiving aerials have been known for many years. Up till comparatively recently, it was thought that all such cases could be explained in terms of well-defined conditions known to occur periodically in either the lower atmosphere or the ionosphere. For example, at short and intermediate ranges, up to a few hundred miles, VHF radio waves may often be received due either to partial reflection from elevated subsidence inversion layers, or to trapping in surface ducts under the appropriate meteorological conditions. At larger ranges, up to about 1,250 sea miles, transmissions on frequencies up to about 100 Mc/s can frequently be received as a result of reflection from Sporadic-E ionisation at the effective times, whilst frequencies up to about 50 Mc/s can be transmitted via the F-region of the ionosphere over ranges of several thousand miles, for short periods under particular sunspot maximum conditions. All these circumstances are quite well understood, and it was commonly thought that, in the absence of such intermittent phenomena, VHF radio-wave propagation was limited by the curvature of the earth to something of the order of the radio-horizon distance between the aerials involved. The purpose of this article is to describe briefly the existence of a recently discovered mechanism for the propagation of VHF waves over long distances, which is effective all the time, though being somewhat variable in its characteristics.

Transmission via Ionospheric Scatter

Measurements of the characteristics of the ionised regions of the upper atmosphere, made during the past two or three decades, indicated that these regions were not entirely uniform in structure, as is commonly assumed in describing ordinary H.F. propagation phenomena. In the latter case, each ionised region is usually considered to be one in which the ionisation increases with height from the lower boundary, until a maximum value is reached, above which the ionisation decreases again. This model assumes uniform changes in the vertical direction, and local uniformity in the horizontal direction. However, examination in closer detail has shown that, whilst this broad picture is approximately true and adequate for ordinary H.F. application, there is also a fine structure superimposed on it. In particular in the E-region (the lowest effective for reflection of ordinary H.F. waves), at a height of about 100 kilometres above the earth, the total ionisation is made up of an irregular series of small volumes each of slightly different ionisation density from its neighbours, the whole being in random relative motion. This fine structure does not

affect the passage of H.F. waves to any great extent (although with high-grade D.F. equipment it is possible to detect fading in a *single* "ray" of a down-coming wave), but it does give a significant effect at shorter wave-lengths corresponding to the lower half of the VHF band. The important thing is that this fine structure exists even under completely normal ionospheric conditions. Under disturbed conditions it is, if anything, enhanced in intensity.

When energy from a high-power transmitter is directed at the E-region of the ionosphere, the turbulent irregularities in ionisation density act as individual scattering centres, and a large number of randomly-phased components of small amplitudes are deflected down towards the earth again. If a highly directive receiving aerial is aimed at the scattering region, and this is connected to an adequately sensitive receiver, a weak, rapidly-fluctuating, but substantially continuous signal can be detected.

This signal represents only a very small fraction of the upward-going energy from the transmitter, most of this energy being scattered forward along the original direction of the transmitted beam, and lost in space. Nevertheless, numerous experiments in recent years have shown that the mechanism is a useful one for certain communications applications, over medium distances.

Characteristics of Ionospheric Scatter Propagation

As indicated above, the lower ionosphere is permanently turbulent, and non-homogeneous, with the effect that scatter propagation of VHF waves can be detected at all times, given suitable equipment parameters. During abnormal ionospheric conditions, the intensity of the scattering centres is quite commonly enhanced, giving rise to stronger-than-normal scattered signals. Thus, when ordinary HF communications are interrupted due to such disturbed conditions, VHF scatter communications are always maintained, and often improved. This feature is of particular significance in Naval applications in high latitudes, where ionospheric disturbances to HF communications tend to be the rule, rather than the exception.

The range of distances from the transmitter in which the scattered signal components can be detected is about 500 to 1,250 sea miles. Over this distance range, the scattered signal strength does not vary to any significant extent. These characteristics are largely determined by the geometry of the transmission path illustrated in Fig. 1. The maximum possible range of transmission is given by the distance along the surface of the earth between the tangent points drawn from the centre of the scattering volume, in opposite directions along the great circle path. For the uniform E-region height of 110 kilometres, this distance is 1,250 sea miles.

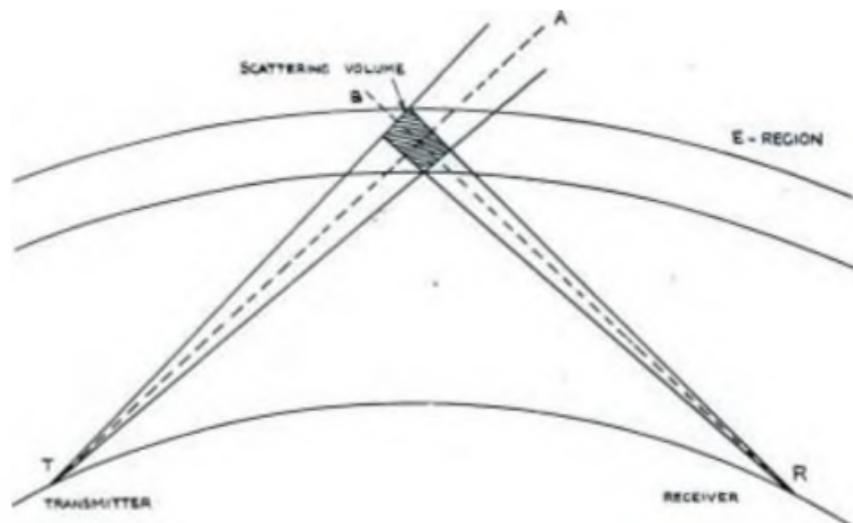


FIG. 1. GEOMETRY OF E-REGION SCATTERING

As the range is decreased from maximum, the angle between the upward-going and downward-coming wave paths, represented in Fig. 1 by the lines TA and BR, respectively increase. This, by itself, would tend to reduce the value of the received scattered signal. However, such a decrease is partly off-set by the fact that the total distance travelled by the VHF waves from the transmitter decreases as R approaches T. Thus, to a first order, the net effect is that the received scattered signal does not change markedly with range. At a range of less than about 500 miles, however, the scattering angle is too large for appreciable amounts of scattered signal to be detected. In this range interval, rather stronger signals arising from various propagation mechanisms in the lower atmosphere are usually received, and mask the ionospherically-scattered components. The general nature of the above characteristics, predicted from theoretical considerations, was confirmed during observations conducted in H.M.S. *Fleetwood*, on passage to Corunna, on a VHF transmitter operated by the G. P. O. in the Shetland Islands in 1953.

Theoretically, the strength of the scattered signal is inversely proportional to the fourth power of the operating frequency. In practice, measurements made both in this country and in the U.S.A., indicate that the signal falls off rather more rapidly (about inverse eighth or ninth power) with increasing frequency. Since, for a typical circuit operating at about 50 Mc/s, utilizing a 3 kc/s bandwidth, a C.W. transmitter of some 25 kW r.f. power is

required, together with aerials having 20 dB gain (100 times) at both transmitting and receiving terminals, it will be clear that it is not practicable to consider operation on much higher frequencies. In fact, the useful frequency band for the scatter transmission technique is about 30 to 60 Mc/s. Individual experiments have been conducted at much higher frequencies, but the results were not satisfactory.

The strength of the received scatter signal is strongly influenced by the average amount of ionisation present in the E-region. Thus, daytime signal levels are stronger than the night levels, having a peak near mid-day. Likewise, signals are stronger during the summer months than in the winter or equinox seasons (minimum signal strengths tend to occur at spring equinox). There is a marked minimum in received signal at about 2000 local time each day, following which the level increases slowly throughout the night. These general characteristics suggest that at least two agencies are involved in the production of scattering centres in the E-region. The first agency is solar ultra-violet light, and results in the pronounced daytime characteristics. The second is the incidence of meteors from outer space on the E-region, which tends to be of greatest significance during the night hours. Such meteors, travelling at high-speed, create temporary intense trails of ionisation which have been shown to be significant in reflecting VHF radio waves under suitable geometrical conditions. These two agencies, while dominating individually in producing

scattered signals at particular times of a 24 hour day, act together at other times, and are not mutually exclusive.

The received signal fluctuates fairly rapidly, since it represents the aggregate of a large number of individual components of small amplitude and random phase. A received carrier appears to be modulated by noise a few cycles wide. There are periodical momentary drop-outs, of short duration, and irregular enhancements of great intensity can occur under conditions of Sporadic-E ionisation, or due to intermittent reflections of short duration from intense meteoric ionisation. The latter also give rise to multi-path effects, often accompanied by Doppler frequency shifts resulting in heterodyne whistles, of the order of 1 kc/s and descending to zero frequency (or vice versa), when predominant carrier (e.g. frequency modulation or double-sideband amplitude modulation) systems are used. These whistles are substantially reduced by the use of single-sideband partially-suppressed carrier transmissions. The resulting influence of these various characteristics on the intelligibility of manual telegraphy or telephony traffic is not too serious if the appropriate modulation techniques are employed. For efficient reception of machine telegraphy via ionospheric scatter it is, however, essential to use some form of diversity reception if the error rate is to be kept reasonably low. One system, known as "wave-angle" diversity, developed by the G.P.O., has proved capable of reducing the error rate by 10 or 20 to 1 in the reception of frequency-shift teleprinter transmissions. In this system, two identical receiving aerial systems are arranged with their axes at equal angles on either side of the great circle path to the transmitter, so that each receiving aerial intercepts a different part of the scattering region illuminated by the transmitter aerial. The scattered signals, received from these two intercepted aeriels are substantially uncorrelated, i.e. the minima in the amplitude fluctuations do not occur at the same time. The instantaneous levels in two separate receiving channels are compared, and the strongest selected by a fast-operating electronic switch. Tests on such a system by the G.P.O. on a link from the Shetlands to the Channel Islands showed that, with a transmitter power of 40 kW and aeriels of 25 dB gain (300 times) at transmitter and receiver, 24 hour service is achievable at all times of the year with an error rate not exceeding about five errors per 1,000 characters. The rhombic receiving aeriels used in this experiment had their axes displaced $+ 2.5^\circ$ relative to the great circle path.

If *similar* highly directional aeriels are used at the transmitter and receiver terminals, and the scattering layer is thin compared with the vertical plane beam width, theory indicates that the received signal is proportional to the common aerial aperture, or power gain. Thus, the effective power gain of each aerial is only the square root of its nominal gain,

i.e., an aerial of nominal gain 20 dB (100 times) would have an effective gain of only 10 dB (10 times). Experimental data confirm this conclusion, and also show that if the transmitting aerial is replaced by a substantially omni-directional source, such as a dipole, then the effective gain of the receiving aerial is only a fraction of its nominal gain. These characteristics are implicit in the *scattered* nature of the incident signal, the expected *plane-wave* performance not being realisable.

Applications of Ionospheric Scatter Propagation

Following the pioneering experimental work conducted in the U.S.A., in 1951, on the ionospheric scatter mode of VHF propagation, fairly detailed programmes of observation have been conducted in the U.K. by co-operative effort between the various Service and Civil Departments. These have culminated in a long-term investigation of the performance of an ionospheric scatter service from Gibraltar to the U.K., which is still in progress. The results of this investigation, when available in detail, should enable a detailed appreciation to be made of the value of the mechanism in its application to Naval communications.

From the discussion given, it will be clear that ionospheric scatter is a possible contender in the field of point-to-point communications, but not in that of maritime mobile communications, in view of the equipment implications. The particular merit appears to be its reliability, over medium distances, under any ionospheric conditions. Before decisions can be taken on its application, however, there are many other factors to be taken into account.

F.A.K., A.S.R.E.



"I couldn't find the scrambler, chief, will a frying pan do?"



H.M.S. "CARDIGAN BAY"

Our chop new Cardigans, and by the way, disregard the commissioning forecast in the last number and book right through to Singapore, please, as you are relieving "foreign service" sailors, but we know what it is like not to be underbored.

The work-down after the Regatta and our inspection commenced with a run to Macao, wearing the broad pendant of the Commodore, Hong Kong. It continued with a self-refit in Hong Kong over Christmas and the New Year, and ended when, with *Gold Ranger* and *St. Bridget Bay* in company, we sailed north for the winter olympics incorporating Cure, Yokosuka, Tactical and Weapon Training, and Tokyo so far.

We've seen a lot of Sagami Wan, and Fuji is covered with snow as we write, but our winter clothing will not really be needed until Chunhae in a few days time. After that, *St. Bridget Bay* sails south on her way to re-commission (only 34 days leave for her!). We have hell below zero in the islands and nchon again and then the warmth of Kuro for the rest time.

We foresee a pretty hectic couple of weeks in Hong Kong before "Sea Dragon" and then Exercise "Monsoon," after which we end up in Singapore. *Kanier* will be with us again by then, and *Pokaki* goes back to New Zealand.



"Who from their labours rest?"

H.M.S. "CRANE"

The date of draft paralysis still lingered in the faces of the *Crane's* Communicators when they swept aboard to re-commission on 17th June, 1955. As the date faded a day or so later, the usual outbursts poured forth. "So and So should have had this draft—I was shanghaied, etc."

Into the midst of these moans and groans burst Lieutenant St. J. Herbert to inform us of the work up period and possible movements.

Pulau Tioman is where we based ourselves for working-up in company with H.M.S. *Opossum*.

No comment was made on how we fared, but there was a conference called on our return to Singapore to discuss communications and recognition with the R.A.F. One youthful sparker, who got well oiled at the ship's barbecue, will always remember Pulau Tioman—someone mistook a bucket of F.F.O. for water and gave him the works.

Back in Singapore we bogged up on "Jet 55" orders and prepared for the fray with ships and aircraft from India, Pakistan and Ceylon.

On the morning of 8th August, *Crane* and *Opossum* representing the 3rd Frigate Squadron commanded by Captain B. S. Pemberton, R.N., in *Crane*, entered Trincomalee. The next day the Squadron strength was doubled by the addition of H.M.P.S. *Sind* and I.N.S. *Caviary*. I.N.S. *Caviary* amazed us with her ability to make her callign on any frequency whether told to do so or not, and never be able to hear anyone else.

Before saying farewell, *Crane* and *Opossum* challenged the E.I.S. at soccer and lost, but they will be remembered for the colourful parade they circled the fleet and match ground.

En route to Singapore following "Jet," the W/T office had a chaotic spell when a certain young sparker on hearing that clocks were to be advanced one hour, put on the G.M.T. clock.

Hong Kong followed Singapore and our youth was getting its first eyeful of the place, when our went a recall for the Ship's Company. Into the dying gasps of a typhoon, we wended our way northwards to the Formosa Straits. Off Foochow we acted as guardian angel to S.S. *Helikon* Chinese Nationalists

had tried to prevent her entering a Red port but H.M.S. *Comus* was on hand. *Crane* took over and escorted her back to Hong Kong. Damage to the ship's starboard side put *Crane* in Whampoa Dock, giving the staff a welcome respite from exercises for two weeks.

The Communication crew failed to get better than seventh place in the Fleet Regatta but to make amends the branch won the interpart hockey competition. We hold most of the places in the ship's hockey team and also hold places in the ship's soccer, rugby, cricket, water polo and boxing teams. And if you want a game of uckers, we'll take you on at that.

To all ships and stations we offer humblest apologies for not sending any Christmas cards. Needless to say, we were thinking of you.

Since commissioning, the staff has been doubled, but instead of easing the work, we are having trouble in finding room to work—even the proverbial cat couldn't get in the office when the staff are in there.

R.N. W/T STATION, KRANJI

Your Kranji correspondent has not yet fully recovered from the unexpected, but much appreciated, prize, resulting from the Christmas contribution. He will therefore "Keep it short."

Our latest excitement consisted of a sixteen day strike by the Naval Base Labour Union. The reasons given for it were so childish that it really seems as if "someone" told "somebody else" that it was high time there was a strike in Singapore Dockyard—and one had better be called without delay. It was hard on the Chinese who lost a lot of money just before their biggest annual celebrations—the Chinese New Year.

Kranji was mainly affected through the transport. We had to keep it going, come what may, as we are entirely dependent on our transport pool for getting our own and C. in C.'s watchkeepers to and fro, not to mention liberty-men, provisions, despatch riders, etc. With the help of some extras from *Newcastle* to relieve the more experienced motorists from their sparking duties, everything went according to schedule at the price of one dent and a little paint lost. Non-motorists were left with the less glamorous but essential work of keeping the station clean, clearing monsoon drains, spraying mosquito areas, heaving coal and so on. Outwardly, one did not notice there was a strike on, except for the thugs picketing the gates and the strike placards they displayed.

We received a nice signal two days ago, which I reproduce. It started by Kranji querying a weather report received without the all important figures. The query was answered as follows. "My operator can't make figures so sometimes leaves them out."

I leave readers to guess at the race, sex and rating of the operator—but there should be some ears burning somewhere!

THE MIN RIVER INCIDENT

On passage from Japan via Formosa Straits for a refit, H.M.S. *Comus* received a signal on L.C.N. telling her to proceed to the assistance of S.S. *Helikon* who had been fired on by a Nationalist gunboat off Foochow.

Communication was made with *Helikon* on 500 kcs and she informed us that the gunboat was of a "light cruiser type." Visual contact was made with her at about 1630. Her intentions were to remain hove to all night and try to enter next evening.

Comus remained in company with *Helikon* and during the night we were shadowed by two ships and one aircraft, but the only thing seen was a ship of the fleet tug type.

About 1400 next day, while on passage to the Min River Bar, a warship was sighted coming from behind the Nationalist held Island of Matsu. Course was altered to place us between the warship and *Helikon*.

The warship altered towards and started to close rapidly; we turned and increased speed and on closing we saw that she was a small ex-Jap destroyer hull number 482, armed with two single 4.7 in. and a few Bofors.

She made a signal telling us to "Get away from this coast area." She had, in the meantime, made a signal to *Helikon* who asked us if she could continue. We of course told her to "Carry On."

Both warships were cleared for action, though our guns were trained fore and aft. The 482 made "Go away please;" and a little later "Am fighting to Min River, go away please." Both of which were ignored.

About 1410 the 482 fired two shots from her 4.7 which went well over *Helikon*. We immediately told her that if she fired again we would open up. Our guns in the meantime had been trained on her. 482 came back and told us "Get away from these inland waters." While all this was going on *Helikon* was making her way steadily at 8 knots for the Min River Bar. At about 1425 the 482 increased speed, altered course, trained her guns on us and made "Do you want to open fire now?" She kept her guns trained on us for quite a while, eventually retiring towards Matsu.

At 1500 we received a signal from *Helikon* saying she was inside the Pilot station, upon receipt of which we retired and made best speed for Hong Kong. A.M.C.

H.M.S. "MODESTE"

From the smelly steamy climate of the Far East, we waft our greetings on the breeze to all sea-going Communicators, sparing a little pity for those who reside in such unmentionable places as the Divisional Office, E.C.P., etc.

As most will know, the commission is, as yet, very young, and it was with cries of Merry Christmas in our ears that we sprouted wings and, using

countries as stepping stones for three days, emerged with our anaemic looking bodies, into the sunshine of Singapore.

Here we endeavoured to keep in the wake of a Royal Marine Band as we marched round the dockyard to recommission the ship.

After a working-up period at Singapore, we proceeded to Hong Kong where probably owing to a strike in Singapore, it looks as if we shall have our refit. It is rather unfortunate that this will take place during the forthcoming large scale exercise. Perhaps these two departmental quips may amuse you.

1. Yeoman: "Go down and get the deck watch for Sunset."

J/Sig. (7 mins. later): "Couldn't find the Duty P.O., Yeo."

Yeoman: "What do you want him for?"

J/Sig.: "For a hand from the watch on deck."

2. Heard during Gunnery exercise from target towing tug.

"Result of last run, one ahead, one astern, and one abeam. I don't mind personally, but my wife would object, as my life insurance is not paid up."

H.M.S. "NEWCASTLE"

Even before we commissioned we'd hit the headlines "First Cruiser to Commission by Air." The air trip was generally voted a great success even though the S.C.O. was "bogged down" at Bahrein for three days. The first flight left U.K. on 11th November and within three weeks of our arrival we sailed for 14 days shakedown exercises enroute to Hong Kong.

Hong Kong treated us very lightly even though we did hoist two ensigns on Christmas morning. Although rapidly changed, it is rumoured that our friends *Newfoundland* had taken a snap of them. After the Christmas and New Year festivities we left for Singapore in the company of U.S.S. *Bremerton* (COMCRUDIV 1) and after four days of exercises, which included quiz questions by W/T and V/S, manoeuvring exercises for plot ratings, flag hoisting and Officer of the Deck tactics (O.O.W. manoeuvres to us), many of us changed our minds about American efficiency. These exercises did the whole of the department a lot of good.

When we arrived at Singapore for our refit the dockyard decided to go on strike. So, after the Ships' Company had removed itself to *Terror*, the Communicators found themselves doing all sorts of strange jobs such as transport drivers, acting R.P.O.s, manning the Signal Station, training for landing platoon, sullage party, manning tugs and R.F.A.s. Two Yeomen employed as lorry drivers were found doing a Formation Foxtrot Starboard down Bra Basah road.

Now the strike is over and the junior V/S ratings are having a fortnight's instruction at Kranji. The junior W/T ratings will follow them. Then comes the fleet exercises and though *Newcastle* will be rusting away in the dockyard, the Communications staff will be taking part in other ships.



"Newcastle's" reorganisation of Transport.

Our future programme is a little hazy—Hong Kong, Japan no doubt, but after that it's pure conjecture but we hope things will be "Fair Dinkum" for the November cruise.

H.M.S. "NEWFOUNDLAND"

The Far East Fleet regatta was held a few days after the last article was written and, although we entertained great hopes of a walkover, at least as far as the communications race was concerned, we were disappointed. Our crews came in second and third with *Modeste's* Communicators a boat's length in front of our "buntings'" crew. Newfie's "buntings" were later presented with the 5th C.S. communications prize by Lady Scott-Moncrieff at the prize-giving onboard that evening. They now have two silver oars each, the 5th C.S. communications oar and the runners-up oar in the *Newfoundland* regatta. The combined communications crews later piled into one whaler for the all-comers' race and a lot of enjoyment was had by everyone. It is surprising how fast a whaler will go with ten dinghy oars—not fast enough on this occasion though. At the end of the day "Newfie" were runners-up for the Fleet Cock and winners of the 5th C.S. cock.

In the Fleet Sports at Hong Kong, held the week before the regatta, the ship won the soccer and hockey competitions and shared the boxing award with *Newcastle*. The *Newcastle* boys tried to tell us they weren't really trying as they were saving their energy for their homecoming.

L/Tel. Pidgeon did very well in the Fleet Rifle Meeting held in January on Stonecutters Island. The *Newfoundland* team came second in the overall competition, the stanchions of *Tamar* being the winners. Pidgeon did very well in the Hong Kong Bisle meeting later the same month.

In November, before sailing for Japan, the Communications played the Electrical division in the final of the ships' hockey competition and although we lost 3-1, our team did very well indeed against a team that had five of the ship's players on their strength.

We had a very pleasant time in Japan and, needless to say, we were very sorry to leave.

Just before arriving at Hong Kong we must have set up a record of some kind as we sent 26 telegrams to GZO on the sixteenth of December and another 21 the next day. The GZOites had their revenge when we arrived as we had to lend them two Tels. to help out with the heavy traffic during the Christmas period.

F.O.2F.E.S. is still in *Newfoundland* and is not due to leave us until early May.

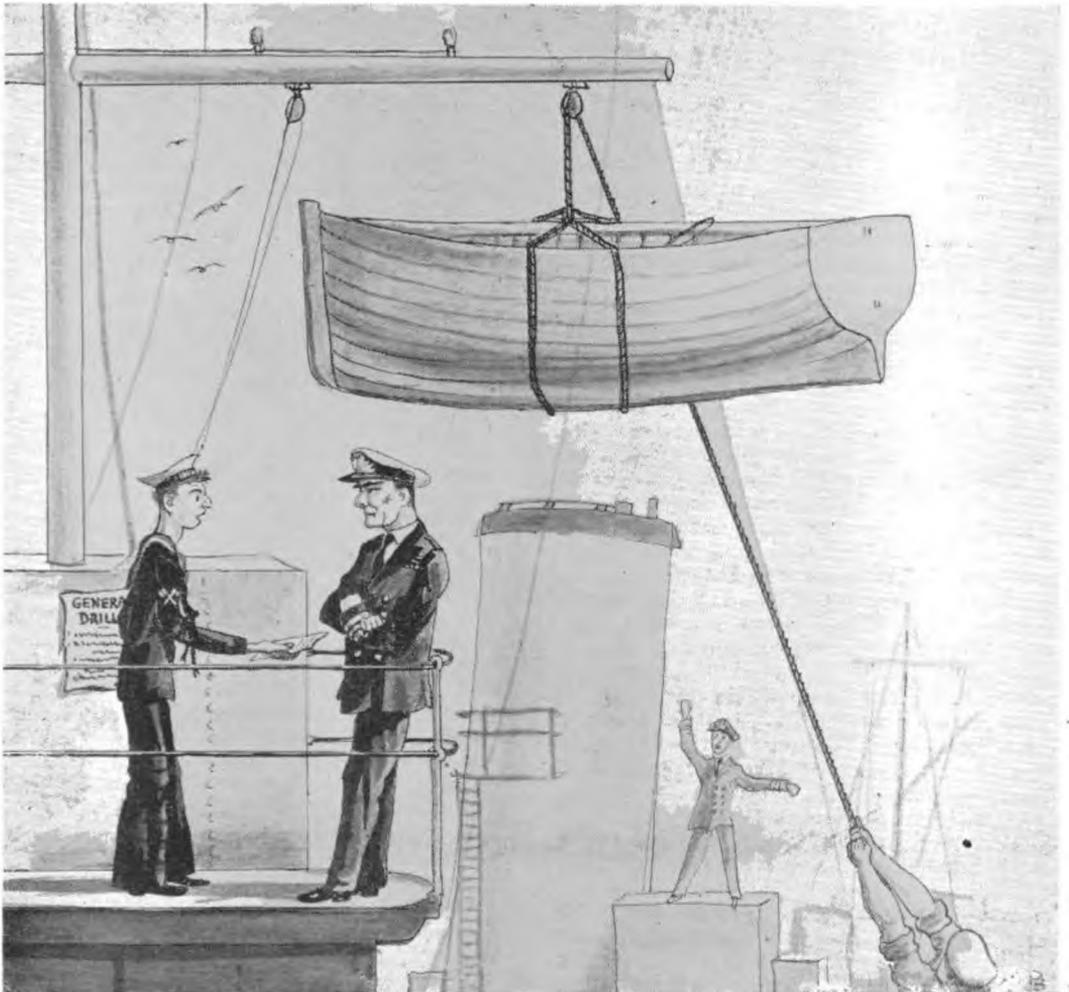
The months of March/April promise to be very interesting for us—and we shall be deafened by the unfamiliar roar of jets. We welcome them to our station, even for a short visit. Their presence will

brighten up our lot considerably and a very full programme of exercises has been arranged.

WHY IS A SHIP A SHE?

"A ship is called a she because there's always a great deal of bustle around her . . . because there's usually a gang of men around . . . because she has a waist and stays . . . because she takes a lot of paint to keep her looking good . . . because it's not the initial expense that breaks you, it's the upkeep . . . because she's all decked out . . . because it takes a good man to handle her right . . . because she shows her topsides, hides her bottom and, when coming into port, always heads for the buoys."

GEORGE MOSS in *Enterprise*
Reader's Digest—London.



"Sorry sir, it said 'Sea Boot'."

THE GUNBOAT COMMUNICATOR

Before the second world war millions of pounds of British money were invested in China, particularly on the coast and on the Yangtze-Kiang and West rivers. The main trading centre was Shanghai, an international port on the Whangpoo river. Here nearly all public services were financed and run by Great Britain, the U.S.A. and other European countries. The bulk of the trading was done by river

Hence the need for gunboats which were there to protect this trade and shipping, most of which was British. There were thirteen gunboats with such names as *Aphis*, *Bee*, *Mantis* and *Scarab*, on the Yangtze and a further five on the West river. The Americans, French and Dutch also maintained a few gunboats on the rivers.

At time of the writer's initiation to the swift, muddy and dangerous waters of the Yangtze, the Japanese had just invaded China and had occupied Shanghai. They had also penetrated a considerable distance up the river; in fact they had reached Hankow, and Chungking was now the capital. As the tide of war swept inland trade fell away to almost nothing and there appeared very little justification for the gunboats. Our presence was resented by the Japanese although the British-trained Japanese Navy were still quite friendly.

However, while there was still any trade, there were pirates. On my first night onboard I was awakened by the clattering of feet overhead and I quickly joined the armed boarding party on its way to a bulk. A scream had been heard and we discovered the Chinese watchman with his throat cut. Unfortunately the pirates were too clever and got away. It was during this episode that the full import of my duties was impressed upon me for I had forgotten that I was now a signalman as well as a telegraphist and had omitted to place my Aldis in the motor sampan.

The gunboats themselves were strange craft of about 600 tons and had mostly been built during the first World War. They were quite unlike any ships in the Service; the *Scarab* for instance had two funnels abreast, was flat bottomed and only drew three feet. To assist turning in the river, gunboats had three rudders. Their three screws were encased in tunnels to protect them from the mudbanks. The smaller gunboats which operated in the upper reaches of the river also had bow rudders to assist them through the narrow gorges. At times however the gunboats had to be hauled through the gorges by hand. The armament of the gunboats usually consisted of two 6 inch and one I.I.A. gun together with several Lewis guns and other small arms.

The communication staff consisted of one leading telegraphist and two telegraphists. They were generally referred to as signalmen which rather hurt their pride.

Our equipment consisted of a B6 H/F receiver, a model C M/F receiver, an experimental H/F transmitter which consisted of little more than two coils, two condensers and two valves on a board and last but not least the ARC M/F transmitter. This latter transmitter looked like a motor cycle cylinder with a methylated spirit drip feed on top. The ARC transmitter was obsolete in the service at the time except in gunboats. On the V/S side the gear was similar to the present except that the 10-in. S.P.s worked off carbons. We sparkers got to know our flags and international code very well and even felt at home with a telescope under our arms.

Our normal tour of duties took us to Shanghai, Nanking, Wuhu, Chinkiang and other smaller ports in the lower reaches.

Amongst a host of memories the following episodes spring to mind. At Wuhu we were always welcomed at the United States convent hospital and on occasions were allowed to witness and assist in the operations, which were performed by an American lady doctor. She was a remarkable woman, reputedly one of the finest surgeons in China and incidentally an expert at semaphore too, as she passed several signals to us and also to American gunboats.

In spite of the Japanese bombing and shelling trade was still carried out between Shanghai and the Chinese held islands in the estuary. On one occasion a British steamer, with arms on board intended for these island guerrillas, had her cargo confiscated at Shanghai. The British authorities were worried that the arrival of the ship at her destination without the arms would cause the guerrillas to retaliate on the crew. *Scarab* was accordingly sent to escort her. On arrival we were promptly fired upon by the guerrillas.

"Signalman," called the Captain "Make to the merchant ship—tell those so and sos ashore that I'm not a Jap and if they don't pack up I'll show them who has the biggest guns."

"Aye, Aye, sir," replied the sparker who was crouching behind the bullet proof screen with now familiar Aldis.

Why it all happened we never found out but it all goes to show that the life of the gunboat communicator was never dull and don't forget that it was a

THE CANE GROMMET

O ye poor suffering Jenay
For ye are one amongst many
For your hat was considered unsightly
When paraded before the High and Mighty.

A piece of cane it was decided
To make your hat look less top-sided
So now all ye Wrens be joyful and gay
(It only costs fivepence if cut the wrong way.)

COMMUNICATORS AT WORK

TELEGRAPHIST (AIRCREW)

Unlike the submariner, the "Sparker" in the Fleet Air Arm does the job for which he is trained, and no other. Admittedly, he may find he has a few gash jobs, but if he has in his squadron a Senior Observer worth his salt, he'll be employed on flying duties only.

When a "Sparker" with the necessary qualifications has been accepted for aircrew duties, he is drafted to N.A.S. Culdrose at Helston in Cornwall, for Parts I and II of his qualifying course for Telegraphist (Aircrew). This course is held at the Naval Observer and Air Signal School, where (among other courses) the Observers of the Royal Navy are trained; our embryo aviator is in good company right from the start.

Part I of the Telegraphist (Aircrew) Course consists of ground training for three weeks. This includes such subjects as Theory of Flight, Meteorology, Safety Equipment, Aircraft Ordnance, Fire-fighting, Photography, and quite a bit about Communications Procedures and airborne H.F. and V.H.F. Equipment. It is during Part I that initial familiarisation with airborne conditions takes place, and our trainee quickly learns whether he is prone to airsickness.

It is not until he progresses to the four weeks in Part II that he really begins to earn his 3s. 6d. per diem flying pay. For during this phase he is taught the procedures, how to operate air radio and radar equipment in the air, and to navigate his aircraft about the sky. The latter art gives him considerable anxiety as a rule, but most candidates master it sufficiently well to meet all requirements. Even so, some of the final fixes would hardly satisfy a Vasco da Gama!

After his seven weeks hibernation in the West Country, our successful Telegraphist (Aircrew) candidate is awarded his "Wings" (big stuff, from now on), and is sent off to N.A.S. Eglinton in Northern Ireland for the A.S. part of his course. At Eglinton the course is of four weeks duration, and consists of ground and practical air instruction in sonobuoy operating and the locating and tracking of submarines with this equipment.

If and when Part III has been successfully completed, the Telegraphist (Aircrew) with upwards of 50 hours (day) and 5 hours (night) flying in his log book, will probably be drafted to join a Gannet Squadron, to put into practice all his new-found knowledge.

Squadron life normally starts at 0800 when transport is provided to the dispersal. Briefing takes place at 0830, when crews are told what is to take place during the forenoon's exercises, and are given all relevant information. Take-off is normally at 0930 for the exercises, and land on is usually at about 1130. And so to dinner; but note that it is definitely a bad thing to have one's tot then, if one is due to



In the rear cockpit of a Firefly.

fly in the afternoon. The afternoon pattern follows closely upon that of the forenoon, the day normally ending at about 1600,—except, of course, when there is night flying. Then take-off coincides with dusk and land on can be anything up to four hours later. This gets pretty grim when sunset is very late.

Of course, our Telegraphist (Aircrew) may find himself drafted to a carrier-borne squadron, in which case his pattern of life becomes either more interesting or more hazardous, according to the frame of mind of the individual. Daily routine is somewhat different from that ashore, and our intrepid aviator will find himself generally beginning his day with early morning briefing, usually before daylight (And you know how early the sun can rise sometimes!) However, to compensate for this, night flying is comparatively rare, and the day will finish somewhere between 1600 and 1800, but note that our thirsty friend will be unable to draw his tot until all flying for the day is completed. Bad weather may cause postponements or cancellations, but if a moderate swell is causing abdominal discomfort it is sometimes a great relief to leap into the air for a couple of hours—a distinct advantage over the poor dispirited broadcast operator in the W/T office. Meal times may be somewhat disrupted, but with an efficient Telegraphist (Aircrew) duty roster, the duty boy will make all the necessary arrangements. Each flight is preceded by an individual crew briefing, after which, with Op. Sigs. in one hand and courage in the other, tracks are made for the flight deck and

our particular aircraft. Perhaps the most thrilling experience is being fired into the air by catapult. The aircraft taxis up to the safety chocks, the sling is fitted, chocks lowered, throttles opened wide, thumbs up to the Officer i/c catapult party—"How long's he going to wave that damn flag? he's stopped—it's not going to fire—how did we get up here?"

Although everybody approaches his first deck landing with certain misgivings, it is actually far simpler than it looks, and after the first half dozen it's accepted as a matter of course. Having ensured that the safety straps are as tight as possible, the back seat members of the crew can be content to sit there "fat, dumb and happy" and leave the pilot to drop the aircraft in the right place. "Here we go into the final approach—now I can see the carrier's wake—here's the round down—the wheels have touched—what a pull that wire's got—we've stopped—a piece of cake."

Life in general in the Fleet Air Arm for the Telegraphist (Aircrew) may seem like hard work, but there is always plenty of excitement.

K.H. and I.C.

STOP PRESS EDITORIAL NOTE

Under the New Pay Code the following increases in Flying Pay have been made to date 1st February, 1956:

Ratings under training increased from 3/- a day to 6/- a day.

Upon award of "Wings" increased from 3/6 a day to 8/- a day.

In addition there is a Flying Bounty of £32 per annum, which is payable on completion of service.



"So you knew a better splice!"

SUMMER 1956 EDITION

Closing date for contributions, 29th June, 1956.

Closing date for bulk orders, 13th July, 1956.

SUMMER 1956 COMPETITIONS

1. Special Feature Competition

A prize of two guineas will be awarded to the best article sent in. Illustrations will count towards the prize.

2. Cartoon Competition

A prize of one guinea will be awarded to the best cartoon sent in.

3. Photograph Competition

A prize of one guinea will be awarded to the best photograph sent in.

ALL ENTRIES *must reach the Editor by 29th June, the Rank/ Rating, Name and Address of the Competitor must be clearly printed in block capitals.*

HER MAJESTY'S AUSTRALIAN FLEET—1955

The contribution of two ships in the strategic reserve in Malayan waters, one ship for most of the year in the Korean theatre and one for the Atlantic, plus another continuously engaged in watching over the Japanese pearling fleet off Northern Australia did not leave us with as much opportunity for fleet work as we would have wished. However, in April *Sydney* (FOCAF), *Vengeance*, *Tobruk* (D10), *Anzac*, *Arunta*, *Warramunga* and *Quadrant* (F1) took part in exercise "Change Horses" with the co-operation of two merchant ships *Monawai* and *Wanganella* acting as convoys.

After this *Sydney* lost her air squadrons and took on the job of training ship, whilst the 10th Destroyer Squadron and *Quadrant* sailed to take part in exercise "Anzex One." From all reports, everyone enjoyed themselves and also learned a lot, whilst *Tobruk's* "pink elephant" caused quite a stir in Singapore. Such pipes as "Elephant sweeper lay aft" tended to confirm the rumour that *Tobruk* did really have a pet elephant on board, and it was given considerable prominence in the press and radio on their return to Australia.

In October a week was spent carrying out exercises nicknamed "Drysalt," after which *Tobruk* and *Anzac* sailed for the Far East Station to relieve *Arunta* and *Warramunga* as the R.A.N. contribution to the strategic reserve.

We are eagerly awaiting the arrival of *Melbourne* in 1956, with her new equipment and new aircraft. It is expected she will replace *Sydney* as flagship of H.M.A. Fleet.

THE FIRST FRIGATE SQUADRON

The Squadron has consisted of the "River" class frigates, *Shoalhaven*, *Condamine*, *Murchison* and *Hawkesbury* with *Quadrant*, the first of the converted "Q" class destroyers, as leader. During 1955, however, we have had *Queenborough* and *Quickmatch* commission, and we expect *Quiberon* to join us in 1956. *Murchison*, *Hawkesbury*, *Shoalhaven* and *Condamine* have paid off into reserve thus leaving "Q" class conversions to form the First Frigate Squadron in 1956.

All the "River" class ships have had long periods in Korea or on pearl-fishery protection duties in Northern Australia, while *Quadrant* has carried out T.A.S. School and A.J.A.S.S. training and represented the Squadron in all the large scale fleet exercises during the past two years. During "Satex" and "Anzex" we were able to meet our contemporaries of the 3rd and 4th Frigate and 8th Destroyer Squadron, not to mention a whole covey of Communicators attached to the staff of C-in-C F.E.S., we hope, with mutual advantage.

Queenborough returned from the U.K. in December 1955, and, from all reports, has had an extremely successful cruise under her Communicator Captain, Commander D. C. Wells, R.A.N.

Quadrant at present holds the Duke of Gloucester Cup for the most efficient ship of the R.A.N. for the year 1954, and we hope to keep it in the Squadron.

We have seen our most colourful personality drafted ashore, the signalman who invariably answered the M.S.O. phone with, "This is the Salt Mine." His pallid colour, compared with the tropical tan of the rest of the staff, during "Anzex," rather lent weight to his statement.

Our Chief Tel., a grandfather three times, has also left us, supposedly to enjoy the comforts of civvy life, but we feel he will sign that dotted line again, if only from force of habit.

TWO YAKS

Two Communicators on loan to the Indian Navy decided to spend a leave mountaineering in the Himalayas. They were quite experienced mountaineers and had no difficulty until they reached the higher altitudes, when the question of carrying so much equipment around with them presented a problem.

This was solved by hiring two yaks. These proved ideal for the job and the expedition continued according to plan.

As they continued to climb, however, the thinner atmosphere began to have its effect and the two enterprising Communicators arrived at the doors of a monastery one evening, virtually all in.

They were welcomed with the customary hospitality of those parts, wined, dined, and eventually bedded down in a ground floor room, in front of a blazing fire.

The two yaks were tethered outside the same room and on looking in, seeing their temporary masters warm and cosy, one yak turned round to the other and in the traditional yakian language said: "These Naval types are always the same. It's 'I have no concern with your predicament, yak, I'm all right!'"

MOST IMMEDIATE

R.A.L. (R) N.O.I.C. SOLLUM

FROM N.O.I.C. MERSA MATRUH

SOME GENIUS HAS SENT 1500 TROOPS WITH EQUIPMENT FOR TRANSHIPMENT TO SOLLUM WHO HAVE BEEN SITTING AROUND THE QUAY FOR THE PAST 24 HOURS. I HAVE NO INFORMATION NO ADVICE NO REPLY TO MY SIGNALS NO SHIP NO WIRELESS NO NOTHING. SITUATION IMPOSSIBLE.

REPLY:

TAKE ADEQUATE PRECAUTIONS TO PREVENT YOURSELF BEING EATEN BY TIGERS. HELP IS COMING.

DECEMBER 1940



EAST INDIES

CEYLON WEST W/T STATION

A lot of water has flowed under the bridge at C.W.R.S. since our last contribution. All previous records for the number of paid signals have been beaten. Our excellent communications with home have enabled us to act as a clearing station at different times for most stations east of Aden.

The face of Welisara is slowly changing but the faces of the "livers in" seem to remain the same, as no sooner does one go home than an "old boy" returns. There must be something in this riotous living after all.

The shock of the season for all, including the participants, was the victory of our rowing team over the Colombo Rowing Club. We won the 1,000 yards by three-quarters of a length. Our opponents were composed of men who had rowed for India, Pakistan and their stroke was a Cambridge Blue. To quote the Radio Ceylon commentator—"It was a race between superb watermanship on the one hand and brute force, ignorance, keenness and guts on the other." The crew consisted of L/Tels. Fuller and Mawson, and Tels. Eden and Newman, with Mr. Howell, C.C.O., as coswain. They later took in the Harry Creasy Cup race but unfortunately failed to reproduce their winning form.

The "Perreras" situation has become quite a large concern here and we now have about 45, who live out. Two more married quarters are nearing completion. Those who are already installed seem to have settled down well without disturbing the even tenor of our ways.

We at Ceylon West extend greetings to all Communicators and hope that you will pay us a visit any time you are in Colombo.

C-IN-C EAST INDIES

It is not always a pleasant business to be uprooted from a nice steady routine, to go galloping up and down the Persian Gulf and around the Bay of Bengal. But that is all in a day's work for the stout-hearted lads of the Communications staff of the Commander-in-Chief out here. That was our plight on the 19th October last. We were driven from our quiet and peaceful Bhandra ashore in Trincomalee to go and join the flagship for yet another of these "galloping" sessions.

After embarking in H.M.S. *Gambia*, the flagship, we sailed for the Persian Gulf with a brief stay at Colombo en route, during which a good percentage of the Ship's Company, including one or two of the staff, enjoyed a "grippe" or two. We then crossed the Indian Ocean in brilliant sunshine.



The Winning Crew.

The first really interesting port of call was Mena al Ahmadi, where are situated the vast oil fields of Kuwait. Many sailors left there with the ambition of joining the Bedouin tribesmen, after their "seven," because they had got wind of the extremely high wages these people get for their work in the oil fields.

Basra, apart from being a trifle cold at that time of the year, offered much in the way of "dates" in both forms. It was here that the Padre of the *Gambia* organised a party for a visit to what is reputed to be the original garden of Eden. Judging from the types who attended this outing, one is apt to get the impression that they only went in the hope of catching a glimpse of Eve herself.

At Abadan we were received hospitably by the European and American residents, who organised two dances for the Ship's Company with many private invitations besides.

Bombay proved to be an excellent shopping centre. The crew, knowing that they were soon to sail for the U.K. bought up all that they could afford and it was an outstanding feat of seamanship that was performed by the Captain in getting his ship safely back to Trincomalee under the weight of so many "rabbits."

The staff were very much consoled at the thought of spending Christmas in Trinco and were delighted on returning to find that they would land and spend it ashore. Not for long though. On the 2nd January this year, we re-embarked for a long tour of the Bay of Bengal but we are now back in our little tropical paradise.

S.B.N.O. CEYLON

At the end of January, we said 'Goodbye' to our 'Oggie' flagship *Gambia* after nine months on the station. We hope they enjoyed their short stay here as much as we enjoyed having them with us. We can, I think say, that they upheld the good name of the 'Oggies' very well, although this will probably be disputed by our friends on C.-in-C., E.I.s' staff (who are once more ashore with us) who hate to say anything good about the men from Devon. We extend a welcoming hand to *Superb* and hope she will find this station as good as the A.W.I.

We have also said our fond farewell to Mr. L. A. E. Setford, C.C.O., who by the time this appears in print should have a tight hold on the Communication Staff of *Diamond*. The latter we expect will have got used to being called 'mutton-head' Mr. N. Schofield, C.C.O., now occupies the Port Communications Officer's chair, and we take this opportunity of welcoming him into our midst.

For the information of anyone with a draft chit marked 'Trinco' there is plenty of sport, swimming and sailing to be had. There are married quarters for any of our reliefs wishing to be accompanied by their wives, the waiting time being at present 12 to 14 months. Unofficial quarters however, can be obtained whilst waiting.

H.M.S. "GAMBIA"

The first notable occurrence since our last contribution was a week's leave to each watch at the rest camp at Diyatalawa. This camp is situated in the hills of Southern Ceylon among tea plantations and is an ideal place for a quiet leave. With very good facilities for sport of all kinds and the "sludge" as potent as ever, a good time was had by all.

After a week or two of self maintenance, C.-in-C. East Indies and his staff embarked once more and we sailed from Trinco on October 19th for the Persian Gulf cruise. This included visits to Colombo, Karachi and Bombay which, of course, are not geographically in the Gulf but provide the light relief. In Colombo we renewed acquaintance with the Royal Ceylon Navy for two days and also met some of our friends at Ceylon West W/T in their jungle abode.

Khor Kuwai at the entrance of the Gulf was the next call and the opportunity was taken to exercise landing parties. After several hours of scrambling over the sharp rocks, they returned on board looking very much the worse for wear and were happy to exchange the joys of landing parties for the more mundane existence on board reading the broadcast and topping up an occasional battery. We next found ourselves in Bahrein among the sights and smells of an oil town which were to become very familiar during the next few weeks.

While in Bahrein we met Chatham representatives of the branch out here, who man the W/T Station and handle most of the traffic for the Persian Gulf Squadron and S.N.O.P.G. Owing to the climate their job is not very pleasant and we hope our presence didn't cause too much inconvenience. Incidentally, for those who are familiar with Bahrein, *Gambia* was the first large ship to enter the Khor Kaliya since it has been dredged. This greatly reduces the time required to get ashore but *Jufair* jetty is as long as ever.

From Bahrein we proceeded to Kuwait, Mena-al-Ahmadi, Basra and Abadan in that order. Kuwait is justly famous for the variety and low price of the "rabbits" while Mena is thickly populated by "barons" most of whom seem only too willing to entertain the Navy. All in all a very pleasant and profitable three weeks were spent doing the rounds in the Northern End of the Gulf.

After a short stop at Muscat we arrived at Karachi and met our friends of the Royal Pakistan Navy. The high spot of the visit was a pulling regatta against ships and squadrons of the R.P.N. and it proved to be a very hard fought regatta indeed. Our Communications crew could only manage third place in their race while the ship as a whole took second place to the R.P.N. Boys Training Establishment, H.M. P.S. *Bahadur*. Our congratulations to them on their victory and we warn *Superb* that they will have to train long and hard to improve on our record.



H.M.S. "Gambia" flying her paying off pennant.

At Bombay the Indian Navy were our hosts and here there was no regatta to sap our strength. With our return home drawing nigh, "rabbits" were again grasped firmly by the ears and dragged aboard. Again we enjoyed our stay very much and found everyone very helpful and hospitable.

Christmas and the New Year in Trinco isn't everyone's idea of bliss but we managed to celebrate in traditional style. Some of us were lucky enough to spend Christmas ashore with families of C-in-C.'s staff. Their efforts to entertain us were much appreciated.

Our final cruise as flagship was a short one to Calcutta and Madras. Apart from some hectic runs ashore in Calcutta and to a lesser extent in Madras, the cruise was quite uneventful except for some unexpected fog in the Hooghly River, which delayed our arrival at Calcutta by one day. This event was apparently of sufficient importance to deserve a mention on the B.B.C.

The final week in Trinco was given over almost entirely to social and sporting activities. We played Highflyer Communicators at soccer, hockey and cricket, drawing each game, although in fairness we must admit that the cricket was a moral victory for Highflyer. Someone suggested we settle the issue with an uckers match but this idea was not taken up. The F.C.O. in his signal said that the sports results confirmed his opinion that there was little to choose between us.

Mention must also be made of our soccer team which won the ship's inter-part league and the department also produced a rugger team which made up with enthusiasm what was lacking in skill. We have our representatives in every ship's first team.

We must also mention our friends on C-in-C.'s staff who have spent half the commission in our midst. We hope that their forebodings at having an

"Oggie" flagship have now been dispelled and that they enjoyed their stays with us. Trinco M.S.O. and Ceylon West W/T have also done their best to co-operate. We thank them and wish them the best of good fortune.

The ship is now at Aden en route for Home with calls at Massawa, Malta and Devonport before we arrive at Rosyth on March 8th. While in Devonport we shall be in company with our relief, *Superb*, for a few hours to turn over; but in case we forget to do so then, we take this opportunity of wishing them a happy and successful commission.

H.M.S. "JUFAIR"

Since our last contribution the R.N. Base Bahrein has been commissioned as H.M.S. *Jufair*, and the staffs of S.N.O.P.G. and R.N.O. has been combined with one "Base" Staff.

Before Christmas our S.C.O., Lt. Cdr. Kane, was relieved by Lt. Cdr. Franklin, and C.Y.S. Brader by C.Y.S. "Red" Skelton.

The steady stream of ships to and from U.K. and the Gulf has, in a few months, completely changed the face of the P.G. Squadron. We bade farewell to H.M.S. *Flamingo*—the last of the long line of S.N.O.P.G.'s "Flagships" and now the *Loch Killisport* has returned to more familiar waters. In their places we have welcomed *Loch Alvie* back after re-commissioning in Chatham, and our latest arrival, *Loch Fada*, who has quickly settled down to our routine—even to pronouncing and spelling the lesser known P.G. landmarks. *Loch Alvie* has returned to the fold after her refit in Colombo and we would like to take this opportunity before she returns to U.K. to thank her publicly for the grand way she has assisted M.S.O. Bahrein during her all too infrequent stays here. The *Owen*, a recognised

"stanchion" of the Gulf, is still with us but hopes to be in England for the summer.

Our new N.H.Q. is still in the process of being "wired up," and it is hoped to be ready for occupation by the beginning of May (General Drills permitting). Perhaps then we shall be able to use a transmitter, a teleprinter AND an electric kettle without plunging the whole building into darkness. We can but hope. Of course there is a flag deck (technical term for the roof) with a beautiful view of the Khor Khaliya. All we want now are some flags and a mast.

In the sporting world we are holding our own. Our hockey team has won 10 games in succession—quite an achievement against Indian teams—whilst our football team gains in strength every game.

H.M.S. "LOCH ALVIE"

After a month in the Aden Protectorate it was a pleasure to point the bows seaward for a six day trip, even though it was towards the Persian Gulf. As it was winter time nobody worried and we arrived at Bahrein in time to take part in the Trafalgar Day celebrations. Here we met C.Y.S. "Red" Skelton who had just relieved C.Y.S. Brader, and some pleasant evenings were spent in the canteen doing manoeuvres with the proverbial beer bottles. Only a month was spent in the Gulf, for a week of which we were alongside in Basra.

Leaving the Gulf we called at Cochin where we both put in harbour exercises with the Indian Navy. We spent a couple of days in Colombo and then visited the Maldivé Islands where we were present when the Sultan returned from hospital in Ceylon. It was a pretty sight to see the dhows, both Maldivian and Indian dressed overall, but it was spoilt by the torrential rain. On 14th December we crossed the line—with due ceremony—on the way to Addu Atoll, the "Scapa" of the East.

Christmas was spent at Trincomalee but our festivities were brought to an abrupt end on the 29th of December when we had C-in-C's inspection. After the inspection we sailed in company with *Gambia* and our consort, *Loch Lomond*, for exercises on our way to Colombo where we have just completed a self-refit. After another brief stay at Trincomalee we shall proceed on our west coast of India cruise and then pay another visit to the Persian Gulf.

H.M.S. "LOCH LOMOND"

We commissioned at Chatham in April 1955, spent a few happy weeks at Malta, working-up and acquiring a tan, then joined the East Indies station for service in the Persian Gulf. To those, who have not spent a summer in the Gulf I can say this—it's HOT. We know, having spent 3½ months here, from June to October. In spite of the intense heat, all the

normal sports were played, including soccer and hockey, presumably so that the "unfortunate" Englishmen who earn their living in all the odd corners of the Gulf can indulge in nostalgic memories of ice bound playing fields, or of games postponed because of fog, snow, or other peculiarities or vagaries of the British climate.

Though not outstanding in the field of sport (in fact, *Loch Lomond* became well renowned as "good losers") the Communications branch have always been well represented in all ship's games. Sig. Galloway on the soccer field, ably supported by L/Tel. Reed and his whistle, Yeo Hayles and Tel. Palmer were always well to the fore on the hockey pitch (a misnomer there as Palmer plays in goal) and Yeo. Hayles at water polo and other aquatic sports, whilst the non-playing members were always willing to give vociferous support in the canteen after the game. Finally, the Communications and Miscellaneous Divisions walked away with the inter-Part Soccer Cup, beating the Boys' Division by 4-0, and conceding no goals throughout the series.

Our stay on the station was enlivened by a six weeks self-refit at Colombo, during which period we lived ashore. This was followed by a four weeks cruise visiting Port Blair, Rangoon, Chittagong and Madras, finally returning to Trincomalee where we spent Christmas.

Before the old year was out we were on our way back to the Gulf, but what a different Gulf from the one we had left in October—we even had some rain and quite a respectable gale. Our first job, on which we achieved fame by getting a "mention" in the British Press, was to carry the P.R.P.G. and Lady Burrows to Muscat for discussions with the Sultan, and to return them to Bahrein.

For the next few weeks we were in the throes of "spring cleaning," in preparation for S.N.O.P.G.'s inspection, which is now, happily, behind us. We were inspected "in company" with *Loch Fada* and, even though we might be good losers on the playing fields, we can truthfully say that we were good winners at General Drill, which was conducted from a motor boat by S.N.O.P.G., assisted by L/Tel. Reed and a Type 622. Since then we have also won the Persian Gulf Hockey Cup by beating *Loch Fada* 4-1, and have drawn 1-1 with them for the Soccer Cup. Perhaps *Fada* is not yet acclimatized!

It would seem inappropriate if no mention were made of Bahrein W/T(MAW), affectionately referred to by *Loch Lomond's* Communicators as "Mother." Co-operation between *Loch Lomond* and this *far flung outpost* has been 100 per cent and it will seem strange on return to Bahrein from our present short cruise, not to see the smiling, though no longer bearded, face of L/Tel. Bogey Knight, who has for so long kept MAW running efficiently under very trying conditions. In conclusion, may I thank P.O. Tel. Carter of *Vidal* for his solicitude but hasten to assure him that, at the time of reading the Christmas Number of COMMUNICATOR we were NOT sweating.



From a certain A.C.P.:—"An operator maintaining listening watch on a frequency is under constant strain . . . Every opportunity must therefore be taken to rest operators."

WITH A LOW, MOCKING LAUGH

It is exceptionally difficult to evaluate the achievement of the Italian who, according to a news agency report, had invented a spy-proof envelope. One's first, unthinking reaction is one of casual gratitude. "Bound to come in useful," mutters the ordinary citizen. It is only on reflection that an element of doubt creeps in. What is a spy-proof envelope? If he had invented a fly-proof envelope we should understand him to have designed an envelope into which it was impossible for flies to gain admission; but even the smallest spy cannot get inside even the largest envelope and it is difficult to see what advantage would accrue to him if he could.

A burglar-proof safe is a safe which a burglar cannot, in theory anyhow, open; and an envelope with similar properties would undoubtedly create alarm and despondency, and perhaps even some marginal unemployment, among secret agents. But if a spy cannot open an envelope, neither, surely, will the addressee be able to, and it seems pointless to send secret documents all over the place if the recipients are never going to be able to read them. A moth-proof envelope—well, here for a moment one seems to see a ray of light, for that would be an envelope which moths could not eat, and many a spy in a tight corner has swallowed the plans of the fortress. But this will not do either, for no spy worthy of his spirit-gum eats the envelope as well;

to do so would not only be unnecessary and injurious to the health, but would be regarded in espionage circles as ostentatious and ill-bred.

Across some minds, though not the most perspicuous, may flash the idea that the envelope's spy-proof qualities perhaps reside in the fact that you cannot write on it in invisible ink; or rather that, if you do, nobody (or alternatively everybody) will be able to read what you have written. Invisible ink, however, though an indispensable accessory to a career in clandestine intelligence, has its limitations; and one of the things it is absolutely no good for at all is addressing envelopes. But stay! If the seeker after truth (or even after probability) returns to the original report he will note that the invention is described, not merely as a spy-proof envelope, but as "a spy-proof envelope which will foil even the cleverest Mata Hari." Now at last we are getting somewhere. Everybody knows what female spies do with secret documents; they thrust them into their corsages, generally accompanying the action with a low, mocking laugh. One does not have to belong to M.I.5 to realise what a severe blow will have been struck against this old-established practice if the new envelopes are made of sandpaper, or even of Harris tweed. Female spies are brave, enduring people. Like the Spartan boy with a fox gnawing his midriff, they may well be able to face the world boldly with the equivalent of a loofah wedged in their décolletage; but we shall probably hear less of those low, mocking laughs. (From "The Times.")



The Display Unit.

AUTOMATIC TRIANGULATION

The high speed and large fuel consumption of jet aircraft produced a new problem in air navigation.

Most jet fighters normally operate at heights of up to 30,000 feet and navigation, as we used to understand the term is practically non-existent. I imagine the difficulties of the pilot of a single-seater fighter, moving at something like 400 knots, five or six miles up, if he is also trying to navigate by D.R. over any but the simplest routes. Remember also that as a jet aircraft descends its fuel consumption rises at a considerable rate. It is obvious that for a jet aircraft to operate efficiently for the maximum length of time at its operational height, the navigation of the aircraft must be taken over by someone on the ground. Also on completion of the sortie, with little fuel remaining, the aircraft must be guided back to its airfield with the minimum delay.

The problem of providing an accurate navigational "fix" for jet aircraft was first tackled early in 1954,

with the opening of the Naval Interim Fixer Services, one covering the North of the U.K. and the other the South. Each consisted of a group of Air Stations keeping D/F watch on the appropriate frequency and using, in most cases, an F.V.4. The D/F operators were connected by direct telephone to the controlling station in their group over which individual bearings were passed on receipt. The control was equipped with a rapid plotting device on which the bearings were laid off, the resulting position then being transmitted to the aircraft by the petty officer in charge of the plot, who was provided with remote control of certain transmitters within the group.

The petty officers, plotters and D/F operators were all drawn from the Aircraft Handler Branch (owing to shortage of Communication ratings) who were given courses at the Naval Air Signal School to prepare them for their D/F duties.

The results obtained by the Interim Fixer Services were promising, though the Northern Group met various setbacks, mainly caused by insufficient participating stations to provide full coverage of their entire area.

During this time the scientists had not been idle and had been perfecting an Automatic Fixer Service. With their work completed, the Interim Fixer Service was closed down on the 17th of October, 1955 and installation of Standard Telephones and Cables Automatic Triangulation System was commenced in the Southern group.

This consists of the Naval Air Stations Yeovilton (as Control Station), Brawdy, Culdrose, Stretton and Ford.

The system is in fact an attachment to the F.V.10, rather than a completely new idea. Like so many good things, it is basically simple in concept, consisting of a number of remote F.V.10 receivers projecting an image on to a screen, from which the fix can be read instantaneously.

If one has seen a projection television set working the idea is not difficult to grasp, as the principle is much the same.

On one wall of the Control Room is mounted a large map of the area covered by the service. This map is photographically reproduced on plate glass with a perspex diffusing screen behind it. Behind the map is the projection unit (in fact in the next room, with a hole cut in the wall) which consists of up to ten projecting F.V.10 receivers, each one remotely fed from the D/F sets of the participating stations. The projectors are placed in such a position that their centres are lined up with the geographical positions with which they are associated on the map. When a bearing is received, the D/F trace is projected on to the back of the map, and from the Controller's side appears as a line of light emanating from the position of the "home" D/F set. Consequently, when two or more D/Fs receive the same aircraft transmission, the rays of light on the map cut each other at the position of the aircraft. This can then be read off by the Controller and passed to the aircraft as a bearing and distance from a town or by any other convenient method.

As stated above, the equipment is an attachment to existing F.V.10s which are still available in all respects for their normal jobs at their parent airfield. An additional receiver has been incorporated in these F.V.10s for fixing purposes and these are connected by two wire circuits (similar to ordinary G.P.O. Telephone cables) to the control station. By fitting V.F. panels at each end of these two wire circuits it is possible to carry a number of signals over each circuit at the same time.

These consist of:

- (1) D/F information from the F.V.10 receiver, in the form of keyed V.F. carriers, which, on arrival at Control are passed into a Telemeter Receiver. Here the keyed V.F. is transformed

into D.C. and passed on to the Sweep Generator. This in turn converts the D.C. bearing information into the form required by the projection units and so causes them to project the bearing trace on to the Controller's map.

- (2) A direct telephone link from the Controller's desk to the Air Traffic Controller at each participating station.
- (3) Remote reception from any or all of the receivers sited at the participating stations.
- (4) Remote control of participating Air Station's transmitter on the Fixer frequency. This is used for passing the result of the fix to the aircraft, the Controller selecting the best placed transmitter for this purpose, depending on the aircraft's position.

It is hoped that from the above very brief description it will be evident that the whole system is completely automatic and that the Fixer portions of the F.V.10s function quite separately from their normal tasks. In addition to this the service gives complete transmission and reception cover over the whole of the service area. Apart from maintenance of the equipment at routine times by individual station ratings, no personnel is required to operate the system other than the Controller, whose job is to read off the aircraft's position and transmit the reply.

In the meantime, however, the question of what sort of ratings would be used as Controllers has caused some headaches—should they be Communications, Aircraft Handlers or even Radar Plotters? At the time of writing this question is not quite settled but it appears probable that by the time this appears in print, the Southern Automatic Fixer Service will be in full time operation, the control being manned by Wrens (Signal).

A start has already been made on installation of equipment for the Northern Service, with control at Abbotsinch and outstations at Anhorn, Lossiemouth, Eglinton and a further station still to be built.

In conclusion, it is of interest that the Southern installation is the first of its kind in the world; in fact we have beaten the Royal Air Force to it on this occasion.

BEACONRY

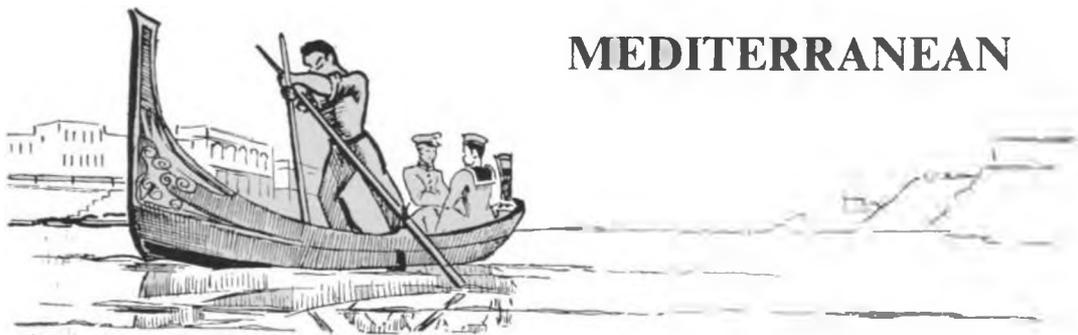
Senior O Tel. dashes into office, trips over step, grabs ALRS Vol. II and starts hastily thumbing

All members of staff present watch with interest. He then informs us that there is a RADIOBEACON on the port side FLASHING "Le Havre" followed by "T T T"

L/Tel. goes to investigate and finds a TANKER exchanging identities with the Bridge.

O/Tel is given praise due to him, and about five minutes later, quite unperturbed, states "Its about time they had RadioBeacons like that down here anyway." H.M.S. Sparrow

MEDITERRANEAN



THE AMPHIBIOUS WARFARE SQUADRON

In spite of our long silence it is regretted that there is not very much of interest to report. The political situation has managed to prevent us from doing any of our planned major exercises, and caused the introduction of yet another word in our vocabulary—NEWTEX, which can be interpreted as 'A Naval exercise without troops.' So far the score is two, one successful one at Benghazi in December, and one marred by arctic weather off Palermo in February. Fortunately or unfortunately, depending upon how one looks at it, these exercises still manage to extend our large and very 'joint' communication staff.

As our staff still continues to cause surprise wherever we go perhaps it would be of interest to enumerate the bodies found in the headquarters ship, *Meon*, which has been described as a frigate with aeriels instead of guns. It consists of one S.C.O. (normal Naval variety), one Flight Lieutenant (Signals) R.A.F., one Subaltern of the Royal Signals, one C.Y.S. one Y.S., one Ldg. Sig. and three; two P.O. Tels., two Ldg. Tels. and six; one Sergeant and four Wireless Operators R.A.F.; one Sergeant and four Wireless Operators Royal Signals; and one Sergeant, two Corporals and five Royal Marine Signalmen who talk to us from various beaches using an impressive array of portables.

In addition to providing an effective colour scheme when fallen for Sunday Divisions, the staff display great versatility, it being no unusual sight at sea to go on the bridge and find Soldiers and Marines manning the halyards with an Airman on the business end of Tactical Primary. Incidentally, in spite of rumours to the contrary, we can definitely confirm that the same morse code IS taught to all three Services. The rest of the squadron staffs are not quite so colourful and unfortunately very much smaller. Our M.L. (manned by R.M.) however, is perhaps worthy of special mention, her Corporal and one Marine leap quite happily from broadcast to A.C.P. 175 and never . . . well, hardly ever end up in the wrong station.

At the time of writing we are enjoying a pleasant winter recess refitting and licking our wounds before

embarking on a very full programme in May. During the coming season we hope to meet lots of our NATO friends, but what we would also like to do is to play with the Fleet sometime—could it be that they don't like the depth of water in which we play.

H.M.S. "APHRODITE"

Since our contribution to the Christmas number there have been great changes in Cyprus W/T. Instead of the W/T office being manned by two Leading Tels. and ten Tels./Ord. Tels., we now boast a chief and four P.O. Tels., four Leading Tels. and six Tels. plus the odd one or two extras borrowed locally. The Crypto office is now run by four Leading Signalmen with a Yeoman in charge and the M.S.O. has a Chief Yeoman, five Sigs. and Seamen messengers. This increase in staff has been brought about by a steady rise in traffic and the number of ships in local waters—in the week between Christmas and New Year we had an unexpected visit from the 6th Frigate Squadron which rather strained our resources and there wasn't a lot of time to enjoy the 'festive season'—not that it mattered very much as Nicosia was 'Out of Bounds' throughout the whole Christmas period. Nevertheless, practically all our staff were entertained at some period during that time by the 'live-outers.'

We now have a large Maritime Headquarters manned by four watchkeeping Lieutenants, four Plot ratings and with three lines manned, two by the Army and one by the R.A.F. These are actually nets out to Radar sites situated around the coast. We expect to have a plot wave working later this year but there are many technical difficulties to be overcome.

In the M.S.O. we have a fixed service with Malta which operates most of the time on RATT although we have to revert to 'steam morse' at odd times when conditions are bad and occasionally when all else fails, set watch on Mikes 'in local' and remain dumb ourselves until the 'technical hitch' is cleared. Our LCN operates, or is reputed to operate twenty-four hours a day but once again technical troubles cause a lot of 'tooth sucking' and the Patrol Destroyer is called on to take over control.

We also have a fixed service with Luqa in Malta, this being manned by R.A.F. operators. We don't consider them to be quite up to Naval standards except in tea making.

With the steady increase in staff and equipment the office more and more resembles a machine can and we have at last got approval to extend the building and at the moment the Army are busy adding a bit more Nissen hut to the end of the existing office. Work commenced a couple of weeks ago and we hope to move in by Easter. In the extension we intend to put the Crypto office, the workshop and a battery room. This will allow us to extend the present W/T office sufficiently to admit the C.P.O. Tel. who is built on generous lines. The M.S.O. can also be extended to accommodate the C.Y.S.

Our transmitters are situated at Episkopi, about 70 miles away and keying is partly by landline and partly by UHF link over the Troodos mountains. We changed over to this from our old transmitter site in November and, of course, there were quite a number of teething troubles. However, things are working better now, aerial arrays have been altered, and we hope that our 'visitors' will notice a steady improvement on LCN, and Malta, as improvement on RATT.

Life here continues to liven up since our last article. Bomb-throwing and shootings have tended to shift to the towns and in Nicosia we have had a number of rather ugly incidents. Shortly before Christmas, one of the bomb incidents, described as 'the worst bomb outrage yet' directly touched H.M.S. *Aphrodite*. Fortunately, in this incident no one was killed, although several people were injured, including our Assistant Secretary and Supply Officer. Fortunately they have now fully recovered.

In November the G.O.C. decreed that all transport must carry an armed escort so we hurriedly acquired from Malta and *Ark Royal* a Corporal and 14 Royal Marines. They spend all day and most of the night (when vehicles must move in pairs) riding around Cyprus. Their nerves must be in shreds for our vehicles, all driven by Cypriots who fancy themselves rivals of Juan Pango or Stirling Moss, have had a number of rather narrow squeaks. Luck can't hold for ever though and shortly after New Year, one of our 30 cwt. trucks came to grief when taking the dogwatchmen back to Kykko Camp. A little Renault swerved across the road and crashed into the 'off-side' wing bringing the 30 cwt. to a standstill and the Renault was hurled into the ditch. At the same time a Ford Prefect which had been following too closely behind, ran into the back. The only thing to do was to ship the 30 cwt. back to Malta and beg for a replacement and buy another Renault. The Prefect was a little better off, although not much.

Things here aren't as bad as it appears from U.K. papers and we still manage to get around and have a reasonably good time. We don't consider that it is necessary for ratings to do a week's land-fighting course on being nominated for draft to Cyprus as

we see from draft notes recently received that some of our prospective residents have been doing.

At the time of writing the weather is quite warm and by the time of publication we shall probably be in tropical rig again so if anyone shivering at home would like a spot of healthy sustenance—come and join us. **KATTLE**

Q.R.M. Definite

The Met. Officer had asked that all weathers have a note appended regarding readability of signals. This was one he received

Quote: -

Reception Report.

Strength Five.

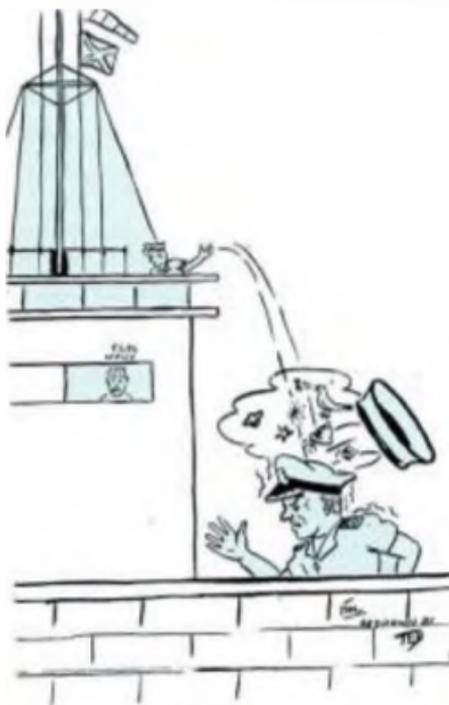
Faded in Italy and Ships.

The part missed in Italy was due to my having a cold and sneezing and then having to blow my nose.

--Unquote.

(original spelling)

(H.M.S. *Birmingham*)



Extract from M.M.S.O. Standing Orders.
"Cigarette ends are not to be thrown over the bridge, spit kids are to be used for this purpose."

H.M.S. "BIRMINGHAM" "THE DANCING YEARS OR HOW TIME FLIES!"

The Mediterranean Fleet Communication Dance, held at the Phoenicia Hotel, is both first class entertainment and a tonic. This will not be news to those Communicators who have been lucky enough to attend one—that held on the 13th January was no exception to the rule.

In actual fact, it was, as usual, more of a social than a dance, since to many of us it is primarily a chance to see old faces and talk about "old ships"—this is certainly the occasion to renew old acquaintances.

At this year's dance I met a friend I hadn't seen since "St. George" days, and yet another with whom I did my Leading Tels.' course in Hong Kong in 1946, plus a host of other friends of more recent years.

Have you ever watched a couple of matelots meeting for the first time after a number of years? Neither is quite certain that they even know each other and it goes something like this:

"Didn't I know you in . . . (and the voice trails away in uncertainty).

"I seem to know your face; was it in 'Derry during the war'?"

"No." "Were you ever on the Hood?" (Don't say it please).

(With a shake of the head), "I've got it—Mayina '46."

"Never heard of it—let me try (deep concentration)—Lascaris '49?"

"No—I've got it, Singapore '53"

And still the minds have not met. This conversation will possibly last anything up to an hour (depending upon how many blues have been consumed). Then, suddenly, it comes like a streak of lightning, to one of them, "I know where it was, we were both in the "Movement" last night." "Of course, that's it, come and have a drink."

Then there are the characters who "talk shop; invariably they are the hardened types, whose normal daily conversation consists of "Roll on my doz." But after a few beers they soften somewhat and their talk goes something like this:

"I reckon those shore-side operators get their big heads down during the middle; there we were last week, rolling like a barge and me calling on ship-shore for three hours. Then what did he say when I did get him?—"Increase power"—didn't anyone ever tell him you can't increase power on an 89 (unless you put two in series and double the length of your aerial)! Don't suppose he has ever been to sea, makes you sick" (Referring to the operator of course). In another corner you can possibly hear an argument regarding the infernal "short break," it sounds more like W.I section instructors' room, in *Mercury*, after tot time, with Chief Tel. Ryder coming up on power and sounding like Portishead on 12 mcs.

Organised entertainment in the form of cabaret turns was an attractive addition to this year's function. Several sketches were provided by our loveable counterparts dressed as for going ashore circa 1924. Captain Longden was heard to remark "Very reminiscent of the shows we used to have down in *Mercury*."

The dance is also a first class chance for our officers and ratings to meet socially, since views can be exchanged without going through the usual channels. In the jiving competition our S.C.O. and wife gave an exhilarating exhibition of "rug-cutting" much to the amusement and applause of "Brum's" Communicators.

The dance proved a great success, and our thanks go to the committee for all the hard work that went into organising it. Roll on next year's dance—I shall be back in U.K.—good-oh. C.T.



JUMPING JACKSTAFFS

Sunset sounded and the duty Signalman commenced to lower the jack. Almost immediately the halyard slipped off the sheave and became wedged so tightly that all movement of the jack was arrested.

Initiative saved the day; unperturbed, the Signalman slowly and reverently lowered both the jack and jackstaff. Once the jackstaff was low enough the Signalman, with the assistance of the Signalman of the watch, who by this time had seen his predicament, unbent the jack and hoisted the staff back into position.

The whole evolution was carried out so smartly and promptly that it is believed it went unobserved by ships in company and Lascaris. In addition it was possible to switch on the forward anchor light with the remainder of the ships in Grand Harbour.

H.M.S. "DEFENDER"

The "Sunny" Med. gets very chilly at times, especially where we are at the time of writing, in Cartagena. It may, however, serve us in good stead as training for facing the rigours of an English spring which we hope to be experiencing by the time this edition is published. Since our last article the majority of our time has been spent in dockyard hands, relaxing under the comparative quiet of



Mess Deck at Christmas.

telephone watchkeeping. Immediately prior to that, under the command of F.O.2 MED. in *Birmingham* and with *Delight* in company, we paid a four days' visit to Algiers. Algiers, as our readers may know, produces some very fine pickpockets. This knowledge was brought, forcibly, to one L/Tel. when his watch vanished with no trace or awareness of the happening. The refit brought the usual welter of paint, chipping and the other thousand and one jobs and a few modifications. One was the "Wall's Icecream" effect of the messdeck, strawberry, vanilla, and chocolate. The scheme, though garish at first, grows on one, so let it not be a deterrent to volunteers to relieve the present staff. Another was RATT which comes in very useful for reading the football results and press; we also read the half-yearly promotions on it, thus removing the greater part of that strain. As usual after a refit, when all equipment is put fully into working order, hardly anything worked on becoming operational again. The defects were rapidly rectified and the ship sailed in late January, once more under F.O.2 MED in *Birmingham* and with *Daring* in company, for SAR Duties for the Royal Flight and on to Aranci Bay, which, as the name implies is just another bay. From there, we had a rough passage to Cartagena, with one sparker, on a camp bed, making periodic inspections of the buntings' mess and another rather annoyed because on the fourth time he rolled off his bunk, there was nobody below on a camp bed to break his fall. We all hope for better weather before the merry day when we tie up in one of the Chatham Basins.

S.T.C. MALTA

The Klu Klux Klan, a lucky number and a pair of "bods" from Greek mythology brought a rush of Communicators to the Signal Training Centre and machine-gun fire was heard from early morn to late at night. Yes, the early days of 1956 certainly started with a rush and we appreciated the arrival of a rather less hectic period.

We have the usual courses for Leading Rates, both male and female, A.B. Rates, as well as refreshers and extraneous courses. The roster for Leading Rates is held by the Officer-in-Charge, S.T.C. who sometimes has great difficulty in getting sufficient numbers for a course. Therefore, a golden opportunity exists in this sunny isle for those who have requested for a course and have been recommended. Even if you are on a general service commission and your ship leaves the Station, arrangements are made for you to fly home when the course is completed.

The Telegraphist (S) team, who reside at Ricasoli when not on cruises, are still going strong; and by this time they will have met their Home Fleet counter-parts at Gibraltar after the Spring Exercises.

By the time this is in print there will be a change in the instructional staff—C.Y.S. J. Corbin will have returned to U.K. and H.M.S. *Ricasoli* will have to find another stalwart full back for their soccer team.

FIRST DESTROYER SQUADRON

The First Destroyer Squadron commissioned in November and were soon all busy working up in Malta. *Chevron* had early setbacks with her engines and it was left to *Chieftain* and *Chaplet* to tackle the gun-running campaign of E.O.K.A.

Chieftain was not originally scheduled for the job but was called in at the last moment.

Sailing for Cyprus on 17th January, we were soon dealing with the heavy traffic one would expect and the enthusiasm shown was very heartening. M.S.O.'s were at full stretch and did valuable work. Both ships sailed for patrol every night of the three weeks stretch, *Chaplet* one side of the island and *Chieftain* the other, spurning any offer of a rest from F.O.M.E. Boy Tel. Livesy of *Chieftain* was a very keen "boarder of caiques" and it is a great pity no photographs are available for readers who know him. Opportunities of working with the Army were numerous and we were surprised to find them using the old phonetic alphabet and that their procedure was still different from the rest of the world; eventually it was discovered that to clear traffic it was easier to learn their way. We also participated in some operational landings in conjunction with the military. A real hotbed was finally selected, rifle, bren, lanchester and mortar were tuned up days before but the elements intervened at the last moment and the search was switched to a more sheltered spot. The terrorists were saved by the gong but we hope to do this clean up on our next patrol with or without the assistance of the 3rd D.S. We each carried either one or two Cypriot policemen for interpreter and boarding duties. Although they didn't care for the rough weather very much, they stuck to their job admirably and were well liked by the Ships' Companies.

P.O. Tel. Jones of *Chieftain* unfortunately had to be sent home before leaving Malta, on urgent compassionate grounds and so the ship was left with no one capable of tackling the job of haircutting. Signals were sent to the shore and *Chaplet*, requesting the services of a barber and eventually a Cypriot arrived on board in Famagusta. A heavy swell was running at the time and after dealing with a few customers he left rather hurriedly without the swarthy complexion one usually associates with his race.

Funny really that none of our Cypriot friends were ever very happy away from the dry land and this may have something to do with the success of the Cyprus patrols which is clearly indicated by the E.O.K.A. swoop on shot-guns. Although we were not sorry to leave, the experience of working under pressure so early in a new commission is bound to have a good effect on both men and material, and the spirit of the flotilla augurs well for our future and that of the Med. Fleet.

Chevron will be about again soon and our next notes may contain some of her experiences. *Childers* is beginning to shed her mothballs and by July the flotilla may well be at nearly full strength.

In the meantime best wishes to all Communicators and a happy issue out of all your afflictions.

THIRD DESTROYER SQUADRON

Communicators of the last commission may have wondered what has happened to their old ships—it is not that we have been in obscurity—quite the opposite. *Saintes* (Captain A. A. Fitzroy Talbot), left Pompey in September and plunged straight into her work-up and weapon training. As a side line we took part in a couple of minor fleet exercises including one with the Italian Flotilla Command.

In accordance with Med. customs, *Saintes* completed a month's Cyprus Patrol during October/November—the usual monotony was broken when we chased and caught the M.V. *Trias*; with a boarding party on board, we escorted her into Limassol for search as a suspected gun runner.

On our return to Malta we found *St. Kitts* had arrived safely and was completing her work-up. *Barfleur*, having refused at the gate for the second time, still grazes in the paddock at Guzz; she may, however, join us towards the end of April.

A pleasant week was spent in Catania just before Christmas and full advantage was taken to convert the wide jetty into a broadwalk—marching manoeuvres being carried out and realistic "torpedo attacks" made on the columns by Lambretas—practically every other person owns one in Catania.

The festive season found us at Malta once again. *St. Kitts* was required for Cyprus patrol and in sending us greetings, indicated she was "going round the Kyrenia bend." The middle of January found us on the move again and we sailed in company with F.O.F. Med. and the Flotilla Command on "Lebanex" to Eastern Med. "The Planners" must

have spent many sleepless nights squeezing as many serials as possible into every 24 hours.

We eventually arrived at Beirut and found that a bottle of beer cost between 7/- and 10/- per half pint; once again plans were upset and *Saintes* and *St. Kitts* left harbour in a hurry to inaugurate a "Levant Patrol". At the time of writing we are hugging the coast from Haifa to Alexandria, but next week will see *St. Kitts* on her way to Malta while *Saintes* does a transit of the Suez Canal to spend a few days at Port Suez and Aquaba.

In the field of sport the Communicators have held their own but have no outstanding successes to record. *Mercury's* Soccer Sec. might note that Ord. Tel. Woodward has been and still is, the Flotilla Command first choice as goalkeeper—the Italians and Lebanese were quick to show their praises and he has been chaired off the field by the opposing team more than once. Tel.(S) Hamill has represented the department in sailing, and in the command races has won one cup as coxswain and has been a member of the cup-winning crew on another occasion.

As long as our reliefs commission on time, we hope to steam home in June and as we have another turn of Cyprus patrol ahead of us in April/May, it seems that our outside activities will be few.

FIRST SUBMARINE SQUADRON

Spring finds the *Forth* separated from her brood in dockyard hands alongside Parlatorio Wharf, with aerials down and the M.S.O. and B.W.O. in a complete state of chaos. The majority of the staff are living ashore in Camarata and working in Submarine Headquarters in Lascaris.

Since the last communique yet another combined exercise has been successfully dealt with and there is promise of more to come in the near future.

By summer *Forth* will be completely fitted out with RATT, the installation being already well advanced with two new complete bays in the B.W.O.

M'sida creek looks empty without *Forth* but the Subs. help in their diminutive way to fill the gap. The inmates of "Whitehall Mansions" must feel quite unprotected; but they have been left the soothing song of battery charging to break the otherwise monotonous quiet, and can glance to their right at T.E.O. jetty for a glimpse of industrious "Jack."

A word about Sub. H.Q. which is in the tunnel but is separate from Lascaris. It is complete in itself but is rather compact. Apart from remote lines to Zebbug (reception), and R'nella (transmission) and the help of Admiralty technicians, for maintenance duties, we are self supporting. The offices are well ventilated although rather damp at times and the lighting is adequate in spite of its ancient appearance. There is a sad lack of stowage space such as cupboards, etc., but as a temporary abode one has no cause for complaints.

THE MEDITERRANEAN MINE COUNTERMEASURES FORCE

Since the Second M/S Squadron of Algerines returned to the U.K. to pay off at the end of 1954, there have been no minesweepers in the Med. until the present force arrived in Malta on 21st September last year. The squadron consists of a support ship, H.M.S. *Woodbridge Haven* carrying Captain M/S Med. (Captain R. E. Hutchins D.S.C., R.N.) and Staff, and the 108th M/S Squadron of ten newly completed Coastal Minesweepers. *Woodbridge Haven* was designed as a Loch class frigate, completed as a coastal forces tender, and used as a submarine target and minor depot ship. However, after some time in unmaintained reserve, she underwent a six months' refit and was re-commissioned in August 1955 for her present role.

Originally it was intended that the Squadron should make its way leisurely to the Med. in November, but the continued disturbances in Cyprus put paid to that, and by the end of September *Woodbridge Haven* and half the Squadron were in those sunny but troubled waters. Since then the Coastal Minesweepers have been ceaselessly patrolling the coastline to prevent the illegal entry of arms and explosives.

These ships are not designed to spend prolonged periods at sea, and six weeks of more or less continuous patrolling is, to say the least, arduous. Furthermore, unless the weather is kind, they are exceedingly lively and one needs a strong stomach. The communications staff of two Sigs. and one Tel. are far from idle, for patrolling means long watches interspersed with operational immediates and boarding parties. Whilst operating independently, they are their own Yeomen and P.O. Tel., so although there is no one to dictate, there is also no one to turn to for "friendly" guidance.

It was not intended that *Woodbridge Haven* should stay more than about two months in Cyprus, and as the winter wore on, the weather deteriorated thus making the carrying out of essential maintenance very difficult. Finally, a maintenance base was set up in Famagusta, and *Woodbridge Haven* returned to Malta on 2nd December to conduct minesweeping exercises from there.

As well as local exercises, commitments with NATO exist, so in early January, *Woodbridge Haven*, *Sefton*, *Fenton* and *Dilston* sailed for Bizerta for an operational visit. Most of the time was taken up mine-sweeping with the French, valuable experience being gained on both sides, and our knowledge of the French language increased enormously. Needless to say all was not work and sorties were made to Carthage and Tunis, thanks to the French Navy who laid on free transport.

Meanwhile patrolling in Cyprus continues, and the squadron looks forward to the time when it will be able to operate as a complete force with all its ships.



“. . . and when I say 'Up top' . . .”

“HEARD ON WITEX”

- Q. What is a “drop” message.
 A. A message lost in the Tube.
 Q. Who is the Chief whose family have been chiefs for 260 years.
 A. The Chief in Charge of Malta M.S.O.
 (CHIEF OBA ADENIJI—ADELA II OF LAGOS HAS A RIVAL).



Admiral Jaujard, Commodore Medley and the Communications Staff.

H.Q. ALLIED NAVAL FORCES CENTRAL EUROPE, FONTAINBLEAU

Greetings from this small N.A.T.O. Naval Headquarters set in the heart of the Fontainbleau Forest, France.

This being our first contribution to THE COMMUNICATOR, perhaps a brief history of our past would serve as a useful introduction to fellow Communicators.

The Navy's first contacts with Fontainbleau were way back at the end of 1948 when, with the setting up of the Western Union Defence Organisation a Naval Headquarters, made up of the five member nations (U.K., Belgium, Holland, Luxembourg and France), was established in one wing of the beautiful Chateau of Fontainbleau.

In command was Admiral Jaujard of the French Navy.

To some, it may seem odd to find a land-locked Sea Command right in the middle of Europe. Suffice it to say that we are here both to see that the Air Force and the Army are aware of the Naval point of view and to co-ordinate the actions of the Rhine River Squadrons. In addition we have a close liaison with CINCHAN at Portsmouth to ensure that supplies for the Army and Air Forces in Europe are routed as required.

When N.A.T.O. came into being in 1950, we were joined by the U.S. Navy. In due course the headquarters moved into its present site, next door

to the Air Headquarters about $1\frac{1}{2}$ miles from the Chateau.

Admiral Jaujard took the title of Commander Allied Naval Forces Central Europe (COMNAV-CENT) but, apart from these changes, the basic functions of this headquarters remained the same.

And now we come to what is to us sad news. Admiral Jaujard, who has been with this Command right from its outset, and who has done so very much to foster the excellent relations which exist between all of us here, is retiring from the French Navy on 1st March. We shall miss him very much and we are sure that those who have known him will join with us to wish him the best of luck in the future. He is being relieved by Admiral Sala, also of the French Navy.

To turn to our own world of Communications. There are 27 Communicators here, nine of whom are British. The balance is made up of French, Dutch and American ratings. Conditions are extremely good and a draft here would suit both the married and unmarried. We hasten to add that this is a Chatham billet.

There are facilities for games of all sorts, although very regrettably in our last soccer match with the French Navy we were beaten 4-2. However, no doubt this helped to cement French-Anglo relations.

We close by wishing you all a Happy Easter from us here at Fontainebleau.

BIRDS OF A FEATHER

Whenever one mentions bird-watching, the chestnut of "Wrens" makes an appearance, but there really is satisfaction to be obtained if one develops the habit of noticing birds. Should anyone be mildly interested, I would recommend the following approach to bird-watching.

Buy a small bird-book. There are many such publications on the market. An elaborate scientific work is not required and your outlay should not be more than four shillings. Look through your book, and I say "look" because your book should have more coloured illustration than print.

You will note that, apart from their size, types of birds generally have some distinct feature of recognition. The next time that you are enjoying a walk or travelling by vehicle and provided you are not the driver, keep a lookout for birds. Some of the birds you see you will recognise; of others you will not be so sure. When you meet a "puzzler" try to pick out a salient feature of recognition. It might be a bar of colour visible in flight, the slope of the wings or even the type of flight. When you have a spare moment, a process of elimination with the aid of your bird book should show the "puzzler" as a "probable." Study the "probable" and read all about its habits so that next time that bird is met you will be able to identify it to your satisfaction.

In a short time you will be able to name all the birds seen on your daily tour. They will begin to

have a monotonous sameness about them. If you do not lose interest, you are ready for the second step in bird-watching. Now, one goes for a ramble with the intention of looking for birds. In all bird books, reference is made to the "habitat", that is, a bird's living and food hunting type of country. Armed with this intelligence one can plan a ramble with the knowledge of what birds might be expected to be seen. It is now worthwhile to have a small notebook. However good one's memory is, there is nothing to match the written evidence of what was seen when, later, one is searching the book. Further, attention should now be paid to songs or alarm notes which are heard.

If during a bird watching excursion you have had the thrill of seeing an uncommon bird you are well on the way to becoming a keen bird watcher. Should somebody be anxious to make you a present and they are not short of money, a hint about a medium sized pair of prismatic binoculars with a magnification of 6x or 8x might be helpful. If book tokens are around, now is the time to invest in one of the fuller illustrated bird books of the half to a guinea class.

The whole field of ornithology is now open to you. It is not necessary to travel in order to undertake field work. Britain is rich in varied bird life, both resident and visitors. In your local area, dressed for comfort, an inconspicuous sit-down in the country will reveal a large variety of birds. Later, if you are still enjoying the bird business, contact a local or national society. A society will welcome such news as nesting or arrival of birds in your area. You will now have an outdoor, non-strenuous hobby that will provide you much pleasure and relaxation.

R.J.T.

ABBREVIATIONS

As a Lieutenant Commander, R.N.V.R., carrying out annual training in an aircraft carrier (nameless, to spare her blushes), I had occasion to extend my training and received permission to make the necessary signal to Admiral Commanding Reserves.

I handed the signal to an M.S.O. messenger and said, "Take this to the M.S.O., its for A.C.R."

Next day, not having seen the signal in the distribution I enquired of the C.C.O. He knew nothing on the matter so eventually we tied up with the messenger who must have remembered his Divisional Officer's talk about initiative, and reasoned thus, "Why should I take this to the M.S.O. when it is for the A.C.R.?" So he took it direct to the Aircraft Control Room.

Key

For active service bodies:—

A.C.R. — Aircraft Control Room.

For reserve personnel:—

A.C.R. — Admiral Commanding Reserves.

E.D.



Photograph "Times" of Malta
 "Ark Royal," "Albion," and "Centaur" in Grand Harbour.

THE AIRCRAFT CARRIER SQUADRON

This edition of THE COMMUNICATOR will be the last one for some time in which it will be possible to include contributions from four operational aircraft carriers simultaneously. It is to our lasting regret that there has never been an opportunity for all ships of the Squadron to work together in a Task Force. In the autumn however with the aid of *Bulwark*, whom we like to regard as one of us (and it may be that she feels the same), we did have in operation the first all angled deck, mirror sight, jet aircraft, four Carrier Task Force that the world has ever seen. We hope that we all have had a hand in shaping the pattern of operation of the Battle Fleet of the present (and of the future).

H.M.S. "ALBION"

Our two months in Portsmouth have gone far too quickly and on the 10th January, H.M.S. *Albion* sailed once again, this time wearing the Flag of Flag Officer Aircraft Carriers with H.M.S. *Centaur* in company.

In spite of the bad weather our squadrons were embarked according to schedule and by nightfall we were on our way to the Mediterranean.

There have been a few changes in the Communications Department through men leaving the Service, and we wish them good luck with their entry into civilian life. We would also like to welcome their reliefs and the Staff ratings who seem to be settling down to bunks, cafeteria messing and all the other controversial amenities in a modern carrier.

This time our squadrons consist of Gannets, Sea Hawks, Venoms, Skyraiders and of course the invaluable S.A.R. helicopters.

No flying was carried out on passage to Gibraltar mainly on account of the weather, which delayed our arrival for twenty-four hours. However, after two days there we sailed for Malta and the squadrons' work-up began in earnest.

Arriving at Malta on the 20th January we remained in the Grand Harbour only overnight, and after we had disembarked the Admiral and Staff to H.M.S. *Ark Royal* the intensive flying programme continued by day and by night for the next six days.

On the 6th February, H.M.S. *Albion*, again wearing the Flag, will sail from Malta, and this time we are leaving the Mediterranean to visit Aden, Bombay, Colombo, Singapore and Hong Kong. Let no one think that this is just a cruise as we have a full programme of flying demonstrations and exercises to be carried out.

Having completed her general service commission, H.M.S. *Albion* will arrive back at Portsmouth on the 15th May to pay off and re-commission again towards the end of June. So there is the chance for some of you who wish to get in some real sea time.

G.D.N.

H.M.S. "ARK ROYAL"

When Noah commissioned his Ark many centuries ago, he didn't reckon that it would have any offspring in these modern times. The present "Ark" is often called the fourth but, counting Noah's, perhaps we should call her the fifth. Regardless of her position on the ancestral tree, she is slowly

building for herself a reputation well in keeping with the traditions of her last three predecessors.

This fifth *Ark Royal* has many of the amenities of which the Hearts of Oak were deprived. In addition to the modern laundry and soda fountain we have a refreshment bar, "Noah's Grill," where, at times other than when the ship is at flying stations, one can buy a substantial meal as a change from the routine menu; and, perhaps the most modern addition of all, the Television Diffusion System by which films, talks by the Captain, parlour games by the ship's own panels, and divers other shows may be shown. Eventually we hope to use it for the simultaneous briefing of aircrews in the three briefing rooms and, with the aid of a portable transmitter, to televise some of our sports events ashore. So much for the ship herself.

The ship's company came into the "Ark," hundred by hundred, back in February last year—the final flood, the squadrons, not joining until October. Only a very few of us, out of over sixty Communicators, had ever been in carriers before and so, for the majority, this year has been a period of adjustment and learning.

A period of intensive trials followed, and in August we took our leave before starting our commission proper.

We lost nearly a quarter of our senior rates, including C.Y.S. McGowan, to civilian life and then in late September, after a few dockyard setbacks, we sailed for the Channel. After embarking our Seahawks, Gannets and Skyraiders we raced for the sun and October found us working-up, first off Gib. and then Malta.

Now, at last, that is over. Day flying, round-the-clock and night-flying, shoots, even a submarine on our asdics are now our normal sea programme and by the time you read this, no doubt in company with lots of you, we shall have had three flags onboard, F.O.A.C., F.O.2 Med. and F.O.F. Home, and fought our way through the Combined Fleets meeting.

Throughout the last eight months we, the Communicators, have been instrumental in maintaining a firm link with the City of Leeds which has adopted the "Ark," through weekly exercises with the Leeds R.N.V.(W.)R. It is an excellent scheme, which we recommend, and we have even exchanged greetings with the Lord Mayor and swapped Christmas messages with the Editor of the "Yorkshire Evening Post."

Best wishes to Old Arks wherever you are and we promise you a warm welcome whenever you come onboard.

"ANGLED DECK—OR 'CENTAUR' LINE"

This will probably be the last edition of THE COMMUNICATOR featuring *Centaur* for some time, as we enter Devonport dockyard in May for our two

year modernisation refit. This article is being written on the way out to the Far East in company with our sister ship *Albion*, for a four months cruise which takes us to Malta, Karachi, Colombo, Singapore, and Hong Kong; an interesting and colourful end to a first commission of over 2½ years.

We were the first of the angled-deck carriers to come into service in the R.N., and gained a lot of useful experience in the initial stages of this revolutionary feature of the modern Fleet Air Arm. For those who like statistics, the commission to date shows over 7,500 deck landings and 215 "bolters" (aircraft which miss all the arrestor wires and take off again immediately). There has been only one accident on deck in which there were serious injuries, and only one fatal accident, which occurred in the air; a remarkable improvement on most centreline-deck figures, as old carrier hands will agree. Perhaps the most interesting statistic of all is the calculation that, assuming all the "bolters" would have been carrier crashes or worse, using the old system, the angled-deck in *Centaur* alone has saved the taxpayer £2,000,000 in maintenance and repair bills, not to speak of life and limb. This latter factor has a tremendous influence on morale, not only in the squadrons, but throughout the whole ship.

The proudest memory of the commission is that our own very special Seahawk Squadron, No. 806, was awarded the coveted Boyd Trophy for 1955 whilst embarked in *Centaur*.

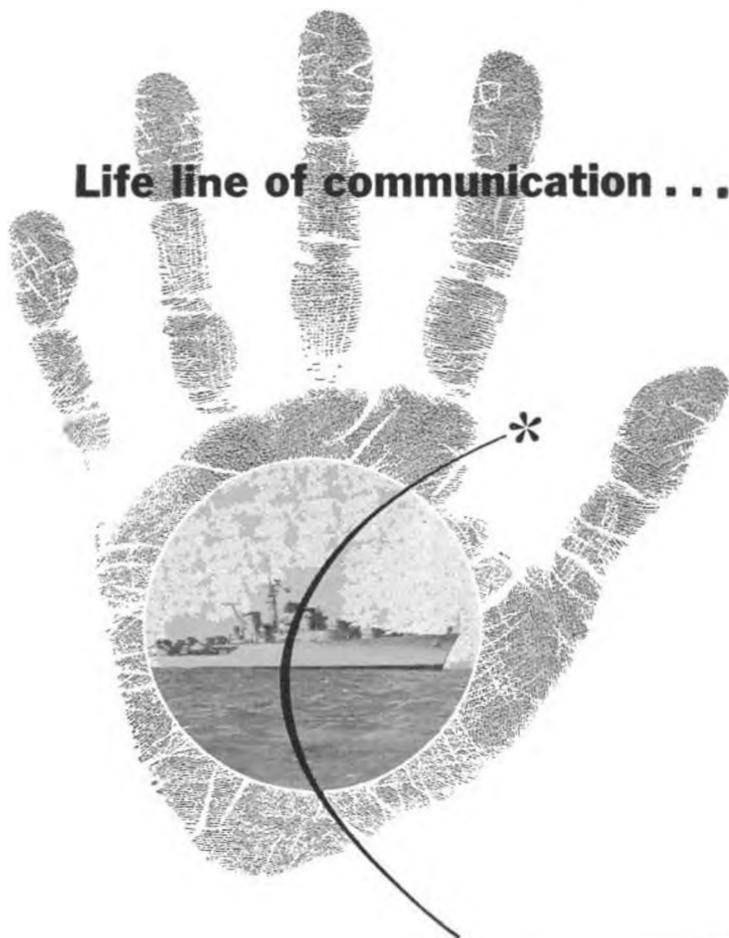
To talk personalities for a space, the C.C.O., Mr. Carter, by volunteering to remain in the ship for the Far East Cruise, goes to the top of the class by being the only member of the communications staff to serve the whole commission through, and incidentally becoming the "Old Man of the Sea" of the Wardroom. At Portsmouth over Christmas, we lost a lot of older members of the staff, who had become due for relief, including both Chiefs. C.P.O. Tel. Thompson, is, we are glad to hear, at last safely esconced in his first shore job ever, lecturing to wide-eyed boys at *Ganges* (telling them how the tea tastes in the B.W.O.).

By the time some of you will be reading this, we shall be flying our 980 feet paying off pennant (now work out how long the ship is). If any of our old staff spare us a thought now and then in your prayers, remember us in the L.R.R. at 22 knots

H.M.S. "EAGLE"

At the last time of writing we had just arrived in Plymouth for a self-refit period. We are still there, tightly squeezed into number ten dock. This is much appreciated by the natives, but not so highly thought of by those whose football teams are near the top of the First Division (as opposed to bottom of the Second). Anyway, here we are, for better or worse, chipping, painting, storing, firefighting, shooting, and mostly waiting for either the four o'clock boat tonight or the noon boat on Saturday.

Life line of communication . . .



Marconi equipment in ships and shore stations today contributes to the accuracy of navigation, the efficient operation of both warships and merchantmen, and the comfort and convenience of those who trade or travel by sea and the forces which protect them. The mariner is warned of hazards, guided into safe channels and guarded from "the dangers of the sea and the violence of the enemy" by Marconi's.

MARINE RADAR
AND
COMMUNICATIONS

MARCONI

MARCONI'S WIRELESS TELEGRAPH CO. LTD., CHELMSFORD, ESSEX

LG 2

Several of our numbers have been whipped away for courses of various types and importance. Good luck to them all. Some have gone to become intrepid aviators—I should have thought that a carrier would produce a lot of volunteers for submarines, but each man to his own taste. One rating to the Royal Yacht completes the exodus.

On the whole the general service commission has kept us together to a far greater degree than the old Home Fleet organisation. (I speak from here—this is my first connection with the Home Fleet. It is, really!)

We are now enjoying the half time period of the commission. The first half was hard work and not a great amount of play. Two of the more interesting places visited were Oslo and Naples, both visits crammed into a highly compact operational programme. One advantage of a large carrier is that the attractions of any place visited are enhanced by a beautiful boat trip inshore and back to the ship again. We rarely seem to be able to go alongside.

As usual, the sports effort of the department are good. There is, unfortunately, little chance of regular sports activities due to the huge number of teams onboard all claiming grounds.

With F.O.A.C.'s flag onboard traffic in and out is tremendous. During many periods last year we had three broadcasts going (NL, HA and Z) plus one line devoted entirely to Met, while ship-shore was, like the Windmill Theatre, never closed. We hope that the installation of RATT this refit will reduce the requirement of the additional broadcasts. Whether it will or not remains to be seen.

We kick off again in April for the second half. We think we now know most of the tricks, and by the time we pay off I think we shall be able to say we won. I wonder which Sub Lieutenant (S.D. of course), will be queuing up with requests to join Eagle!
K.T.

TURKISH DELIGHT

From the comparative quiet and peace of Manoel Island, I was suddenly whisked off to Ankara to assist the Turkish Navy. The only briefing I got was, and I quote—"Beware of the veiled women, oh boy, are they disastrous!"

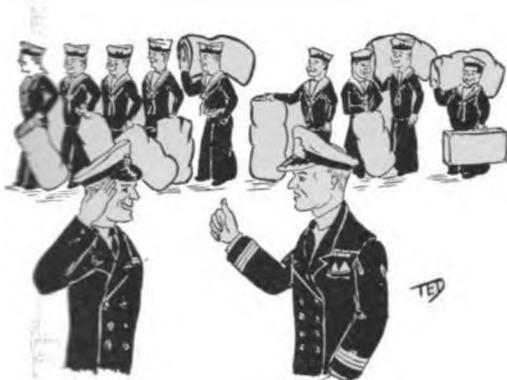
Flying via Rome and Istanbul I eventually reached Ankara on time two days after leaving Malta. I was installed in a third class hotel and informed by the manager—promptly christened 'Flash Harry' because of his wide shoulders, pencil line moustache and the finest set of white 'railings' I have seen for years—that I could get breakfast in the morning or breakfast at night. I never did find out what breakfast at night entailed.

The M.H.Q. was situated at the top of a very fine building, the organisation and set up of the COMCEN being very similar to our standards. The tremendous disadvantage was of course the language difficulty, as so very few of the Communicators had any knowledge of the English language. However, this worked both ways—the first signal we sent in Turkish to Malta was immediately assumed at that end to be corrupt. Added to this disadvantage was the fact that this comparatively new and modern Navy was taking on such a full scale communication exercise for the first time in its existence. Nevertheless, these young Communicators—the average age of the Petty Officers being 23 years—carried it through with enthusiasm, unbounded keenness and some measure of success. To me, personally, their unbounded keenness to learn was the highlight of the exercise. The proof of the pudding was, of course, the initiation of Submiss and Subsunk which was carried out to the letter and which happily ended well for all concerned. Besides giving us a few hours agony of mind and a few more grey hairs, it provided wonderful experience to the Turks and was a great boost to their morale and confidence.

Two hours after Stop Time I was on my way, by air, to Izmir and the "wash up." For two days I was accommodated in the President of Turkey's yacht, *Savarona*. This yacht was presented by the Turkish nation to Attaturk who was ailing at the time. It is a floating palace which has to be seen to be believed and anyone who gets a chance to visit this ship should do so without hesitation. My "state room" had a lovely pink bathroom attached.

The "wash up" was a very amiable affair being conducted in English. Captain Uler, the Turkish Communication Officer, said that "the exercise went on despite, rather than because, of communications." This statement, I consider, was not justified and I feel sure that the final analysis will prove that the Turks did rather better than they thought.

After the "wash up," I transferred to H.M.S. *Birmingham* for passage to Malta. Although I left Izmir next morning with mixed feelings, I did so with the unshakable conviction that "Turkish Delight" is still a "gelatinous sweetmeat!"



"Who are all these—kit musters?"

"No, sir—the new pay parade waiting for taxis to take it away!"

*Your call
in Malta is
answered by*

"ALL THE BEST FROM FARSONS"

BLUE LABEL • HOP LEAF • CISK LAGER

CROWN ALE • KINNIE • FARSONS STOUT • LACTO

A sure guide to a good ship...



On the high seas . . .
(and in narrow waters) Brown Gyro
Equipment is renowned for depend-
ability—merchant fleets of the world,
from liners to oil tankers, rely on
these navigational aids.



Coming into harbour . . .
(and in open waters) nothing helps
good seamanship better than Subsig
Echo Sounding Equipment—accurate
to the last foot of clearance, and
available in recording or indicator
models.

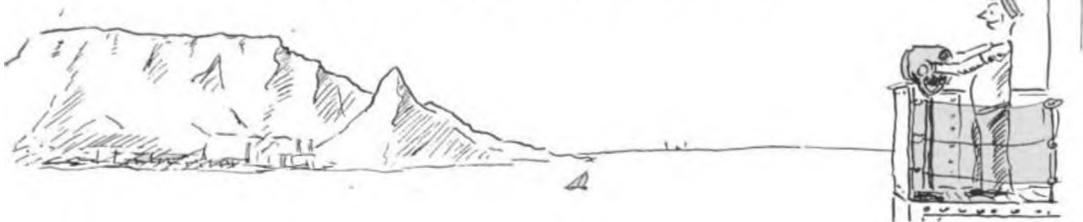


Brown

S. G. BROWN LTD.
incorporating
The Submarine Signal Co. Ltd.

SHAKESPEARE STREET
WATFORD, HERTS
Tel.: 7241

SOUTH ATLANTIC



S.T.C. KLAVER

Now that the holiday festivities are over, the S.T.C. once again settles down to its role of training. At present there are four ratings' classes, and one Sub. Lieuts. class in progress; one has the knowledge that as soon as these are finished there are other classes to take their place. Of the four ratings' classes under instruction only one class will be with us when *THE COMMUNICATOR* goes to press so we wish those that are leaving us all the very best in their new assignments.

Usually, this period of the year brings us the dread of Bush Fires and it is pleasing to know that so far, we have escaped the scourge—only once have the hands been turned out and put in readiness. One wonders what became of the intended engagements that were broken on that particular day.

Life in S.T.C. is very quiet as far as non-working hours go but soon that peace will be shattered when a certain Yeoman is in possession of his 1,000 c.c. cycle. It will be a case of 'Did something pass me just then,' and being enveloped in particles of dust, while having a quiet walk along the mountain road.

In March, the Captain of H.M.S. *Afrikander* will be paying us one of his visits and we shall do our best to bring credit to the Communication Department.

Finally, we should like to congratulate C.Y.S. Bassil, S.A.N. and C.P.O. Tel. Frost, S.A.N., both ex-R.N., on their promotions. Their scheme of promotion is somewhat complicated—one day the writer will be able to work it out.

SLANGKOP W/T

Once more Christmas is over and we are now back to normal after our hectic period. This year's traffic did not come up to our expectations in volume, in fact we were 3,000 messages down on the previous Christmas. But for all that, it was quite heavy and well done by a practically brand new staff except for a few senior rates.

At the time of writing we are in the throes of pre-Commander-in-Chief's inspection with all and sundry holding shears and bush knives more so than pencils. The ever present bush grows too fast for us to keep it at bay, but if it is kept short the Admiral cannot set fire to it to exercise our fire fighting ability—thank goodness for that.

The world of sport hasn't seen very much of us lately. Our only really great achievement was thrashing the Commander-in-Chief's staff, of which the M.S.O. contributed two-thirds of their team, by an innings. This was great satisfaction as the C.O. had promised the whole team a beer if they did it. Needless to say, what more incentive was needed?

A few of the Station represented H.M.S. *Afrikander* in the Command athletics. Telegraphist Broughton was second in the high jump, winning the only prize that came our way.

To all ex-Slangkopians, now freezing, we would like to say that we're enjoying a much better summer than last year, but the south-easter is the same—a menace.

We are expecting a busy period shortly when H.M. The Queen and the Duke of Edinburgh arrive in Nigeria. The Duke's old command, H.M.S. *Maggie* has gone to Lagos to receive them.

HOW TO MAKE FRIENDS AND INFLUENCE PEOPLE

F.C.O. to O/Sig. during Oral Examination.

"What do you understand by 'Minimise Bermuda?'"
Reply, after short pause.

"Cut down on the Shore staff at Bermuda, Sir!"

An O/Tel., when ordered to impose W/T silence during his W/T Procedure examination, ended his transmission with a KILO.

On being asked why he did so, replied swiftly "Well, Chief, you always try to catch us, so I thought I'd try to catch you."

O/Tel. to Sig. preparing for colours:

"What are you blancing that cap for?"

"I've got the ensign for colours."

"Well, no one will see you, they'll be on the Quarterdeck."

FUZZY

Question: What is the object of a fuse?

Answer: A fuse is a sort of switch to stop the current so that the voltage won't blow the set up!

H.M.S. *Sparrow*



"I'm just giving the Tels. a run over the 89!"

THE ORIGINAL GREMLIN

In the summer number of *THE COMMUNICATOR*, I promised further news of the Soberton ghost. Unfortunately, forces somewhat stronger than the psychic have moved me away from the well-known Towers, but as this is winter and the ghost-story season, I thought the following might be of interest, especially to that anonymous correspondent from Malta whose experience of the Soberton ghost was so interesting—but unsuitable for publication.

This is about a different kind of ghost altogether, and I came across him in Whitehall Wireless Station. When I first went there I could never find my way in from the door to the office; in fact on several occasions I arrived on watch breathless having spent half an hour or more running round miles of corridors stacked up with stationery. It was rather creepy down there in the dark underground passages and I was always glad when, after climbing several flights of stairs, I could see daylight. At intervals on the walls appeared floor plans which should have proved helpful, but I could never find the T/P room

on any of them. When, on closer observation, I discovered they were dated 1901 I could see why.

It was on one of these tunnel-treks that I met the ghost. When dashing past a large stack of signal pads one night, I thought I saw something move, and slowed down. Sure enough, the stack was being shifted slowly to one side, and as I stood there a matelot's cap followed by the rest of him emerged.

He must have been just about the oldest matelot I'd ever seen, wrinkled and bent, with a long straggling beard reaching to his knees. What I could see of his face behind the fungus was deathly pale, and when he eventually spoke it was with the voice of a very, very old man.

"You're going the wrong way," he said at last, "go back the way you've come, turn left, then right, up the stairs and turn right at the second intersection."

I mumbled my thanks, and then, having got over the surprise of his sudden appearance, asked him who he was.

"I'm a Bunting," he announced, and, as an after-thought, "and I'm also the oldest inhabitant of this place."

I thought this was probably true, Shore Wireless Service not excepted.

"But what do you do down here?" I asked.

"Sabotage!" he hissed, a malignant gleam in his eye. I wondered if I ought to ask him for his Admiralty pass, but decided against it. If he was as mad as he looked, he needed humouring.

"Well, who exactly do you sabotage?" I asked.

He grinned slyly, revealing toothless gums.

"Them pesky Sparkers," he hissed, "can't stand 'em. So I gets me own back."

"But what's wrong with Sparkers?" I'd hardly asked him when I realised the foolishness of my question. I was treated to a flow of the most colourful language I'd heard since I entered the Router's room in rubber-soled shoes.

"Doesn't anyone know you're here?" I managed to get in when he paused for breath.

"I reckon some of them suspect sometimes. But they never see me," he said proudly. "For fifty years I've plagued the life out of them Sparkers but they don't know it's me."

"Then how do you manage it?"

He peered round him. "That's a secret," he confided, "but when you hear them Sparkers dripping because the tape's broken, or the RATT broadcast's fallen over, or they can't hear the bloke the other end—that's old Joe up to his tricks again."

"You may find that very satisfying," I remarked, "but you don't get paid for it."

"It's the job that matters," he declared loftily, "I'm the Original Gremlin and if I can make some Sparker's night watch miserable that keeps me happy."

"But how do you manage to eat?" I asked him.

"That's easy. You know when the D.O. calls out 'cigarettes' and you all queue up for your fags and nutty. That's when old Joe gets busy. I creeps up and sees who's bought a nice big stock and then when he's doing summat else I nips in and pinches it. It's really amusing sometimes to watch a bloke accusing his mates and then finally deciding he must have eaten it hours ago and forgotten all about it."

"Surely a diet of nutty is a bit dull?" I suggested. Although by now I'd decided he was a most unpleasant old man, it was a relief to know that at least

"Oh, I varies it," he explained, "you know you never seem to have enough cups to go round for the teabot? Well, that's me that does that—I eats 'em. Pusser's cups, lovely. And usually while I'm at it I put some old carbon in the urn, just to help the flavour along."

"But what made you take up this strange existence?" I asked him.

"I told you," he grumbled, "Sparkers. I saw them come in here with them dits and dahs and there was me being pushed out of a job. There were draft

chits flying around and I thought if I kept out of the way for a bit they might forget I'd ever been here. I came down here for a few days but when I tried to find my way out I got lost so I just stayed on. Then I started playing my tricks and enjoyed it so much I didn't want to leave."

"So you'll be here till you die off?"

"And after," he assured me, "when they eventually pull this place down they'll find old Joe's bones in the basement."

I suddenly got the feeling that he might well already be a walking corpse. Interesting though the interview had been, I decided I'd had enough, and mumbling a hurried farewell dashed off in what I hoped was the right direction, leaving old Joe leaning on the pile of signal pads and still cackling to himself.

I never saw him again, but I strongly suspect he is still there. Every time a set falls over or a signal disappears I wonder if I oughtn't to tell someone about him but I don't think they'd believe me.

J.R.

WATER POLO HINTS

Do you know that:—

- The defence should at all times mark 'tight' regardless of where the opponents forwards ~~mark~~
- Forwards should always be 'on the move' trying to 'shake off' the defender marking ~~them~~
- In general, when throwing the ball, it should not be taken back behind the shoulder in a 'sling shot,' as then the opponent marking would be the length of your arm nearer to stopping you?
- When stored a water-polo ball should be lightly greased round the stitches but *must always* be rubbed thoroughly dry prior to the next match?

Rules of the game—simplified.

- A ball must pass *fifty* (its complete diameter) over the goal line, between the posts, for a goal to be scored. For this reason the posts must be at least 1 foot in front of the ends of the field of play or of any obstruction.
- It is an Ordinary Foul and is equivalent to 'off-side' to be within 2 yards of an opponent's goal line or to remain there *except* when behind the line of the ball.
- It is a Major Foul to hold, sink or pull back an opponent **NOT IN POSSESSION**, or to kick or attempt to kick him. If any of these are done to an attacker in the defending area he is awarded a Penalty Throw from ANY-WHERE on that 4 yard line and all players except the goalkeeper **MUST** leave the area.

E.J.M.



AMERICA & WEST INDIES

H.M.S. "KENYA"

On the 10th November, H.M.S. *Kenya* arrived at Bermuda to commence the A. and W.I. part of our G.S. commission. After a brief stay we did a three week work-up at the American naval base at Guantanamo, Cuba, finishing in mid-December. From the Communicators' point of view the work-up was a most enjoyable one, and much preferable to Rosyth.

Christmas and New Year were spent in Bermuda and then, having embarked some of our staff who had been loaned to Admiralty House and the official members of the C.-in-C.'s staff, we set off on our Spring cruise. The first port of call was Miami where we spent some pleasant evenings in the famous Fontainebleau Hotel. When the ship was open to visitors we had over 6,000 people on board while several thousand more had to be turned away.

We then proceeded to Nassau where we met yet another type of procedure, e.g.:-

"*Nassau Marine* this is *Warship Kenya*. Were you calling me, over."

"This is *Nassau Marine* (very attractive female voice), I sure was honey."

Who said the opposite watch never closes up voluntarily? Communicators saw to it that the staff was well represented at beach parties and car trips around the island.

We had some very good trips in Jamaica and observed with great interest how rum is produced.

Kenya is at present anchored off Antigua, with a staff eagerly anticipating the yet-to-be sampled pleasures of Trinidad, Venezuela, Colombia, Texas and Pensacola. We shall proceed home via South Africa and the Med.

The soccer team, managed by L/Sig. Murrell, most ably led by that Welsh wizard, Signalman Barlow, and cheered on ardently by Lieut. (C) Mackintosh, has met with a fair amount of success both in league and friendly games and is all booted and spurred for Communication teams who may fancy their chances in South Africa or the Med.

"TAKING OVER - - - -"

A Canadian P.O. Telegraphist looks at life in a British Submarine.

It is indeed a pleasure as a Canadian to have this opportunity of contributing to THE COMMUNICATOR. The Magazine has always been thoroughly enjoyed and will have a spot in my office on return to the Royal Canadian Navy.

In the last five months communication has been good with us, no real snags and apart from a little aerial rearranging all the elements seem to be with us. I am sure Guglielmo Marconi and his British collaborators would have been overjoyed at some of the feats we have performed.

The *Aurochs* has had a great deal of sea time and has not seen much of the depot ship *Adamant*. Exercising out of Londonderry most of the time, where any accent might be heard on Radio Telephony from different NATO countries' submarines or ships, I do not doubt they in turn have wondered from what part of the British Isles I came from. Concerning accents a good many smiles were furnished while training Norwegian Commanding Officers (qualifying) from expressions, "Sheeps head now" for "Ships head now," and the like.

So as not to get too much of any one thing these exercises have been interspersed with a trip to Norway, stopping at Bergen, Leirvick and Odda. Norway is a very picturesque country.

Then we had exercise "Long Swell" where the *Aurochs* sank the best part of the exercise, and from there we went back to Rothesay and down to Plymouth for Navy Days and leave period. Another month in Londonderry, where the opportunity to see how the other half of these exercises operate was given those who volunteered. Five of us spent a day dive-bombing with 824 squadron in turbo jets. Another day was spent on the Loch Ruthven doing anti-submarine exercises. From these experiences I feel the next war, should there be one, will be fought in the air and under the water. Surface craft have not much chance.

Although we in Canada have built submarines for the Royal Navy this is our first important training programme. With the formation of the 6th Submarine Squadron, we hope to make our mark in this field.

During the first Great War the Province of British Columbia bought two submarines from the United States with a view to protecting Canada's

western seaboard. One of the officers of these submarines was later to become Chief of Naval Staff in the last war.

Training with the Royal Navy has been first-class. We shall all go home, with a healthy respect for your ability to handle submarines.

P.O. Tel. G. A. MCKAY (R.C.N.) H.M.S. *Aurochs*.

CALLING ALL RESERVES

CLYDE DIVISION R.N.V.R.

This is the first contribution from our far flung Northern outpost, but having at last summoned up the courage to break the ice, we hope to continue keeping THE COMMUNICATOR abreast of our various activities.

We have about 26 male members, half in each of the W/T and V.S. section—and one lone P.O. Coder. Our numbers fluctuate from near zero to full strength, especially on pay nights.

We also have about 20 W.R.N.S. members, also shared equally between the two sections.

Our training facilities are at present very poor but our Headquarters is gradually being re-equipped and modernised. We hope eventually to obtain our just rights for living space. As it is, the Crypto section having worked in most of the holes and corners around the place, are fully resigned to find themselves struggling with M.S.O. duties in a bell tent out in the yard at any old time.

Recently we descended on the Combined Communications H.Q. at Pitreavie, and were conducted round the establishment by the S.C.O. and the C.P.O. Tel. both of whom went to great trouble to explain the intricacies and ramifications of the whole set up. As they delved into the future and the shape of things to come, we visibly boggled, and came to the reluctant conclusion that we were either obsolete or redundant, possibly both.

However, we thoroughly enjoyed the visit, and found it a mine of information, and have hopefully pledged that the powers that be will let us return more often, preferably in a working capacity.

Local training continues twice weekly, and despite being beset with such hazards as mismusters for payment, mass X-Rays, Captain's Requestmen and New Entry Passing Out Parades, we do manage to take in sufficient tuition to keep the wheels churning round. This constantly amazes both our Chief Tel. and the Chief Yeoman. Perhaps if the Signal School knew the full story, it might even shake them too, and perhaps their comments on our various states of efficiency might be less harsh.

On the social side, a Ship's Company Dance is in the offing, and what with three bars, a fountain, tombola, and tons of mountain greenery liberally strewn around, it should prove a winner. This is presuming that the engine room dept. can keep the

fountain under control, otherwise the whole affair might well turn out to be a grand aquatic display, with water borne sambas being performed.

Regarding Summer training, no doubt several H.M. Ships will ring to the dulcet tones of haggis wafflers from Clydeside this year, and our own three seagoing, tenders will be taking part in various exercises and cruises, as far afield as Denmark and the Channel Islands.

In conclusion, greetings to all ex-Clyde R.N.V.R. members now serving in the R.N.; hurry back, we need your assistance. To all the R.N. sparkers and buntings, we hope you'll call in and see us if you're up in our area.

MERSEY DIVISION AND No. 4 DISTRICT R.N.V.(W).R.

The close co-operation of the Communication Division with the Liverpool Section of No. 4 District has brought its reward in the winning of the Sedgwick Challenge Trophy for the best Division of the year. It came after a particularly successful summer cruising programme commencing with the much publicised Exercise "1984."

At the time of writing we are busy preparing for "Appointment with Venus." All who read the popular press will be familiar with our problem of finding a fresh set of back legs for the cow! The unfortunate "animal" will be the objective of a combined exercise on 10/11th March in which Severn and Mersey Divisions, North and Midland Air, R.N.V.(W).R., R.A.F., and T.A. are taking part.

The new Training Centre in Warrington has attracted six ex-Tels., and we would like to welcome more.

Preston Training Centre has been modified and we are now able to recruit Wrens. We are hoping for a big response and trust they will prove an added attraction to pre-Nats who are contemplating service in the R.N.

We are looking forward to the visit of the Admiral Commanding Reserves in June, and appreciate the honour of this decision to inspect the Preston Training Centre.

SEVERN DIVISION R.N.V.R.

Congratulations to three distinguished Communicators of the Division. We were proud to note in

the New Year's Honours List the name of Commodore F. T. Pollinger, who was awarded the C.B.E. following his appointment as the First Commodore of the R.N.V.R. Many wartime Communicators will doubtless remember Commodore Pollinger, as among his appointments were command of the R.N. Signal School, Asbury Park, New Jersey, U.S.A., H.M.S. *Dundonald II*, when Director of Combined Operations Signal Training, and H.M.S. *Briganza III*. Combined Operations Signal School in India.

His successor as commanding officer was our former signal officer, Commander McNaughton-Wainwright, and to him go our best wishes in his new command.

The last, but not least, member of our honoured trio was ex-Chief Yeoman Anton, who has been promoted C.C.O. This is no small feat in the Reserve, as currently, the total of R.N.V.R. C.C.O.s does not reach double figures.

On April 17th, Her Majesty the Queen and H.R.H. the Duke of Edinburgh will be visiting the City of Bristol and Severn Division has been honoured not only by being asked to provide the Royal Guard of Honour but also to parade the Queen's Colour, the first occasion that a Sovereign's colour has been paraded by the R.N.V.R.

Not to be outdone in any way, our Wren Sigs. and Tels. are taking part in a semaphore display

when Her Majesty opens the Chew Stoke Reservoir, a few miles from the city.

With our thoughts on Spring cruises and warmer weather, we are preparing for a "Combined OP" on March 10/11th with the Royal Marine Reserves and the Tenders from Mersey, Ulster, and South Wales Divisions. Following this will come the "Eastex" Minesweeping Exercise with Clyde, Mersey, South Wales and Ulster, from March 29th to April 2nd.

Taking all in all, we are going to have a pretty busy time in the not too distant future.

PHONETICALLY SPEAKING

October 15th. New Phonetic Alphabet brought into the Med. Station.

October 16th (Aircraft, Callsign P.L.)

Aircraft to ship: This is Papa Lima, how do you hear me? Over.

Ship to Aircraft: Unknown station this is—say again. Over.

Aircraft to Ship: I say again, this is Papa Lima, etc. Ship to Aircraft: Unknown station, this is—say again your callsign. Over.

Aircraft to Ship: I say again callsign, Papa Lima, I spell, Peter, Able, Peter, Able, Love, Item, Mike, Able, Papa Lima, Over!!!

FOR SERVICE AND QUALITY

DAUFMAN

TAILORS and OUTFITTERS

TO THE ROYAL NAVY FOR NEARLY 50 YEARS

SPECIALISTS IN COMMISSIONED OFFICERS OUTFITS AND ALL ITEMS OF
UNIFORM AND ACCESSORIES

CIVILIAN TAILORING TO YOUR INDIVIDUAL REQUIREMENTS

BRANCH BLAZER BADGES 10 6 TIES Striped 6 6, Crested 10 6

20 QUEEN STREET · PORTSMOUTH

Telephone: Portsmouth 4634

HOME STATION



6TH DESTROYER SQUADRON

We returned physically to our Home Ports and spiritually to the Home Fleet just before Christmas, having first visited Bizerta and Oran and done our Christmas shopping in Gibraltar.

The Home Fleet didn't seem the least glad to see us and sent us straight off to Londonderry. Still, we have had some lighter moments, such as a certain C.C.O. reporting a periscope that turned out to be Skerryvore Lighthouse, and C.O.6 and D.6 at a wash-up giving eloquent but entirely contradictory reasons for having adapted the same radio policy.

We also learnt the meaning of the 3rd T.S.'s signal group TURN INDIA PAPA ("Flag and Commanding Officers have time for the next zizz"). We have capped this with our new group hoTEL PAPA TWO TURN TWO (Come on, some of you are getting slow).

Meanwhile *Battleaxe* with a reduced communications complement was dreamily dozing in the drizzle at Devonport with boiler trouble. Having eventually torn the remainder of *Battleaxe's* communication staff away from the colleens on the quay at Londonderry we all made for a rendezvous South of Ireland. D.6's staff transferred back to *Battleaxe* from *Comet* by jackstay at night in rough weather.

For the second time in the commission, all four ships of the squadron were together—bound for Gibraltar. However, something always happens to us near the Portuguese coast. This time it was *Comet* being sent with all despatch to assist *Anzio* who was being towed to Gibraltar. Faces in *Comet* fell a mile when it was discovered that the Admiralty never pay salvage money to their own ships.

PORTSMOUTH SQUADRON

A new era has dawned for the Portsmouth Squadron. On Trafalgar Eve, the *Boxer*, which was the only one of its kind still operational, made her last trip to the precincts of the Nab and returned to harbour flying two paying off pennants. This precedent was occasioned by the pennant originally ordered going adrift in transit and a second one being borrowed in desperation at the last minute. By this time we had two, so No. 1 decided we should fly them both and, there being nothing in black and white to convince him that this was just not done,

we flew one from the jigger masthead, supported by Met balloons and the other from the gaff secured in a bight to the ensign staff. Should the question "When are two paying off pennants flown" ever arise, it is suggested that the answer is "When the ship has four masts, a flat bottom and round bows."

In mid-November, Captain (D) transferred to *Vigo* together with the Squadron Navigating Officer, the remainder of the Staff taking up new offices at Asia Pontoon, there being insufficient accommodation in *Vigo*.

Space prohibits a detailed account of the various visits by the ships of the Squadron which have ranged from Lisbon to Stavanger and at the moment of writing one of the Squadron is in the Med.

Since the first of January this year, five ships of the *Vernon* Squadron have been transferred to Captain (D)'s administration so the Squadron has doubled in strength and now comprises ten ships, so when the next Long C course or the C.C.O. (Q) go to sea for manoeuvres, there is every danger of having about seven ships on the screen.

H.M.S. "PLOVER"

Plover is a Coastal Minelayer, first commissioned 1937 and not yet de-commissioned. Various alterations and additions have taken effect since then but she is basically the same. We are still struggling gamely on with such stone-age relics as coal fires on the messdecks and what is probably the original 60 EQR but the latter is scheduled for replacement.

Since 1st January this year we have come under the wing of Captain (D) Portsmouth Squadron in *Vigo* and big things have begun to take shape. Acting as a fleet destroyer in the last squadron manoeuvre was valuable experience for the staff which consists of one Yeoman and two Signalmen, one P.O. Tel. and three Tels.

Just now we are preparing for our usual mixture of events with, at different times, aircraft, submarines and other minelayers. Also in our programme is a much anticipated trip to the sailors' paradise—Denmark.

Yeoman Purnell has now seen his fifth P.O. Tel. go to civvy street, the last being P.O. Tel. "Aubrey" Crew. We wish him the best of luck and a hearty welcome to P.O. Tel. Watkins.

Ready to Wear**TWO-PIECE TWEED SUITS at 15 Gns.**

IN



- Woven into finest two-ply yarns essential to genuine thornproof
- Ideal for Town or Country wear
- Tailors into hard-wearing crease resisting suits
- A choice of more than fifty patterns

or

MADE TO YOUR MEASURES**at 18 Gns.***Also available:***READY TO WEAR TWO-PIECE WEEK-END SUITS IN FINE SCOTCH TWEEDS****for as little as 12 Guineas
and SPORTS JACKETS from 7 Guineas**

The logo for Baker & Co. features the name "Baker & Co." in a large, bold, serif font, enclosed within an oval border. Below the name, "J. Baker & Co. Ltd." is written in a smaller, italicized serif font.

**81 & 82 QUEEN STREET
PORTSEA · PORTSMOUTH**
TELEPHONE 4240

*Ask our Representative to show a sample suit**Branches at:*

DEVONPORT
12 Tavistock Road, Stoke
Tel. 980

PORTLAND
14-15 Castletown
Tel. 2295

CHATHAM
22 Railway Street
Tel. 45422

H.M.S. "TYNE"

This time our article comes to you from Gibraltar with the worst half of the spring cruise yet to come, namely in Combined Fleet Exercise and meetings. We have just returned from an enjoyable outing to Malaga, where we spent five days, and plenty of pesetas, in what must be one of Spain's prettiest harbours.

W/T working with the Dutchman proved to be a bit of a headache at first, but all soon settled down once we understood each other.

In the world of sport, we are not disgracing ourselves. With football, the department team is still in the competition, though we had a close call in the last round, by drawing five corners apiece, and no goals. As can be well imagined, it was some game. The ship and fleet half-back line is composed completely of buntings, plus a sparker in goal. At the time of going to post, the hockey team also seems to be going great guns. Sailing has been extremely successful; in a recent whaler race in Gibraltar harbour, Tel. Wallser, ably assisted by Tel. McPheat, plus a merry bunch of O.D.s, brought their boat in third. There seems to be some discussion as to whether the rules were strictly adhered to, but the less said about that the better.

Enough said for now, except to wish all Communicators the very best.



"I love Paris in the Springex able."

H.M.S. "VIGILANT"

On the 8th November last year *Vigilant* commissioned at Devonport with Captain J. E. Scotland in command and with the new title of Captain (D) Dartmouth.

This occasion marked the formation of the new Dartmouth Training Squadron, which will by June

this year become fully operational and consist of *Vigilant*, *Venus*, *Carron*, *Jewel* and *Acute*.

Thus the new system of giving the Dartmouth Cadets sea training has now come into force with *Vigilant*, *Venus* and *Carron* operating on three months' cruises with 40 Cadets each embarked, and *Jewel* and *Acute* operating daily from Dartmouth.

Due to *Venus* undergoing an unexpected refit at Devonport *Jewel* has had to take her place on the first of these cruises and between us we have over 80 cadets embarked.

We sailed from Devonport on 14th January for exercises in the West Channel area and arrived at Brest on the 21st for a three days visit. Brest is very similar to Plymouth in as much that during the war it was heavily bombed and has an entire newly built city centre. There were many French warships present and the ex-German submarine pens were still standing, and are now being used by the French Navy.

We are now on a five days visit to Antwerp where it is bitterly cold. The rest of the cruise includes Kiel, a voyage round Great Britain and back to Devonport on the 23rd March, where we disembark the Cadets.

Our next cruise is scheduled for May when we hope to sail with *Venus* and *Carron*, this time for Baltic ports.

On the wireless side we have the new RATT broadcast and RATT intercom equipment and are now quite used to the idea of setting watch on broadcast NLA and working *Jewel* on RATT intercom.

The whole Squadron when operational, will be fitted with RATT and we think will be the first complete force to be so equipped. Up to the present, RATT broadcast has worked fairly well. The H.F. components have a B40 modified for FSK working but the L.F. component really requires a more sensitive receiver than the B41. Overseas Press bulletins can be received very well on H.F. and Port Lyautey U.S. naval broadcast comes in very well on L.F. We have experimented with RATT intercom on H.F. and it works quite well using Type 618H. Later on, when in company with *Venus* we hope to try long distance working on H.F. using a Type 603 and a B40. There appears to be no reason why this should not prove a success, providing a frequency is chosen that is free from QRM.

The American teletypewriters with their jumping printer heads take a bit of getting used to and so far we have had three minor snags:—

- (a) The stores on board and in Home Dockyards cannot as yet supply the special type of inked ribbon with the hooks and steps, but they can be demanded from Risley under A.P. 28057.
- (b) If the printer head travels continuously across the page, it means that the Letter/Figure spring or arm has snapped and you have my sympathy in trying to rectify this fault as it

A Technical Service

Ultra research and engineering teams are at all times ready to assist in solving problems of design, development and installation of Electronic, Servo-electric and Communication Control Equipment to fulfil specific requirements.

ULTRA ELECTRIC LIMITED

WESTERN AVENUE, ACTON, LONDON, W.3

Telephone : ACOm 3434



GLASS AND METAL REFLECTORS

Clarke, Chapman Aluminium Brytal reflectors

Absolute specular reflectivity of 84%. Manufactured in all sizes up to 10 ft. diameter. The electrolytically brightened reflector surface is protected by anodising, and high humidity, variable temperatures and corrosive atmospheres cause little deterioration in reflective efficiency.

These reflectors are suitable for Searchlights and Signalling Lamps, Laboratory apparatus and allied equipment. They are the principal unit in the Clarke, Chapman Beam Dispersion Projector used for Industrial Lighting, Railway Sidings, Power Stations, Shipyards, Docks, Cranes, Waste Disposal Heaps, etc.

CLARKE, CHAPMAN & CO. LTD.

VICTORIA WORKS · GATESHEAD 8 · Co. DURHAM

Tel. : Gateshead 72271 (10 Lines) : 'Grams : "Cyclops," Gateshead

London Office: Dunster House, Mark Lane, London, E.C.3

Tel. : Mincing Lane 8345/6/7 : Tel. Add. : "Cyclops," Easphone, London

takes about five hours with two pairs of tweezers to replace the spring. This snag has appeared on both our teletypes.

- (c) The inked ribbon is liable to fray and clog up the ribbon drive; this appears to be a common fault.

The question that next arises, what do you do when you have a power failure, as there are no emergency arrangements for RATT.

The 618H, a new fitting in place of that horror the 612EF, will become very popular, with its quick easy tuning and calibrated receiver and it is also a good emergency set.

As we are a Leader, the new Destroyer type DSL is eagerly awaited, both for training the Cadets and Squadron fleetwork.

Lieut. Commander C. Rusby is S.C.O. assisted by Mr. A. V. Salter in *Venus*. The staff of *Vigilant* consists of Yeoman Maxwell, P.O. Tel. Kingham, a L/Sig. a L/Tel. and four Able Rates in each department. C.P.O. Tel. Wareham and C.Y.S. Newbold are the Squadron instructors.

Technical Section Comment

Receiver B41 is quite adequate to receive the L.F. component of the RATT broadcast. Poor reception is more likely due to low transmitter power. The writer of the above article himself states that Port Lyautey can be received very well with a B41.

H.M.S. "HORNET"

We seem to run through our P.O. Tels. as quickly as France runs through Governments—we are now on our third since last March. P.O. Tel. Bailey has just left us to join *Duchess*, and we miss him not only for his sterling work in the boats, but also for his prowess on the football field. We welcome his relief, P.O. Tel. Foster.

The squadrons have been very busy doing a mixture of N.A.T.O. exercises, "Showing the Flag" cruises, escorts, and general exercises with the Fleet Air Arm and larger units of the Home Fleet. The most important of these exercises took place on the east coast with the boats based at Lowestoft, in the Baltic and at Den Helder. The Baltic trip was first class in all respects with a week-end spent at Copenhagen, during which more interest appeared to be taken in the Tivoli Gardens and like places of entertainment than in the pre-exercise conferences.

All the boats had at least six days away in the summer on the purely social duty of showing the Flag in foreign climes. Places visited by our four squadrons included Trouville and Concarneau (France), the Channel Isles and various ports up the Rhine and also Hamburg. The night of the great return was rather amazing and sounded like a N.A.T.O. conference with each person recounting some odd story interspersed with an occasional word of the language appropriate to the country visited.

The Second Squadron visited London for six days

in October to escort General Francisco Craveiro Lopes, President of the Republic of Portugal, up the Thames, and also to represent the Royal Navy for Trafalgar Day. This was an interesting visit, and the boats dressed overall on several occasions.

We have just returned from Portland where the new Captain Coastal Forces, Captain R. P. S. Grant, D.S.C., has been putting us through our paces with a Sea and Harbour inspection. His predecessor, Captain J. M. Hodges, D.S.O., left in January, and we wish him all success in his next appointment as Captain D.6.

A great admiration is felt for the Tels. of the boats. Often they have to work for up to eight hours at a time without a break in pretty grim conditions in a small office which is continually looping the loop—and still the signals get through.

Therefore if anyone is thinking of volunteering for Coastal Forces, remember although it is fun, a strong stomach is necessary.

H.M.S. "GANGES"

With the snow thickening rapidly outside my window I find it hard to find inspiration for the Spring edition. No doubt Spring will eventually arrive but at the moment it looks as if in the words of the song, "it will be a little late this year." However, with Nature at an apparent standstill, the process of producing a regular flow of Communication Boys must continue. Even this is becoming difficult since over the past year recruiting numbers have fallen steadily and the number of Communication Boys on course has dropped to the 400 mark. With the hope of a pay rise perhaps the number will rise again soon.

An important change in the training of Seamen Boys, already being put into effect, is the introduction of a specialist qualification (G,TAS and RP). The Seamen Boys will have a short period of specialist familiarisation during their course in *Ganges* and then do a few weeks at a specialist school before going to sea where they will complete their qualification for a third class rate. In fact, it is very similar to what the Communications Branch has been doing for a great many years.

In January, the new Parliamentary Secretary (The Hon. G. Ward, M.P.) paid us a visit. He was on a tour of naval establishments and he seemed to take a great interest in the work of the Signal School. Another recent visitor was Commander Paterson, Training Commander at Leydene, who came to see what changes had taken place since he was in charge in 1950-51.

It seems an opportune moment to say a word to any Senior Communication Ratings, who might be becoming available for a shore job and a possible draft to Shotley. Many Senior Ratings, eminently suited to be a Boys' Instructor, have managed to persuade the drafting authorities that they would be better suited elsewhere and have fought shy of a draft here. One rating on returning from 2½ years



As the official caterers to Her Majesty's Forces Naafi meets many of the daily needs of Service men and women the world over.

To supply their requirements through its clubs, canteens and restaurants, Naafi must necessarily maintain a large buying organisation; but equally important is the maintenance of a consistently high standard of quality in its supplies. In Naafi laboratories, therefore, scientific analysis by experts is a daily task. It is one that involves not only stringent laboratory tests of purchases, but also constant research into improved methods of food production, storage and preservation.

These "behind the scenes" activities ensure that Naafi restaurants serve goods of a proven quality and excellence; while, between the research and the restaurant, is a long chain of skilled processes traditional to . . .



. . . this many sided

NAAFI

The official canteen organisation for H.M. Forces,
Imperial Court, Kennington, London, S.E.11.

foreign commission on hearing he was earmarked for Shotley immediately volunteered for another foreign draft!

The two greatest "bogeys" about life here appear to be the routine and boatwork. In fact, the routine for all class instructors is "watch and watch"; namely, you are clear of duty from 1230 onwards on alternate days. Ratings accommodated in Married Quarters (Yes, we've even got those now) are, with certain restrictions, allowed home for meals and at night, when duty watch. As for the boatwork, you are not expected to be an expert boat-handler although it is helpful if you do know a little about it, and you will enjoy certain divisional activities more. Three weeks leave three times a year and Training Service Allowance are added bonuses. Therefore my advice to you is, if you are recommended on your papers as being suitable for Boys' training, don't do everything in your power to stop a draft here as it is a job well worth doing and you will get plenty of recreation and enjoyment in the bargain.

W.F.

A Few recent examination Howlers:

- Q. Give the meaning of J1234B (V.S. Procedure).
 A. I have 1234 messages to transmit and more to follow.
- Q. Give the meaning of Wilco (Voice Procedure).
 A. This is the code name for the West Indies Fleet Code.
- Q. Define A.C.P. (P. and O. Paper).
 A. (1) All according to plan.
 A. (2) Actual course plotted.

R.N. SIGNAL SCHOOL CHATHAM

Life proceeds at its usual tempo here, the only noticeable changes being in faces and weather. Faces change with disconcerting rapidity and apart from our very small depot complement our turnover must rival that of Woolworths. The weather varies between cold and very cold, but we hope to be free of ice before the issue of this number.

Very little has occurred since our last contribution but we did have some considerable excitement when we thought that a very special fault had developed in the Transmitter Room.

On Monday 13th February peculiar signals were heard to be coming from the Transmitter Room although all power was off. This was reported to W.I. and the Technical Officer, who after careful investigation, decided that the solution was a technical problem far beyond their not considerable scope and that it should be referred to higher authority with a view to calling assistance from A.S.R.E. The signals were quite strong and consisted of a long high note rather like the howling of a dog and a succession of short tremulous wailing notes. The Stores Chief was convinced that it was induced by high power jamming signals from the U.S.S.R. aimed at WITEX and one Wireless Instructor was heard to venture that it was merely a heartbroken



"How many more have you got under there?"

Ord. Tel. in an adjacent room studying the results of his Tel.'s exam.

Fortunately however, before official representation was put into writing, one of our more knowledgeable youngsters who had recently been to Crufts classified the notes as non-electromagnetic; but just what they seemed to be—"dogs." Further investigation on this line of thought disclosed, to the relief and maternal delight of all, that a stray bitch had taken refuge from the cold under the T.R. floorboards and there deposited a litter of six lusty pups.

They are still with us at the time of writing and have been moved to the warmer atmosphere of the boiler room, but here present a problem to which none of our publications provide the answer, in that the nervous mother attacks the stoker whenever he enters to tend the fire. The counter-measure in use at the moment is most ingenious. A gaitered sentry enters ahead of the stoker and the mother immediately fastens onto his leg thus allowing the stoker to follow up and go about his task in comparative safety. It is however, rather expensive on gaiters and when the sentry's legs have been chewed to the bone a replacement is necessary, a matter which presents a headache under times of such manpower shortage.

M.H.Q. PITREAVIE

To the best of my knowledge no article has ever been submitted from M.H.Q., Pitreavie for the Branch Magazine, so I am endeavouring to rectify this grave oversight.

This is the Headquarters of the Flag Officer, Scotland, and is incidentally the largest single Home Command. We have a small staff during non-exercise periods guarding Scotland Coastal Common and N.L.A. broadcast. Europe—U.K. Circuits are also guarded from time to time under normal N.A.T.O. commitments. During large exercise periods this old-world castle Headquarters is invaded by untold numbers of "furriners" to supplement the staff. Many are the cries "let's get back to

THE WEMBLEY STORE

303/5 KINGSWAY, VALLETTA
MALTA, G.C.

Grocery and Provision Merchants
Stockists of Quality Goods
Suppliers to Messes and H.M. Ships

PET SHOP ON THE FIRST FLOOR

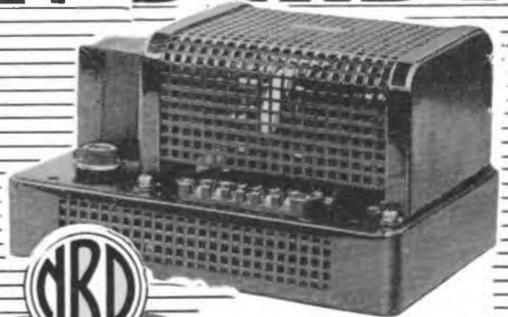
PHONE: CENTRAL 5147-5148

NEWTON-DERBY

AUTOMATIC VOLTAGE REGULATORS

Also Makers of—

Rotary Transformers
and Converters,
Wind and Engine-
Driven Aircraft Gener-
ators, High Frequency
Alternators and High
Tension D.C. Gener-
ators.



Industrial Pattern Automatic
Voltage Regulator for the con-
trol of a.c. or d.c. generator
output voltage or as a series
regulator for voltage stabilisation

Literature
on Request

NEWTON BROTHERS (DERBY) LTD.

ELECTRICAL PLANT SPECIALISTS

HEAD OFFICE & WORKS: ALFRETON RD., DERBY. PHONE: DERBY 47676 (4 LINES). GRAMS: DYNAMO, DERBY
LONDON OFFICE: IMPERIAL BUILDINGS, 56 KINGSWAY, W.C.2. TEL: 0623 HOLBORN

sea," but truthfully it isn't so bad if taken with a certain amount of the usual Naval humour.

The last large-scale exercises in which this H.Q. took part were "Lifeline" and "Sea Enterprise," and even the augmented staff had difficulty in coping with the very heavy traffic.

Our outlying stations are North Queensferry Signal Station and Castlandhill Transmitting Station. The former is no doubt well known by numerous Communicators who have been en route "The Noo." We all send the best of luck to C.Y.S. Drummond who is on a C.C.O.'s course and extend the hand of welcome to his relief, C.Y.S. Hunt.

This H.Q. recently took part in the Television Programme "It's Easy When You Know How," staged at Glasgow and I think it was rather a feather in the Navy's cap to get a few hands picked at random to read from 40 to 46 w.p.m. "On the Air."

There was one rather amusing incident attached to this event. A certain rating (who shall remain nameless) had been apparently "going strong" with a certain lady and much to that lady's chagrin had "abandoned ship" rather suddenly without a forwarding address. She saw her late love on the "Tele" and immediately rang the H.Q. enquiring after "his health" having at last located him. He, needless to say, left instructions that he had a "pier head" jump to Korea. The moral is NEVER appear on Television if the girl friend is an "also ran."

All the best for now from all at Pitreavie, you're always welcome to drop in and see what's cooking.

H.M.S. "ROMOLA"

Greetings once more from the communication staff of *Romola*. We are at present enjoying a pleasant respite from Icelandic waters by patrolling around the abode of the Home Fleet, namely, Invergordon. We have rested for weekends in Port Edgar and we spent an unforgettable one in Aberdeen where we were well entertained by the Aberdeen Council and populace. Even after two days extra stay, caused by bad weather, there were many sad hearts and empty pockets when we finally departed.

While on fishery patrol in Moray Firth we arrested the Seine fishing boat *Fairy Queen* which has earned us the title of "Queen of the Fairies."

There are many more highlights yet to come in this cruise, for we transfer our activities to the Western shore of U.K. There, we have visits to Belfast, Bristol, Douglas and Holyhead, thence to Le Havre before returning to Guzz on March 28th.

The department continues to run smoothly under L/Tel. Griffiths and L/Sig. Hall. Since our last contribution Signalman Baldwin has left on completion of his National Service. We are also fortunate in having Commander Ridler, a Communicator, as Captain.

In conclusion we wish all Communicators a happy Easter leave and to those foreign "The Best of Luck, Jack."

FLEET AIR ARM

R.N.A.S. EGLINTON

Here once again, is our news sheet of our activities in this remote outpost of the Communicator's world.

On return from Christmas leave, and once having rid ourselves of the New Year hangover, we soon settled down in our task of helping to keep the aircraft flying in spite of the ice and snow and gale winds. What a pleasure it was to be on watch in our central heated offices with the tea-boat constantly under way!

We have just completed a two days anti-submarine exercise at the end of which we struck a mine and sank! You may well ask how this happened.

For this exercise we became "H.M.S. Eglinton" the Navy's newest aircraft carrier, our escort being the frigate "H.M.S. Ben Twitch". Aircraft strikes were flown off as from a carrier to support the 3rd Training Squadron and two American destroyers, in hunting down the enemy's submarines.

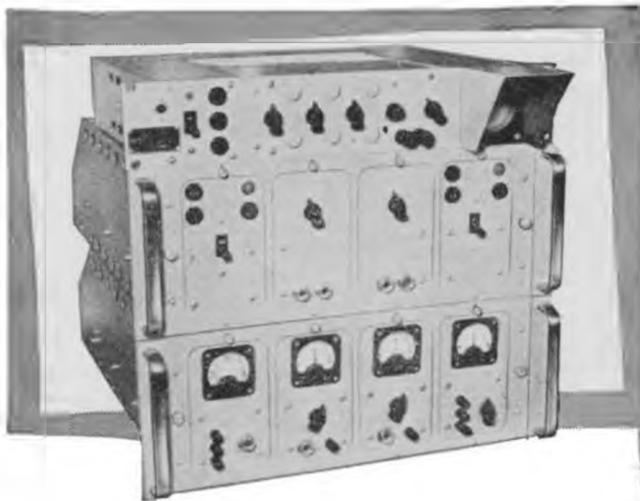
All this provided our Wren personnel with valuable and interesting experience, and showed them what life in the communication offices of an aircraft carrier is like. Even the rain blowing across the runways was realistically like spray across a flight deck and you could swear you could feel the



Официальный фотограф

Chief Wren Stark, Superintendent Hampson, O.B.E., Leading Wren Veitch, Wrens Boylett, Morris and Haddon.

office going up and down. The only thing we didn't do was to hoist manoeuvring signals on the control tower.



A.T.E. Telegraph Equipment

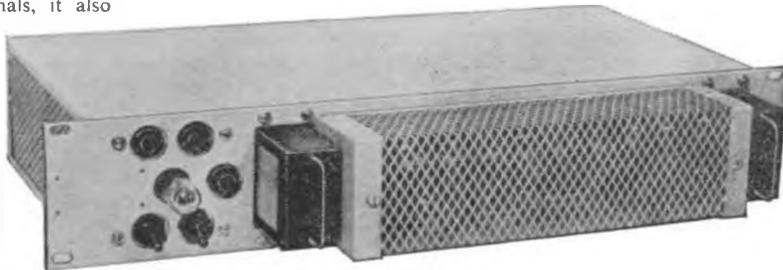
TELEGRAPH DISTORTION MEASURING SETS

This equipment is available either in portable form or arranged for standard width rack mounting. There are two units each 18½" x 11½" x 13½", both mains driven. Either may be used independently for certain tests or both may be used in combination to cover a comprehensive series of tests. These tests, which need not interfere with normal transmission, cover transmission and reception. The transmitting unit can send perfect or distorted signals at any speed from 20 to 80 bauds. It can generate reversals and character repetitions and incorporates a 100 character test message sender. An additional feature of this unit is its use as a relay tester.

The receiver unit indicates the distortion on a *working circuit* without interrupting the service. Each element of a start-stop signal appears separately on the CRT which produces a spiral time base display, suitable for operation at speeds from 20 to 80 bauds.

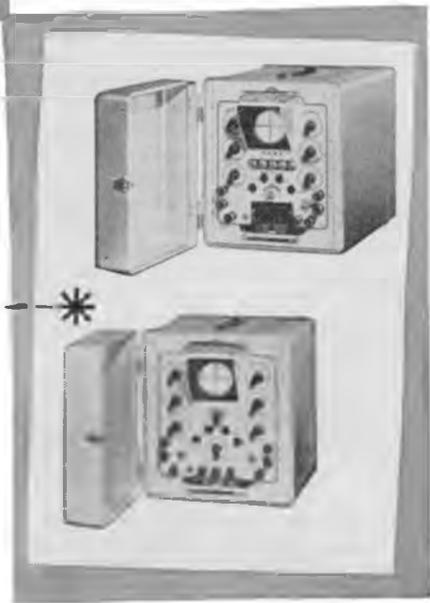
* REGENERATIVE REPEATER

A mains operated, start-stop, five unit code equipment. Designed for use in both radio and line teleprinter circuits to regenerate and correct distorted signals, it also arranges for the automatic insertion of correct length stop-elements and the rejection of spurious signals.



* FREQUENCY SHIFT TELEGRAPH TERMINAL EQUIPMENT

Designed to work in conjunction with conventional receivers for the reception in dual diversity, of wide or narrow band frequency-shift and on/off, or reversed on/off, hand or automatic radio telegraph and teleprinter signals. Up to 85 db of rapid variation in input signal level can be accepted with frequency-shift working, and up to 35 db with on/off or reversed on/off working. Keying speeds up to 200 bauds can normally be handled—this range can be extended if required. This versatile receiver is also suitable for use with the new 50 c/s Pilot Carrier frequency shift system.



Details of these and other telegraph equipment will gladly be sent on request.

AUTOMATIC TELEPHONE & ELECTRIC COMPANY LTD

(RADIO & TRANSMISSION DIVISION) *Stowger House, Arundel Street, London, W.C.2.*

Telephone: *TEMple Bar 9262.* Telegrams: *Stowgerex London.* Stowger Works, Liverpool 7.

However, all went well until, whilst entering harbour, we were unfortunate enough to strike a mine and became a total loss.

At the height of the exercise we were visited by the Superintendent W.R.N.S. (Air), Superintendent E. M. Hampson, O.B.E., W.R.N.S., who was able to see the Wrens in full working order and, we gather, was favourably impressed.

Now that Easter is here, we are hoping that summer weather will soon appear and perhaps we may even be able to go on watch without our rain-coats and umbrellas.

In conclusion, we would like to wish all Communicators at home and abroad, a Happy Easter leave.

Question: If Roger became a lover, and Peter a Father, what is George playing?

Answer: Golf!

WREN WALKER AND WREN CARPENTER AT R.N.A.S. EGLINTON"

(With apologies to LEWIS CARROL)

Wren Walker and Wren Carpenter
Were walking hand in hand,
It was the first time they had seen
The bogs of Ireland.

"If this were only drained away"
They said, "It would be grand!"

If seven men with seven spades
Dug holes for half a year,
"Do you suppose," Wren Walker said,
"That they could drain it clear?"
"I doubt it," said Wren Carpenter
And shed a bitter tear.

"The time has come," Wren Walker said,
"To talk of make and mends,
Of duty nights and rainy days
Of Benbow hops—and FV tens.
Why, oh, why have they sent us here,
So far from all our friends?"

"A foreign draft," Wren Walker said,
"Is what we chiefly need,
A rise in pay and better food,
Or do you think that's greed?"

Wren Carpenter said nothing, but
"It's really not so bad,
"I weep for you," Wren Walker said
"This place will drive us mad!"

R.N.A.S. LOSSIEMOUTH

News about our male staff is rather disjointed; at the moment we are going through a "draft chit" period and by the time this edition is printed there will only be about four of the "Old Stalwarts" left. We are expecting the return of two older members who have been away to R.N.S.S. Chatham for their Leading Tels.' course; we have room for them on the operational station.

News of the Wrens . . . it is simply a case of "Who goes next?" There are three girls on loan to the Admiralty and the next drafts will possibly be to Abbotsinch for the Northern Fixer Service. The main reason for all this movement with the Wrens is because our complement is being reduced to nine.

I am sure that all Fulmar Communicators will be glad to hear that there is no longer any need for the staff to be continually chasing horses from the PCB area.

The A.S.C.O. has so many crystals to deal with for all the aircraft that we hear he is training for a crystal gazer. It is understood he will be leaving us soon. After three years he knows all the local fishermen, just where to set the lobster pots, and just how many steps it is round the golf course.

Our weekly communication exercises between air stations are becoming more and more difficult with the Q.R.M. that is flying around in such large quantities these days. On the first Wednesday of each month Lee conducts from down south, but we, here in Lossiemouth, have a very good team of general knowledge experts and we always find ourselves well up among the leaders when the results are published.

Entertainments ashore are few and far between and mostly we make our own. With the 'locals' closing nightly at 9 p.m. and all day on Sunday, life tends to be dull in many ways. On January 29th though, a late licence was obtained for the favourite of Lossie—"The Steamboat," where the staff indulged in celebration of accumulated birthdays and rating advancements, not forgetting the farewell run for L/Tel. MacGregor who is now residing in H.M.S. *Superb* at Chatham. All the staff were able to turn out on the Monday morning following the celebrations, without any visible signs of 'distress.'

Another reminder for old Fulmar Communicators; the birds are still settling on the aerials but I'm sure this chief will not bother to shoo them off.

Before we close we would very much like to send hearty greetings to all Communicators wherever you may be.

What of the pay rise? Just read this reply to the Inspector of Taxes from a disappointed "Pay Risen" Communicator:—

FMDisappointed Communicator.
TOInspector of Taxes.

Sir,

For the following reasons I am unable to meet my income tax demands.

I have been held up, held down, sandbagged, walked on, flattened out and squeezed by income tax, super tax, tobacco tax, spirit tax, beer tax, motor tax, purchase tax and every society organisation and club that man can conceive, to extract what I may or may not have in my possession for the Red Cross, double cross, and every cross and hospital in the town and country.

The Government has governed my business until I do not know who the heck owns it, I am suspected,

UNITED KINGDOM ATOMIC ENERGY AUTHORITY

A.E.R.E. HARWELL

SKILLED CRAFTSMEN AND ATOMIC ENERGY

The knowledge, experience and skill of the craftsman play an essential part in the development of Atomic Energy. At A.E.R.E. Harwell, tradesmen are engaged as Research and Experimental Mechanics on a wide range of duties, including the manufacture of prototypes and special plant and maintenance work and plant operation in well equipped workshops with up-to-date machine tools.

**PRECISION AND MAINTENANCE FITTERS
TURNERS AND INSTRUMENT MECHANICS**
and other skilled tradesmen are required.

Applications are also invited from ex-Royal Navy personnel, or those to be released during 1956, especially in the following classes:

**ENGINE ROOM ARTIFICERS
ELECTRICAL ARTIFICERS (Instrument and Radio)
ORDNANCE ARTIFICERS · RADIO ELECTRICIANS**

Those interested should write in the first instance to the Industrial Recruitment Officer, A.E.R.E., Harwell, Didcot, Berks., or send for a free copy of the booklet—"A Career in Atomic Energy" which gives details of housing schemes, lodging allowances, etc.

CHAPMANS LAUNDRY

*A LAUNDRY AND DRY CLEANING
SERVICE FOR THE SERVICES*

SOCKS DARNED — BUTTONS REPLACED
:: FREE OF CHARGE ::

PORTSMOUTH
2086

inspected, examined, informed, required and commanded so that I do not know who I am, where I am, or why I am here at all. All I know is that I am supposed to have an inexhaustable supply of money for every need, desire or hope of the human race, and because I will not beg, borrow or steal to give away, I am cursed, discussed, boycotted, talked to, talked about, lied about, held up, robbed, and near ruined.

The only reason I am clinging to life at all is to see what the heck is going to happen next.

Yours faithfully,
RE — MORSE

THE NAVAL OBSERVER AND AIR SIGNAL SCHOOL

The close of our Winter Term saw the usual spate of social activities, amidst which Lieutenant Commander Serjeant left us to investigate the possibilities of the underwater world, as S.C.O. and Flag Lieutenant Commander to Flag Officer Submarines. We all wish him luck in this new sphere. Lieutenant Commander J. D. Jackson, D.S.C. has assumed the mantles of S.C.O. to the Naval Air Station and Senior Communications Instructor in the School, and finds that his two hats require an awful lot of split second timing, and he often wishes he could be in two places at once (or have two heads!) We shall be losing Mr. Coomber at the end of this Term — after all, he has been at the School since it moved from St. Merryn in the autumn of 1953. He says he wants some sunshine!

W.R.N.S. classes, both Signal and Telegraphists, are now smaller and are occurring at longer intervals. We may see some interesting changes in their syllabuses in the near future now that the Naval Fixer Service is functioning satisfactorily.

Recent courses include the W.I.'s No. 17, the R.P.N. C.C.O.'s and the Long (C) Course "Sierra." As a matter of interest, both the W.I.'s and Long Courses will have spent a day at the Air Traffic Control Centre at Gloucester as part of the course here. We look forward with interest to having the C.C.O.'s in June, and we can promise them a good start (or a good addition) to their "Flying Logs."

We have seen very little of Telegraphists (Aircrew) of late. Suitable volunteers just don't seem to exist, and it is a great pity, because the life of the Tel. (A) is most interesting, and gives such ratings a very wide and comprehensive knowledge of the Fleet Air Arm. Of course, intelligence, integrity and flexibility are prime requirements, which is why the Telegraphists are the most suitable ratings for the duty, and it is hard to believe that our "key bashers" are lacking in any of these qualities.

In the field of sport, N.A.S. Culdrose can claim to be undisputed champions of the Home Air Command. We won the rifle shooting, the hockey, rugger and soccer competitions before Christmas, and the basketball in January. In the Navy Cup

(hockey), Culdrose (still assisted by Lieutenant Commander Serjeant), beat R.M. Plymouth in the semi-final, and will meet H.M.S. *Collingwood* in the finals later this Term. C.P.O. Tel. Bonny is still wielding his hockey stick to good effect, but is not quite able to get into the full station eleven. Mr. Gray, who, besides being Chairman of Culdrose R.F.C., has been managing the teams, took the line in the H.A.C. final at Penzance, and again when Culdrose played Penzance-Newlyn in the first floodlit rugby football match to be played in the West Country.

To all but our old staff and pupils we wish the best of luck, and to those who are coming we promise an interesting couple of weeks.

R.N.A.S. ARBROATH

At the time of writing the thaw has settled in locally but there is plenty of snow on the hills and in the glens which are easily reached for ski-ing. Glen Clova, Glen Esk, and Glen Shee are among the beautiful glens that can be reached in a day's outing.

Situated as we are, not far distant from the gateway to the Highlands, this is indeed a delightful spot in which to live and work; as far as work is concerned the Communication department caters for the Flag Officer Reserve Aircraft as well as R.N.A.S. Arbroath (H.M.S. *Condor*).

The M.S.O. work calls for a high degree of typing and teletyping skill due to the fact that almost all of a very high number of 'IN' and 'OUT' signals deal with technical subjects quoting details of aircraft engines, airframes, etc.; uninteresting to us perhaps but vital to the staff of F.O.R.A.

It is not all work however, and the Wrens are the mainstay of concert parties and other activities including sports in which they excel.

Our Wrens come and go, either abroad or into the inevitable marriage contract, but very few want to leave this pleasant spot once they are here. Arbroath is not so far "in the wilds" as those in the sunny (!) south imagine.

Good luck to all the Wrens who have served here and a happy Easter to all Communicators.

H.M.S. "MERCURY'S" NEW MESS AND RECREATION BLOCK

In spite of the recent arctic conditions, Braziers of Southampton are making good progress on the new Mess and Recreation Block at H.M.S. *Mercury*. After their enforced period of idleness, the concrete mixers are now turning at full speed. The whole site, which has hitherto looked like a chalk pit, is assuming a more ordered appearance, and the skyline is changing daily as the steel girders are put in position. It is expected that the ceremonial foundation stone will be laid in May. We hope to publish photographs of this ceremony and the progress of building in the Summer number.



You can't afford to overlook a message in a bottle, particularly when it's as important as this. It's Willerby's new folder, specially prepared for the Senior Service. It tells of high quality tailoring of made-to-measure and ready-to-wear shore-going clothes, and uniforms with that extra smartness that men in the Navy appreciate. At Willerby's you'll find a great variety of fine cloths . . . helpful service . . . such reasonable prices, *and* you can wear while you pay — by allotment if you wish. Now you know how important the message is—don't hesitate—write for a copy now, or call and take one when you're ashore.

Only 10% (2/- in £) deposit

only 5% (1/- in £) credit charge on the balance and . . .

wear while you pay

the **WILLERBY** *way!*

LONDON W1 and at 111 COMMERCIAL ROAD PORTSMOUTH · 5 LONDON ROAD
NORTH END PORTSMOUTH · 75 HIGH STREET CHATHAM · 82 ROYAL PARADE PLYMOUTH
20 ABOVE BAR SOUTHAMPTON



GOING THE ROUNDS IN "MERCURY" "CHIEFS' CHATTER"

The "honour" of rendering this has been entrusted to a member from Chatham ably assisted, I must confess, by a *Mercury* stalwart. Before progressing further with the task therefore, let me assure all readers from the Chatham Depot that the luxury that abounds in *Mercury* must be seen to be believed, and for those who fear a draft for instructional, or other purposes, with only vague memories of ice cold Nissen huts should cast such fears aside, and prepare themselves for what must most assuredly be the most enjoyable surroundings and quarters to be experienced anywhere in the Service.

The undoubted highlight of last Term was the Mess Christmas Dance, graced by the presence of Captain and Mrs. Gordon-Lennox, where everybody appeared to have a really good time and the bar takings soared. A very pleasant presentation ceremony, performed by Mrs. Gordon-Lennox, of the awards for indoor sports was one of the highlights of the evening especially as our President, C.Y.S. Raisey, firmly established himself as indoor sports champion.

The day preceding the dance saw the Mess in complete uproar when the children (and parents) were let loose to make merry. Film strips, conjuring acts, etc., ensured the success of the venture, crowned by the timely arrival of Santa Claus in the person of C.P.O. Tel. Cannon with a really huge parcel of gifts for the wildly excited children. On departure, the children passed through a gauntlet of C.P.O.s handing them sweets, apples and oranges.

A highly successful experimental whist drive was held. This, although small, was greatly enjoyed and will probably be repeated in the near future along with other periodic entertainments.

In the field of sport, despite advancing years, we still manage to give a good account of ourselves and much to the surprise of all concerned, defeated the Ship's Company at soccer 4-2. One must confess



however, that they did not meet the full might of the opposition which fielded many reserves.

The Term saw the departure of many members to civvy street, including C.P.O. Tels. Sherrington and Sargent, C.Y.S.s Cowdrey, Brown, Ferns and Smallwood. Other departing members included C.Y.S. Strachan and C.P.O. Tel. R. R. Jones to *Duchess* and C.Y.S. Tyler to *Malta M.S.O.*

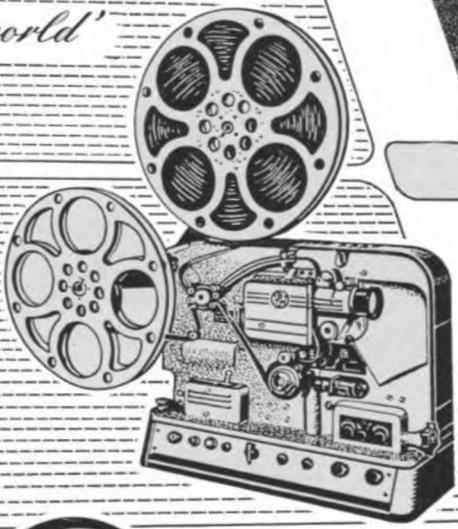
Arrivals include C.P.O. Tel. E. J. Green, C.Y.S. Robinson and C.Y.S. Edgcombe.

Our C.C.O. 'Q's—'Arry' 'Awkes, C.P.O. Tel. Tate of Chatham, "Bulldog" Drummond of Devonport and our own original *Mercury* wallahs C.Y.S. Briggs and C.P.O. Tel. Edwards not forgetting our 'Aussie'—'Spider' 'Carrie, are fairly flogging the books, the cat and everything else in sight.

... finest in the world'

magnetic

optical



**B
T-H**

451

16mm. sound-film **PROJECTOR**

The '451' incorporates all that is best in the renowned model 401 *plus* these outstanding additional features.

Records and plays on full-, half-, or edge-stripe magnetic tracks at 16 or 24 frames: Replays from optical tracks at 16 or 24 frames: Records from optical to magnetic tracks and mixes in new commentary and music: Plays from optical and magnetic tracks simultaneously.

At a list price of £350 (inclusive of loudspeaker, mains unit, microphone, and carrying cases) the '451' represents the finest value obtainable.

Write for descriptive leaflets, and address of your nearest suppliers.

BRITISH THOMSON-HOUSTON

THE BRITISH THOMSON-HOUSTON COMPANY LIMITED · RUGBY · ENGLAND

Member of the AEI group of companies

A 4904

“P.O.s’. PATTTER”

The Mess held the usual functions over the Christmas period and included the End of Term Dance on the 13th December, which as usual turned out to be a great success.

The next day we held the children’s party. The children had a Punch and Judy Show which was a ‘howling’ success. P.O. Tel. Dufty, having the only like physical qualifications, acted as Father Christmas and is to be congratulated on his performance. Contributions in the way of fancy cakes from R.A. members’ wives were certainly appreciated by the children, and no less by the members. The Mess extends a warm vote of thanks to the ladies who did indeed help to make the party a success.

The football season is in full swing and we are proud to state that, at the time of going to press, the Mess is top of the inter-part league and has yet to be beaten. We also have a very different type of sport in full swing — a darts club, recently formed by P.O. Tel. Thompson and P.O. Tel. Wells, both of the radio warfare section. Already the club has twenty paying members and has played four games, two away and two home—the score to date being three up to the club.

There have been many changes, not least amongst them several changes of President, Vice-President and Secretary. The last time you read about us these positions were filled by Y.S. Farnell, Y.S. Winch and P.O. Tel. Pratt respectively. They have since become victims of the drafting commander and have departed with our best wishes and thanks. The new President is P.O. Tel. Henderson.

The Secretary’s duties have been taken over by P.O. Tel. Wailes from P.O. Tel. Richards, who incidentally was only obliging the Mess by doing the Sec’s duties whilst P.O. Tel. Pratt was recovering from injuries obtained in a motor cycle accident.

We offer P.O. Tel. Richards a vote of thanks and good luck on his C.C.O.’s course.

At present we have 78 members, of which, surprisingly enough, forty-four are victualled. This is probably a record. Naturally enough, life would be a lot more pleasant if the Mess had more facilities in the way of entertainment to offer victualled members; but nevertheless the T.V. certainly gets a caning.

To wind up on a begging note we should remind you all that we are still very interested in obtaining as many individual ship’s plaques as possible for the new mess.

SIGNAL SCHOOL MESS

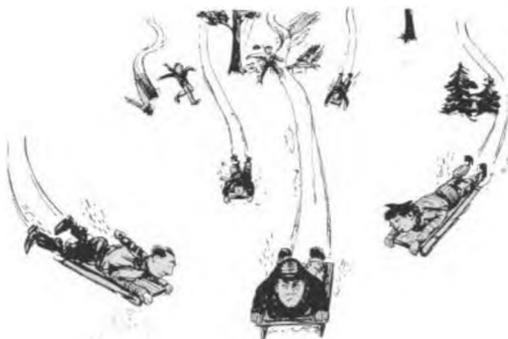
Owing to the drafting programmes these days, very few familiar faces stay any length of time in the Mess, consequently our sports teams are not all we could wish for. Beaten by the P.O.s at darts, beaten by Haslar at table tennis, etc. That’s the sorry story. However, the blood shield is still in our possession and we hope it remains so.

The end of last Term saw the annual Christmas Dance, which was well attended, and we hope much enjoyed. The top mess-deck was converted for one night only into a beer bar and refreshment lounge, and the outlook next morning was very damp.

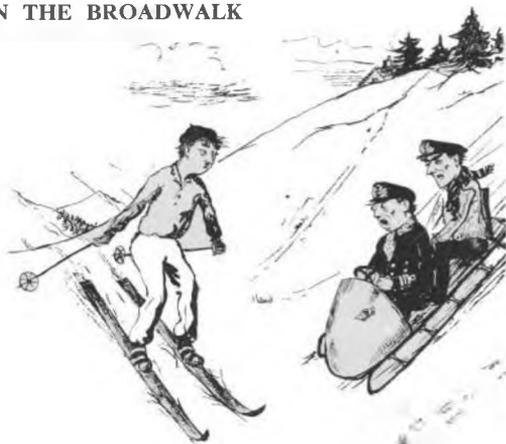
As usual, the Children’s Party was a big success, with the children, but it is quite astonishing how quickly children grow up and wear uniforms when the cartoons are shown. However, we managed to find room for them all.

Reports of a bad apple harvest and a “scrumpy” shortage are entirely untrue as any visitor to the beer bar will confirm. Also untrue is the rumour that rustic seats are to be provided on the broadwalk this summer.

WINTER MANŒUVRES ON THE BROADWALK



Circumstances connected with the manœuvre just carried out are to be noted with a view to subsequent discussion.



Emergency Speed Sierra.



ESTABLISHED 1785

Gieves

LIMITED

Outfitters to the Royal Navy

22 THE HARD PORTSMOUTH

Telephone: 74388,9

LONDON · SOUTHAMPTON · BOURNEMOUTH · CHATHAM · BATH · WEYMOUTH
 PLYMOUTH · LIVERPOOL · DARTMOUTH · EDINBURGH · LONDONDERRY
 MALTA · GIBRALTAR



BRUNSWICK

the best quality and service for

DRY CLEANING

LAUNDERING

CARPET CLEANING

DYEING

Finest workmanship. Lowest prices

REMEMBER

BRUNSWICK
PORTSMOUTH

CRESSY PLACE - - Phone 2178

GLADYS AVENUE - - Phone 71358



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	Whence	Whither
H. M. ALDERTON	C.C.O., R.N.Z.N.	Boxer	Vigo
E. G. B. ANNIS	Comm. Lt.	Mercury	Staff of CINC-EASTLANT
A. E. ARGENT	S.C.C.O.	R.N.S.S. Chatham	Superb
E. B. ASHMORE	Captain	J.S.S.C.	Staff of CINC-NORTH
F. A. BAKER	Comm. Lt.	Mercury	Maori (Loan Service)
G. M. BENNETT, D.S.C.	Captain	N.A. Moscow	President for D.N.I.
P. C. BROOKER	Commander	Afrikander	J.S.S.C.
J. L. BUCKERIDGE, M.B.E.	Commander	Rinaldo in Cmd.	President (with D.S.D.)
A. C. I. BURNHAM	Comm. Lt.	R.N.S.S. Chatham	Mercury
C. G. BUSH	Lt.-Cdr.	Staff of F.O.C.R.F.	Saker (Staff of B.J.S.M.)
G. CLARKE	C.C.O.	Gannet	Staff of C.-in-C. Med.
T. S. COOPER	C.C.O.	A.W.S.S. Fremington	Staff of Capt. D.8
J. R. J. COWLIN	Lt.-Cdr.	Harrier	Duchess
J. E. DAYKIN	C.C.O.	R.N.S.S. Devonport	Transfer to R.N.Z.N.
W. R. DANIELS	C.C.O.	Newcastle	R.N.S.S. Devonport
P. DAWNAY, M.V.O., D.S.C.	Rear-Admiral	President	Deputy Controller
W. M. DAWSON	C.C.O.	Mercury	St. Angelo (Staff of C.-in-C. Med.)
P. H. DRAYCOTT	Comm. Lt.	Mercury	R.N.S.S. Chatham
D. O. DYKES	Lt.-Cdr.	Staff of CINCEASTLANT	Glasgow
L. ELLISON	C.C.O.	Forth	Gannet
N. F. FAWCETT	Lt.	Chevron	Mercury
D. A. K. FINLAY	Lt.-Cdr.	Mercury II	President (for D.C.N.S.)
R. S. FOSTER-BROWN	Rear-Admiral	President	F.O. Gibraltar
J. GOLDSMITH	Lt.-Cdr.	Peregrine	Cleopatra (Staff of F.O.C.R.F.)
G. B. GOODWIN	C.C.O.	Mercury	Decoy
L. L. GREY	Lt.-Cdr.	Mercury	Newcastle (Staff of F.O. 2.F.E.S.)
J. B. R. HORNE, D.S.C.	Commander	J.S.S.C.	President (Cabinet Offices)
G. H. P. HUNT, B.E.M.	Lt.-Cdr.	Newcastle	Mercury II
T. H. HORNYOLD-STRICKLAND	Lt.-Cdr.	Dryad	Highflyer (Staff of C.-in-C. E.I.)
C. A. JAMES	Captain	Mercury	President (D.D.S.D.)
C. J. J. KEMP, M.B.E.	S.C.C.O.	Glasgow	R.N.C. Dartmouth
B. H. KENT	Commander	Ranpura	R.N. Staff Course
J. KANE	Lt.-Cdr.	Jufair	President (for CINCEAST-LANT)
P. T. LAWMAN	Commander	Tyne	R.N. Tactical Course
E. H. LEE, D.S.C.	Commander	Bluejacket	R.N. Staff Course
P. A. LENNON	C.C.O.	Mercury	Jamaica
A. D. LENOX-CONYNGHAM	Captain	R.N. Tactical Course	Jamaica in Cmd.
I. C. MACINTYRE	Lt.-Cdr.	Royal Prince	Afrikander (Staff of C.-in-C. S.A.)
J. C. MANSELL	Lt.-Cdr.	Royal Albert	Royal Charlotte in Cmd.
P. MARTINEAU	Lt.	Glasgow	Mercury
M. T. MARWOOD, D.S.C.	Lt.-Cdr.	President	Victory (Staff of C.-in-C.)
J. R. MCKAIG	Commander	Mercury	R.N. Tactical Course
E. A. NICHOLSON	Commander	President	Air Ministry
A. C. O'RIORDAN, D.S.C.	Lt.-Cdr.	Victory	Ranpura (Staff of F.O.F. Med.)
J. B. PATERSON, D.S.C.	Commander	Glasgow	Mercury (as Training Cdr.)
D. C. PELLY	Lt.-Cdr.	Superb	Staff of A.C.R.
T. W. PICK, D.S.C.	S.C.C.O.	President	Dainty
R. J. PITT, M.B.E.	Lt.-Cdr.	Mull of Galloway	Mercury
D. A. POYNTER, M.B.E.	Commander	Staff of C.-in-C. Med.	A.S.R.E. (Mercury II)

Name	Rank	Whence	Whither
W. T. RICH	S.C.C.O.	Triumph	R.N.S.S. Devonport
R. B. RICHARDSON	Lt.-Cdr.	Dolphin	O. i/c Kranji W/T Stn.
C. W. ROBERTSON	Commander	President	Terror (Staff of F.O.M.A.)
C. RUSBY	Lt.-Cdr.	Triumph	Vigilant
N. SCHOFIELD	C.C.O.	R.N.S.S. Devonport	Highflyer
The Hon. D. P. SEELY	Commander	R.N. Staff Course	St. Angelo (Staff of CINCAF-MED)
L. A. E. SETFORD	C.C.O.	Highflyer	Diamond
B. K. SHATTOCK	Lt.-Cdr.	Kenya	Dryad
I. F. SOMMERVILLE	Commander	St. Brides Bay	Mercury as Executive Officer
P. W. SPENCER	Commander	Mercury	R.A.N.—Exchange Service
R. SWIFT	Comm. Lt.	Mercury	Royal Charlotte
J. R. G. TRECHMAN	Captain	President	St. Angelo (Staff of CINCAF-MED)
N. J. WAGSTAFF	Captain	Apollo in Cmd.	President D.R.E.
W. C. WATERS	C.C.O.	Superb	R.N.S.S. Chatham
C. R. WILLIAMS, O.B.E.	Commander	Saker	Saker (Staff of B.J.S.M.)
D. A. WILSON	C.C.O.	Mercury	Diana
Miss E. D. WILSON	2/O W.R.N.S.	R.N.S.S. Devonport	Daedalus
M. L. WOLLCOMBE	Commander	R.N.S.S. Devonport	J.S.S.C.

PROMOTIONS

To Rear-Admiral

P. DAWNAY, M.V.O., D.S.C.

To CaptainJ. R. G. TRECHMAN
C. A. JAMES**To Commander**J. B. PATERSON
P. C. BROOKER
P. W. SPENCER
B. H. KENT**To Lieutenant-Commander**G. M. LLOYD
M. E. ST. Q. WALL
M. T. J. SKITT
D. B. SANDERS
P. G. M. GREIG**To Acting-Lieutenant**L. A. ROE
J. C. CAMPBELL, D.S.M.
M. A. STOCKTON
E. BURROWS, R.N.Z.N.**To S.C.C.O.**R. C. ARMSTRONG
R. G. HEARN
E. BRISTOWE, D.S.M.
D. W. GREEN
M. BROAD**To Second Officer W.R.N.S.**Miss S. M. RIGBY
Miss E. D. WILSON

TO CHIEF PETTY OFFICER IN THE COMMUNICATIONS BRANCH

To Chief Yeoman of Signals

P. WICKS, P/JX.135840

To Chief Petty Officer TelegraphistE. LEIGH, P/JX.158469
D. ROPER, D/JX.427888

RETIREMENTS

R. WRIGHTSON	Commander
I. R. MASON	Lt.-Cdr.
Miss A. K. D. LONG	First Officer, W.R.N.S.
Miss B. HENDY	Third Officer, W.R.N.S.

CONSULT



FOR YOUR NEXT REMOVAL

Experienced Staff · Modern Vehicles · Satisfaction Guaranteed

AMPLE WAREHOUSING ACCOMMODATION AVAILABLE IN:
**PORTSMOUTH-EMSWORTH-FAREHAM-PETERSFIELD
LONDON-CHATHAM-PLYMOUTH-SOUTHAMPTON
RYDE (ISLE OF WIGHT)**

Registered Office:—13 CLARENDON ROAD, SOUTHSEA Portsmouth 2084/5

ASK FOR IT IN THE MESS

HAMMERTON

Oatmeal Stout

BRINGS OUT THE Zest IN YOU

Brewed by Watneys

Local Depot: Fitzherbert Road, Farlington, Hants

Telephone: Cosham 77816