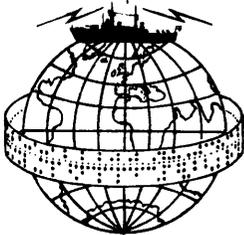


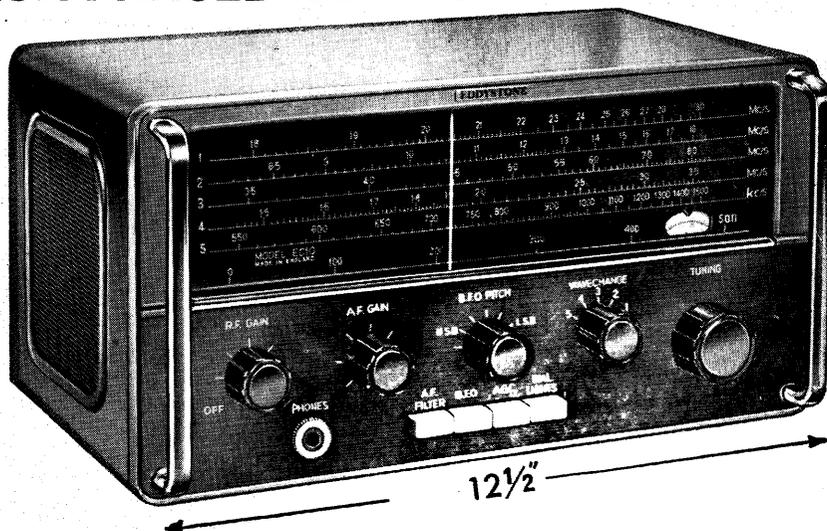
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# THE COMMUNICATOR



VOL 17 · No. 5 SUMMER 1965

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# THE COMMUNICATOR

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

SUMMER 1965

VOL. 17, No. 5

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## CONTRIBUTIONS

All MSS, photographs and cartoons should be sent to the Editor at HMS *Mercury* as below. These will be returned to the sender only if asked for and responsibility for them cannot be accepted by the Editor. **Contributions for the Winter 1965 edition must be in the Editor's hands by 1st November, bulk orders by 5th November.**

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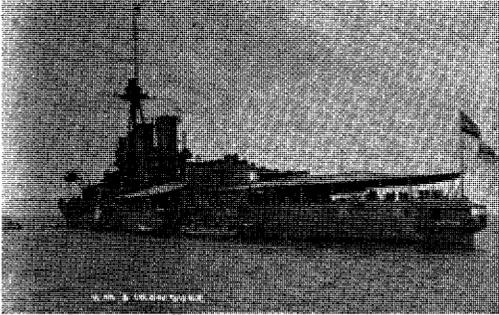
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PUBLISHED AT HMS "MERCURY"

## 1916—1965

**Admiral of the Fleet, The Earl Mountbatten of Burma,  
KG, PC, GCB, GCSI, GCIE, GCVO, OM, DSO, LLD, DCL, DSC.**

**Retired as The Chief of the Defence Staff in July having served on the Admiralty Board and  
the Defence Council for many years.**



**The Past**



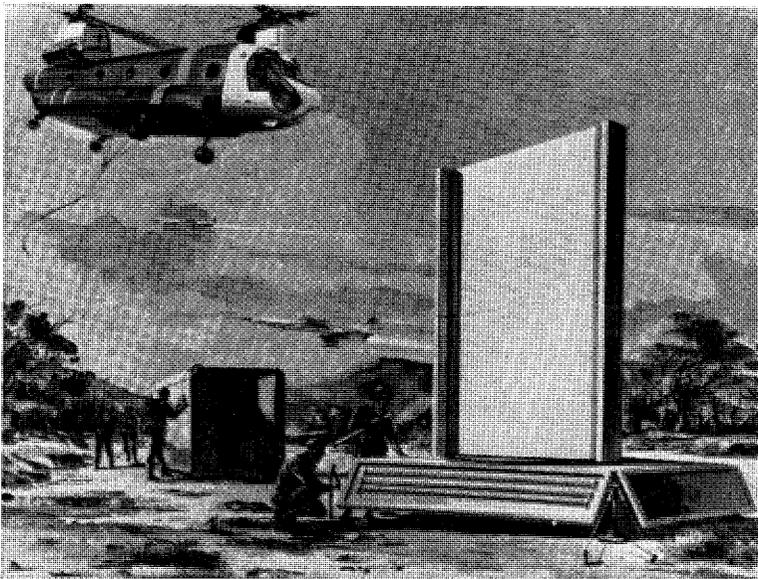
**The Present**

### **THE NAVY IN THE YEAR 2015**

Recently, Admiral Mountbatten retired after over 50 years' active service. During this time, tremendous changes have taken place in the Navy. In this issue we have "The Role of the Navy—The Pre-Nuclear Era" by CRS D. L. Alderson covering much of the period of Admiral Mountbatten's service. We invite readers to submit a serious article of not more than 750 words describing what they imagine the Navy will be like fifty years hence. You are also invited in

your article to select what you consider will be the most important vessel in the fleet at the time, and to describe her weapon system, propulsion, communication system, manning and any other points you consider worthy of note. An artist's impression of the vessel would be appreciated.

A prize of £2 will be given for any article chosen for publication in *THE COMMUNICATOR*. Closing date 1st November, 1965.



**The Future?**

## EDITORIAL

For the Spring edition, your increased support enabled us to take delivery of 3,665 copies and dispose of most of them within a short time.

Over TWO-THIRDS of the Communication Branch and many other organisations support the magazine. We depend on this support being continued as, in retrospect, it appears that no sooner has each successive staff worked the magazine into a healthy financial position than costs have risen all round.

Every effort is made to give you a balanced magazine and we are constantly on the lookout for

articles with a wide appeal. Nevertheless this is primarily the magazine of the Communication Branch of the Royal Navy and we assume that articles about its disposition and composition are bound to be of particular interest.

Once again a large number of contributions arrived after closing day, hence are not included in this issue. We must stress that closing day is the last date possible consistent with leaving sufficient time for the processes of printing.

C. H. SANDERS, Sub. Lieut. (SD) (C)

## THE ROLE OF THE ROYAL NAVY — THE PRE-NUCLEAR ERA

by CRS D. L. Alderson

Since the turn of the century, the Royal Navy has undergone many changes, not only in manpower and ships, but in the instruments of war and the deployment of these weapons at sea. At the end of the 19th century the Royal Navy was the biggest and most powerful Fleet the world had ever seen, and had held this unique position for a number of decades. Indeed, going back as far as Drake, Howe and Nelson and many other famous naval names, the Royal Navy had epitomised glorious victories and wonderful achievements in the minds of children and their elders the whole world over.

The people of Great Britain and the Empire had in particular a devoted sense of loyalty to the Royal Navy, one which they held with great pride, which gave them a sense of lasting security and well-being. Such was our hold on the minds and thoughts of people of this country and our Empire that it extended to other seafaring nations abroad. Admiral 'Jackie' Fisher who did so much, together with the late Sir Winston Churchill, to modernise the Navy, saw his ultimate dream come true when, in 1906 the first of the many Dreadnoughts was built at Portsmouth. The evolution of the 'Big Gun' policy was upon us; Germany, Italy and Japan were soon building their own Dreadnoughts—almost carbon copies of our own.

This country was able to produce and maintain the world's biggest Navy, because at that time Britain with her vast Empire was one of the most prosperous nations in the world and we could well afford it. Material and manpower were plentiful and since the weapons of that era were fundamentally simple, they were easy to produce in great quantity at a relatively low cost. Furthermore, at that time the nation had a defence budget that did not have to be split three ways. There was no Royal Air Force; consequently the Navy had the monopoly.

Since time immemorial, the role of the Royal Navy has remained unchanged: that is, to protect our lines of communication, our shipping routes, to provide protection for the many ships bringing food, and in times of war, munitions, on which the very

survival of our island depends. Furthermore, its function has been to block the enemy lines of supply and ensure command of the sea in order that armies can be landed in places of our own choosing.

Our responsibilities stretched across the oceans of the world to the far corners of the Empire and in the days of the coal-burning vessels this brought a demand for overseas bases for re-fuelling and re-supply. This of course led to the organisation of our Navy into vast overseas fleets, charged with the protection of those bases.

Another requirement of the Royal Navy, up until the First World War, and indeed during the 1920's and 1930's, was the policy of 'showing the flag' abroad. Although this was not planned propaganda in the military sense, it certainly played a big part in influencing the opinions, emotions and attitudes of many countries abroad, particularly as in that era there were no means of mass communications. Furthermore, there were no Military or Economic



"I feel so darned inadequate, Doctor."



Culdrose Helicopters—Hiller, Wasp, Whirlwind, A/S Wessex, Commando Wessex

Alliances, no Frontier Agreements and Mutual Aid pacts on the scale that exists today. The 'Flag-showing' policy did in fact reflect, in the form of the 'Big Gun Fleet', the might and splendour of the Royal Navy and hence of Great Britain and her Empire.

How then, and for what reasons has the Royal Navy of today become but a shadow of its former self? The loss of our Empire which led to a reduction in our overseas responsibilities, the emergence of the Royal Air Force, better working conditions and the growth of industry at home led to a decline in recruiting. The economic situation and a tighter defence budget were contributory factors. Furthermore, in the field of science and technology, of research and development, great strides were made to modernise the weapons and instruments of the Royal Navy. The more sophisticated the weapon system, the more expensive it becomes and consequently a frigate built during this decade is so expensive that six destroyers of 1920 vintage could be built for the same price.

However, these were not the only reasons for changes in the make-up of the Royal Navy. Many changes in policy were the direct result of changes in strategy and in tactics, most of which were learned in the light of previous experience from two world wars. No longer was it possible to fight surface action in accordance with the rigid and inflexible 'Fighting Instructions'; no longer could Squadron commanders await the battle order from

the Flagship. The only surprising thing about it is that it took us so long to realise it!

Those who were of the opinion that the 'Big Gun' policy was the right one for the Royal Navy, were soon found to be in error. An example of this is the battle of Jutland in 1916. Never had the world seen a more formidable sight than the great fleet of Dreadnoughts and Super Dreadnoughts as they sailed across the North Sea ready to do battle with the German High Seas Fleet, and never had world opinion changed so quickly or the faith of the British public in the Royal Navy been so severely shattered, as when the results of the battle were known. There was no decisive victory, no destruction of the enemy. The big gun monsters that the world had held in awe, did not stand the test in actual battle. A combination of faulty design, insufficient armoured protection, poor quality shells and explosives, and an unworkable command structure had deprived the Royal Navy and the British public of a resounding victory which they had come to expect as their sole right. They had been brought up on the traditions of the victories at Copenhagen, the Nile and Trafalgar.

Never again were two fleets of this scale ever to be locked in combat on the high seas. The German High Seas Fleet hid in the safety and protection of their harbours for the remainder of the war. The British Grand Fleet was reduced to the ungratifying task of patrolling, scouting and waiting in the hope of bringing the enemy to battle again. The net

result of Jutland had been the 'containment' of the German fleet and the tying down of our fleet to await a possible break-out. A new term of Naval warfare emerged, that is, of a 'Fleet in being'.

Unfortunately we did not learn by our mistakes at Jutland. After the 1914-18 war we continued to build bigger and heavier warships, more powerful guns and shells, and it was only the restrictions of the Washington Naval Limitation Treaty in 1922 and the financial difficulties of the 1920's that kept the tonnage of our capital ships down to reasonable proportions. We still considered that fleets were on the high seas simply to bring the enemy's surface fleet to battle and to destroy it in order to achieve command of the sea, and this of course is an essential part of maritime strategy in the pursuit of victory.

It is surprising that we did not alter our Naval policies immediately after the 1914-18 war, because during that war and also during the Second World War, this country came very close to defeat due to the introduction of submarine warfare. The pioneers in the Royal Navy who did so much to build up the submarine branch had to contend with influential people who considered that the submarine was not much of a threat to heavily armoured warships with their protective anti-torpedo nets. They even described the submarine as 'damned un-English, unsporting and unfair'. The beastly submarine, well, it was just not cricket! And yet it was the very fear of German submarines in the battle of Jutland that deprived Admiral Lord Jellicoe of a resounding victory.

History has always shown that we neglect our Navy in times of peace. At the beginning of the Second World War many of our battleships, cruisers and destroyers were of 1914-18 vintage, albeit mostly in reserve. Yet it soon became apparent that the Germans were again going to pursue a policy of unrestricted submarine warfare, just as they did in the First World War. We entered the 1939-45 war with ships neither designed nor suited to the demands made of them. The losses to our shipping in both world wars were only reduced when the convoy system was instigated, a system that Lloyd George did much to bring about during the First World War, in the face of much opposition. The opponents of the convoy method considered it to be 'defensive' in outlook, and yet convoys have the essential ingredient of tactical warfare, that is, one of 'concentration of forces'. We force the enemy to come within striking distance of the convoy, and it is here that our anti-submarine weapons are concentrated, in the form of escorts. But we had insufficient escorts designed for anti-submarine work to meet the needs of the vast Atlantic convoys, and even with fifty old destroyers from America to augment the numbers, Admirals Sir Percy Noble and Sir Max Horton, during their time as 'C-in-C Western Approaches', had extremely difficult tasks to make ends meet. There was little rest for the escort groups in the battle of the Atlantic; the legendary exploits of Captain

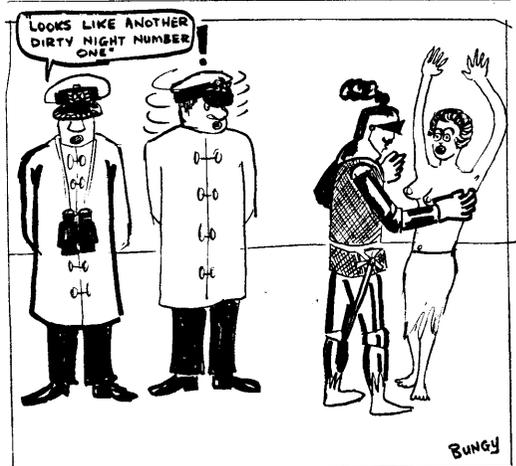
'Johnnie' Walker in *Starling* show an example of the convoy escort work involved.

The exponents of the Big Gun policy had declared that in addition to safeguarding our shipping routes, the big ships would also form a blockade against Germany. Although the blockading did have considerable effect in both world wars, it was largely nullified in the last war by the fact that the Germans, having overrun so many countries, had drained them dry of raw materials and foodstuffs for their own use. Furthermore, the Germans were most adept at producing artificial or ersatz items in lieu of the real commodity.

After the 1914-18 war, it seemed likely that air power would play a vital role in future wars, and yet the Royal Navy, which had in 1918 a very large Naval Air Service, handed this over to the newly-formed Royal Air Force. The third dimension of defence had now appeared and the defence budget was now to be split three ways. The years of neglecting the need for an Air Arm for the Royal Navy started in 1918, and it was not until 1937 that the Navy regained control of its Air Arm, which it should never have lost. The damage had however been done, for which we were to pay heavily during the Second World War. The Fleet Air Arm at the beginning of hostilities in 1939 was equipped with obsolete aircraft, not suited for the tasks they had to perform. Indeed, the possibilities of Naval Air warfare were never fully grasped and therefore never exercised in peacetime.

The disaster of the sinking of the *Prince of Wales* and the *Repulse* by torpedo-carrying Japanese aircraft off the Malayan coast soon disproved the belief that a well-armed capital ship could defend itself against air attack. The tactical advantages of carrier-borne strike aircraft, as demonstrated by the Japanese in the Pacific had at last proved the fallacy of the 'Big ship, Big gun' policy.

The employment of aircraft in the convoy escort role was also neglected. The Royal Air Force had the glamour of Bomber Command and Fighter



Command and the Coastal Command branch was looked upon as the less glamorous, a virtual 'back-water'. Consequently, very few were enthusiastic about it, in exactly the same way as the submarine branch in the Royal Navy was once considered to be 'the wrong branch'. As a direct result of this complacency, full effective co-operation between Coastal Command and convoy escorts did not materialise until the latter part of the battle of the Atlantic. There was no suitable aircraft available in 1939 for a maritime role, no common doctrine between the two Services and no common procedures. All had to be worked out under operational conditions. Even now, nearly twenty years after the end of the Second World War, it is ludicrous to consider the defence of our shipping and the protection of our lines of communication, to be three-dimensional, that is, sub-surface, on the surface and above the surface. If the Navy is charged with the responsibility of sub-surface and surface warfare why not *over* the sea as well? With Coastal Command under the control of the Royal Navy, the measure of integration that would be achieved would lead to greater efficiency.

So much for the *defensive* and *protective* role of the Navy, but what about the *offensive* role? Command of the sea is not only essential for protective purposes but also to enable us to land armies in theatres of *our own choosing* and at times which are most suitable to us. The disastrous campaign in Gallipoli in April 1915 was in fact a brilliant strategical manoeuvre, one which could have shortened the war by about two years. Only faulty planning and bad execution turned the Dardanelles venture into a defeat instead of a victory. It was a defeat which had severe consequences for those who were quite unfairly blamed for its failure. The resignation of the First Sea Lord, Admiral Fisher, and of the First Lord of the Admiralty, Winston Churchill, soon followed. From the time of Gallipoli until the Second World War, the great strategical and tactical advantages of an amphibious assault were never fully appreciated.

In 1940 the Royal Navy performed the miracle of Dunkirk, during which time, under the direction of Admiral Sir Bertram Ramsey, the Navy rescued over 300,000 men from the beaches. It must be remembered that this feat was carried out with little or no air cover. When the tide at last turned in the Allies' favour, full use was made of our command of the seas, beginning with the landings in North Africa, in Sicily and Italy, and finally culminating in the greatest Armada the world had ever seen, when on 6th June, 1944, the Allies landed at Normandy. Here was the proof that when great armies are land-locked in battle, a bold and imaginative amphibious landing can open up a second front, extend the resources of the enemy and shorten the course of the war, without suffering the millions of casualties and the human carnage that epitomised the stagnant trench warfare of the First World War.

#### PRIZE WINNING SHORT STORY

### "A CHANCE MEETING"

by RS E. Jones

The cup of cocoa in his hand was hot, and he curled his fingers around it to extract the maximum warmth for his hands as well as his inside. Being look-out on a filthy night like this was no joke, and on Fishery Protection patrol in the North Atlantic the nights were long and bitterly cold. After being relieved, he went back to join the watch on deck. Sitting below an upper-deck light, he read for the sixth time the letter he had received from his sister.

Edward Morris was from an unhappy home and when he joined the Navy instead of going into fishing with his father, he was told that he need not bother coming home on leave. His father was rather a tyrant and very Victorian. Because of all this, Eddie usually spent his leaves with his friend "Scouse".

The letter was one which he had been dreading, a short note to say that his father had left home after a row over him. He wondered now if he had been right to join the Service. He was sitting silently wondering if it would do any good to tell his divisional officer, when the morning watchmen came up.

Not long after breakfast, while he was looking for his divisional petty officer, there was an unexpected pipe.

"Do you hear there!? This is the Captain speaking. A trawler has made a distress call and we are proceeding to her assistance. We should arrive by about 0-nine thirty. A further pipe will be made when she is sighted. That is all".

When the trawler came into sight, Eddie and Scouse were in the starboard seaboat. Everyone was ready. The trawler was floundering, with the superstructure badly damaged. All the boats were damaged beyond repair, so the crew had taken to the water. Both seaboats were lowered swiftly and the rescue began. The port seaboat picked up five and returned. While the other boat was circling the trawler after picking up two on the far side, there was a desperate shout from somewhere on the sinking ship. A man came from below with one arm hanging limp. He staggered and fell into the sea almost immediately.

Eddie's face was as white as a sheet as he stood up in the boat. Before the cox'n could utter a word he was over the side and swimming towards the drowning man.

"Hang on Dad!" he shouted, "I'm comin'."

He supported his father until the seaboat came about, and they were pulled aboard, gasping for air, almost frozen to death. Back on the warship, Mr. Morris had VIP treatment when he recovered, and he heard with pride of his rescue by his son.

News reached home before them and there was a big reception, but Eddie was not quite sure of himself until his father said, "Welcome home, Son".  
By Editor. We also gratefully acknowledge a similar very good article from RO1(G) J. C. Williams dealing with two "Live" incidents from H.M.S. Eagle.

## THE WAR IN THE AIR

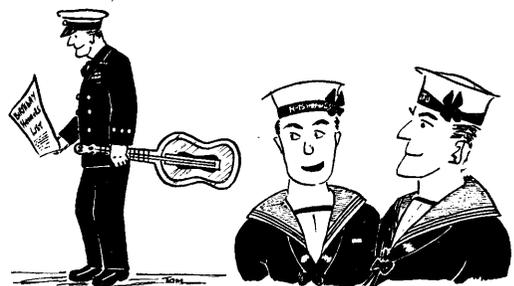
From our American Correspondent

(An Interview with an Air Force General)

- Q. General, what are your plans for the next war?  
A. There won't be any next war.
- Q. Why not?  
A. When all the other nations hear about our plans they won't dare start a war.
- Q. What are the plans, General?  
A. First of all, we will restrict our entire offensive to the air. By fabricating an overwhelming offense, we can ignore the defense. This can be achieved by dreadnaughts of the air. We refer to these as airnaughts.
- Q. What will the airnaught be like?  
A. It will operate on the closed shuttle principle.
- Q. What is the closed shuttle principle, General?  
A. That is a procedure whereby an aircraft can bomb a target, and keep going, to return to its starting point without turning round.
- Q. Do you mean that they will fly completely round the earth?  
A. That's it exactly.
- Q. General, how can we build planes that go that far?  
A. The details aren't worked out yet, but the idea is comparatively simple. If one plane can go 5,000 miles, two planes can go 10,000. So if you double the fuel load of those two planes, you get 20,000 miles. Actually, we won't need as much fuel as that because the planes will go faster.
- Q. How much faster?  
A. Well, a plane that is travelling on the ground is travelling about 1,000 mph because the earth rotates about 24,000 miles in 24 hours. We should be able to add another 1,000 mph to the plane's initial or static speed and thus get around the world in 12 hours. We can travel in such a direction that the last part of the flight will be downhill, or we can pick up a direction that will provide a tail wind all the way. That will give us optimum velocitation.
- Q. Will the airnaught carry any payload?  
A. Definitely. Every single member of the crew will draw flight pay.
- Q. I mean bombload, General. With such a load of fuel, how do you propose to carry any bombs?  
A. We have written specifications for bombs which will be absolutely devastating and must not exceed one pound in weight. We refer to these as bombites. The control button console should not weigh over 30 lbs. for full equipmentation.
- Q. Are you going to have any trouble getting fuel for your aircraft?  
A. None at all. We are working on a fuel recovery system by which each plane re-processes the exhaust products of the plane ahead and thus manufactures most of its own fuel.
- Q. How does the first plane in the line get its fuel?  
A. There won't be any first plane. There will be a continuous ring of planes so that each one will

have a plane ahead of it. This constitutes a sort of endless bomb-belt.

- Q. General, that is remarkable. Does it mean that all your planes will have to stay in the air continuously?  
A. Not necessarily. But that is a feature we are working toward. The thought is that, if our planes won the last war by staying in the air only six hours a day, they can win the next one four times as fast by staying in the air 24 hours a day. Or, in the same length of time, the same job can be done by one fourth the number of planes.
- Q. That means you would re-fuel in the air?  
A. We would go much further than that. We expect to reservice the plane in all respects and exchange flight crews while airborne. Thus, we can dispense with bases. When we ultimate this program, you will find that all phases of warfare will be completely serialized.
- Q. How are we going to handle the enemy's defense against your bomb-belt?  
A. He won't have any. As I explained, we propose to devote all our potential to the offense. Practically all other powers will do likewise since they pattern their forces on our organization. Thus an enemy is bound to get caught without any defense.
- Q. Are there any other developments I can mention in connection with your publicity?  
A. Well, under our directivation, the project engineers are working up an interesting list of devices. These include projectile traps and strato-mines. The new binocular electronics system also gives us some very valuable military implements, among them camouflage (chameleonics). Retro-radar will permit keeping the bombsight on the ground. Thus, the Groundier will take over the Bombardier job, which will eventually be handled automatically. As you can see, we have just about eliminated man from the problem. The next step is to eliminate the machines. We call this de-machinization.
- Q. General, are there any obstacles to your plan?  
A. We are worried by de-objectivation.
- Q. What is that?  
A. Target shortage.



"If you ask me, Chiefie's after his BEM!!!"

## ADVANCEMENT NOTES

by Sub Lieut. (SD) (C) C. H. Sanders

Frequently questions are asked about the selection of ratings for Petty Officer and Instructor Qualifying Courses. Many desire to know the age and seniority, of those selected for such courses. There is nothing classified about this knowledge but ages and seniorities do vary as they always did, sometimes considerably. The reasons are not always obvious, but invariably prove to be beyond dispute. Currently the average ages and seniorities of candidates for these courses is as follows:

- TCI(Q) Average age: 31 years. Average seniority: CCY's 3½ years; CY's 5 years 8 months.  
 CY(Q) Average age: 26 years 1 month. Average seniority: 4½ years.  
 RCI(Q) Average age: 33 years. Average seniority: CRS's 1½ years; RS's 6 years.  
 RS(Q) Average age: 24½ years. Average seniority: 4 years.  
 EWI(Q) Average age: 33 years. Average seniority: CRS(W)'s 1 year; RS(W)'s 3 years.  
 RS(W) Average age: 23½ years. Average seniority: 3 years.

### Leading Rates

An increasing number of new structure RO2's

are responding well to the very real incentive offered to ratings who do well on their sub-specialist courses—recommendation for Leading Rate if also considered suitable in other respects. Many have been successful at subsequent Fleetboards.

### RO2's Qualifying

The standards of knowledge and the number of subjects involved in this particular exam are under constant review in order to ensure that, where possible, superfluous knowledge is not demanded at this stage of a man's career. However, great emphasis must obviously be placed on Practical Standards in order to ensure this examination remains a worthwhile stepping stone to a subsequent sub-specialization course.

### RO2 Rates of Pay

DCI 40/65 stated that ratings who were RO2(T), (G) or (W) on 1st January, 1963, were considered to be qualified as sub-specialists under the New Structure and were therefore entitled to an additional 9d. per day (currently daily rate is 25/9). It did not mention the position of JRO's and RO3's who had completed their Part II training before this date.

DCI(U) 971/65 clears up this ambiguity and states that such JRO's and RO3's are to be paid the Qualified rate from the date of their advancement.

## FORTHCOMING COURSES AT HMS MERCURY

*Readers are reminded that for a variety of reasons some of the courses shown below may be cancelled or others added and dates may well change. The forecast is correct at the time of going to press.*—EDITOR.

Course	Commence	Complete
JRO/RO3 Refresher ... ..	6th September	10th September
RO2 Exam ... ..	13th September	15th September
JRO/RO3 Refresher ... ..	20th September	24th September
RO2 Exam ... ..	27th September	29th September
LRO(T) FBPC ... ..	4th October	1st November
LRO(G) FBPC ... ..	4th October	1st November
LRO(W) FBPC ... ..	4th October	1st November
JRO/RO3 Refresher ... ..	4th October	8th October
RO2 Exam ... ..	11th October	13th October
WRNS Advancement ... ..	18th October	26th November
JRO/RO3 Refresher ... ..	18th October	22nd October
RO2 Exam ... ..	25th October	27th October
RS(W) ... ..	1st November	1st April, 1966
RS ... ..	1st November	1st April, 1966
JRO/RO3 Refresher ... ..	1st November	5th November
Fleetboard 'A' Shore ... ..	2nd November	2nd November
RO2 Exam ... ..	8th November	10th November
LRO(T) FBPC ... ..	8th November	6th December
LRO(G) FBPC ... ..	8th November	6th December
LRO(W) FBPC ... ..	8th November	6th December
JRO/RO3 Refresher ... ..	15th November	19th November
RO2 Exam ... ..	22nd November	24th November
JRO/RO3 Refresher ... ..	6th December	10th December
Fleetboard 'B' Ships ... ..	7th December	7th December
RO2 Exam ... ..	13th December	15th December
LRO(T) FBPC ... ..	3rd January	28th January
LRO(G) FBPC ... ..	3rd January	28th January
LRO(W) FBPC ... ..	3rd January	28th January
RS(W) ... ..	17th January	17th June
RS ... ..	17th Jan.	17th June

## ADVANCEMENT: GENERAL HALF-YEARLY EXTRACTS FROM ADVANCEMENT ROSTERS AT 1st APRIL, 1965

The following extracts from advancement rosters, revised with effect from 1st March, 1965, to include recommendations made on 30th November, 1964, are promulgated to give men who have been recommended an indication of the present state of their roster and a chance to gauge their approximate position on it. Minimum numbers who may expect advancement during the ensuing six months have also been shown.

2. Ratings should realise, however, that it is not possible to draw accurate conclusions about advancement prospects from the figures given. The essence of roster advancement consists in filling vacancies as they occur and the number of vacancies fluctuates due to variations in requirements, releases, invalidings, disratings, etc. In the absence of detailed knowledge of all the factors, ratings are advised to read no more into these extracts than intended.

3. Ratings lacking the necessary VG conduct qualifications have been included in the extracts.

4. These rosters remain in force until 31st August, 1965, being unaffected by recommendations made on 31st May, 1965. Such recommendations will be embodied in the roster when it is again revised with effect from 1st September, 1965.

5. Figures in brackets indicate the number not yet educationally qualified.

6. The fact that trickle allowances are shown for all but the RS(W)'s does not mean that advancement to other rates is at the trickle rate.

<i>Advancement to</i>	<i>No. now on Roster</i>	<i>Position on Roster</i>	<i>Points</i>	<i>B13's issued to six months ended 31.3.65</i>	<i>Trickle Rate 1.4.65-30.6.65-30.9.65</i>
CCY ... ..	119	1-4 5-36 37-63 64-90 91-119	139-138 136-114 113-82 81-54 53-41	10	3      2
CY ... ..	55	1-6 7-20 21-36 37-55	61-60 59-51 50-42 39-18	15	4      3
LRO(T) ... ..	111 (19)	1-13 14-35 36-58 59-85 86-111	42-38 37-28 27-19 18-11 10-4	41	6      7
CRS ... ..	173	1-4 5-26 27-78 79-122 123-173	150-149 148-141 140-105 104-67 65-40	9	2      3
RS ... ..	69	1-11 12-29 30-47 48-69	63-57 56-50 49-40 39-10	35	6      5
LRO(G) ... ..	183 (14)	1 Lacks VGC 2-21 22-50 51-81 82-127 128-183	51 43-40 39-33 32-25 23-15 14-3	66	10      9
CRS(W) ... ..	3	1 2-3	53 44	5	—      1
RS(W) ... ..	Dry	—	—	5	—      —
LRO(W) ... ..	42 (4)	1-4 5-14 15-28 29-44	31-26 23-17 16-11 10-5	10	1      2

# THE 1965 NATO NAVAL COMMUNICATION COMPETITION

by Lieut. (SD) (C) J. R. Edwards

The third in the series of annual NATO Naval Communication Competitions was held this year from 14th to 18th June, at the Royal Netherlands Naval Communication School, Amsterdam. Teams from Belgium, Canada, Germany, Italy, Netherlands, Norway, United Kingdom and United States took part and each nation had been invited to send one officer and one CPO for the evaluation group, and four operators under the age of 24. Winners of previous competitions could not compete.

As regular readers of *THE COMMUNICATOR* may recall, the first competition took place in Rome in 1963 and the second at *Mercury* last year. Since the Royal Netherlands Navy had won on both occasions, it was more with optimism than confidence that CCY George Mayers and myself set out with the RN Team on the morning of the 13th.

The team had been selected with the assistance of CRS Trappitt and RS Sterne, during the last week of May, from eight available starters who were all above average in the practical skills, and consisted of: LRO(G) J. Bilby (*Finwhale*), RO2(W) P. A. Cuddy (*Mercury*), RO2(G) J. D. Sharp (*Lion*) and RO2(T) T. C. Strange (*Mercury*).

By the end of the two week training period Bilby, Cuddy and Sharp had reached standards of efficiency far in excess of the 1964 Champions; however it was expected that overall standards would be higher as keenness by all competing teams increased. For Strange, the comparison with previous results was

more difficult since the length of the Flashing Light exercise had been increased.

The aims of the competition are to stimulate co-operation between the navies taking part and exchange views on training systems; to foster friendship between individuals and their Services; and to stimulate the spirit of efficiency by rewarding deserving personnel. All contestants were awarded a certificate for representing their Navy and the winners of each of the four events a further certificate proclaiming them "NATO Naval Communication Champion" for the year, in that particular skill.

As in previous years, four practical skills made up the competition and each event was carried out five times, once each day, with the best three results to count. In addition a practice exercise was held on the first morning to familiarise operators with the equipment.

For the Teletypewriter Transmission each operator had 1,040 five-character groups of figures, special signs and letters to transmit for 20 minutes, marking being based on a combination of speed and accuracy with 12 marks lost for each uncorrected error. RO2(G) Sharp, transmitting at about 65 wpm, the maximum speed of the machine, established a clear lead on the first day and went on to win all five series by a handsome margin, to be declared the NATO Champion; a most creditable performance against the specialist teletype operators of other navies.



The Chief of Staff, RNN, presenting the "NATO Communication Challenge Cup" to the RN Team  
Left to right: Bilby, Cuddy, Strange, Sharp, CCY Mayers and Lt. Edwards

The Radiotelegraph Reception was arranged so that each competitor could choose his own speed between 25 and 34 wpm, all receiving simultaneously for 20 minutes; and all exercises consisted entirely of five-character groups, letters, figures and special signs mixed. RO2(W) Cuddy, who was prepared for the maximum speed, unfortunately found that all but one of the contestants were in the same happy position, and perhaps morale was further lowered when Radioman Stierman of Netherlands achieved the excellent score of 2,704 out of a possible 2,705 in one exercise. Stierman, of course, went ahead to win from Robinson of Canada while Cuddy worked hard to achieve a very good 4th place. It is worthy of mention to say just how much the standard has increased since last year; perhaps the best illustration is that the operator placed last scored an average of 229 marks better than the 1964 Champion.

In the Radiotelegraph Transmission, the contestants transmitted a series of five-character groups, figures and special signs mixed followed by letters, for 20 minutes, two operators transmitting simultaneously from closed cubicles. Each was judged by an officer and a CPO of the evaluation group who noted errors and scrutinised the morse undulator for correct element length and spacing, every transmission being recorded for further examination if necessary. Results were judged on a combination of speed and accuracy, basic deductions being 5 marks for each group not transmitted due to lack of time and 10 marks for each uncorrected error. By the second day LRO(G) Bilby, transmitting at approximately 33 wpm, had established a lead of 316 marks over his nearest rival and continued to increase his lead throughout the week. His satisfaction at being awarded the NATO Champion's certificate was, I feel, all the greater after his narrow failure last year.

The Flashing Light Reception was conducted outside, the weather staying fine until the last day when it rained. Groups of five mixed characters were transmitted automatically by tape at 12 wpm for 10 minutes and each man had a tape recorder which was played back by the evaluation group for correction. L/Sig Witter of Canada led the field in this event until the final day, only to be pipped by Sig van Beek of Netherlands who won by 2 marks after the final exercise with an average of 441 out of 450. RO2(T) Strange was placed 6th in this competition.

An additional 'carrot' for this and future meetings is the very kind presentation, by the Royal Netherlands Navy, of a handsome Challenge Cup for the winning nation to hold at their Signal School between competitions. With two champions each for the United Kingdom and Netherlands, and no second or third place for either nation, the result of course was a joint win, and our hosts decided that the Cup should be carried to *Mercury* for the first six months.

On the social side our hosts went out of their way to make the week in Amsterdam a memorable

one: that they succeeded is an understatement. One afternoon was spent visiting the interesting villages of Volendam and Edam, with suitable stops for refreshment, and another in touring the canals of Amsterdam by boat. The latter trip was followed by a splendid party in the cellar of a world-renowned brewery where justice was done to the firm's product and where eight languages dissolved into a liquid combination of one as "teletype-fingers-Sharp" made music for song.

As for the rest of the social activities? Amsterdam has many and diverse attractions from the old Dutch masters of the Rijksmuseum to the young Dutch maidens of the Moulin Rouge.

What of the next Competition? The venue will most probably be the Federal German Communication School, Flensburg, in June 1966. While this may seem a long time distant it is never too early to start sharpening up your practical skills, for of one thing I am certain—we will need a good team to bring the Challenge Cup back to *Mercury*. Prior to the '65 Competition the response from outside *Mercury* was very disappointing. Special exercises had been run on *Mercury's* exercise frequencies for four weeks and not one return came back for marking. Indeed, perhaps the greatest difficulty was in convincing the young operator of his own professional skill—in so many cases you really are better than you may think.

So, if you are under 24 and capable of good practical averages; if you are prepared to work to add your name to those of the three Royal Navy NATO Champions, and would like an interesting and very enjoyable visit, come forward.

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## ROYAL NAVAL RESERVE HMS PRESIDENT, LONDON DIVISION RNR

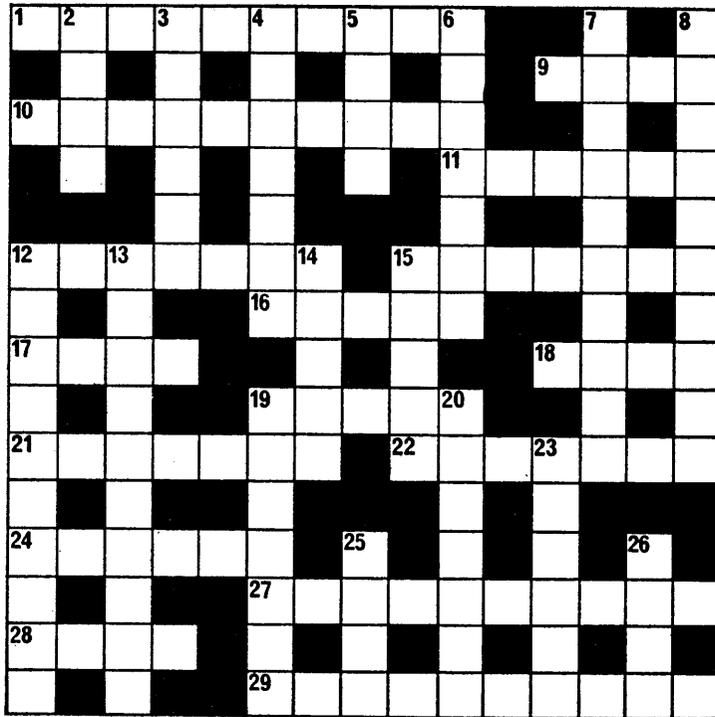
by CRS Kelson

It has been a while since we contributed to THE COMMUNICATOR, and very little has changed since then. At present there is a big hole alongside the Embankment where the *Chrysanthemum* used to be, for she is away being refitted; the main part of this is the fitting of a new RATT cum Transmitting Room which, when completed, should be our pride and joy, and be of great instructional value in the modern idiom.

Our numbers of junior ratings have increased considerably, which of course means we have a fair number of inexperienced provisional operators all eager to learn. So, you RN types of RO2 and above, living in the London area and due for discharge at any time, come and join us. Your experience and teaching will be a great help to us.

This article could be longer, but the sun is out, it's hot and the girls on the Embankment are very distracting in their summer dresses, so, if you don't mind——!

## COMMUNICATOR PRIZE CROSSWORD



by ANNE JEWELL

All entries should be addressed to The Editor to arrive no later than 1st November, 1965. A prize of TWO YEARS' free subscription of THE COMMUNICATOR will be given for the first correct solution found.

### CLUES

**Across:—**

1. This Italian fair lady may be deadly. (10)
9. Leanato was her only father. (4)
10. Saints follow a liner, second-class in Lloyd's list, and I take half a pint for a valuation. (10)
11. Little Edward gives up the ghost and swirls round. (6)
12. Influencing the affirmative vote by enclosing with jazz. (7)
15. The Secret Service surrounds the pair with a pointed instrument and lies untidily. (7)
16. Or get this disease of rye. (5)
17. Support the rear portion. (4)
18. Three turn over around Rhode Island. (4)
19. To hang by the neck. (5)
21. He left a will to state tenancy without the girl. (7)
22. Try a hug when full of high spirits. (7)
24. A kernel about a Sapper going east produces a large dish. (6)

27. "The last — is the greatest treason." (T. S. Eliot). (10)
28. Pooh! It's only a small tooth. (4)
29. A bungled dare laid by me to supply one's livelihood. (5, 5)

**Down:—**

2. Have a girl without me otherwise. (4)
3. Drift downwind for the road to Ariel. (6)
4. Sit with 5 to plan your doom. (7)
5. A muddled paradise fulfills a want. (4)
6. An abstainer, with nothing missing from dance time, makes an effort. (7)
7. Clue thrown like a novel of Scott's. (10)
8. This council can tell what little Conrad's vote is. (10)
12. But it set us a replacement. (10)
13. My grandmother cares about nests. (10)
14. The easy elegance of George the First. (5)
15. An upper room—possibly so-called because it is near the sun? (5)
19. Little Edward appears again, after a special effort. (7)
20. Try a gun now for a stand. (7)
23. A plain stitch knitted by a knight? (6)
25. Kaffir warriors took part in the grim pillage. (4)
26. Do not worry about the foremast—one still has the body. (4)

## SECURITY IN THE ROYAL NAVY

by Directorate of Naval Security

Security is one of those words which has different meanings for different people—from old age pensions to protecting banknotes in mail trains. Even in the Royal Navy, security has widely differing connotations. Internal Security means aiding the Civil Power with Military or Naval Forces. Security Patrols are instituted in many Naval Establishments to prevent theft of valuable stores. But the real meaning of Security in the Royal Navy is the protection of information, the unauthorised disclosure of which would be harmful to the nation.

The Intelligence Services of an unfriendly nation can undoubtedly learn much from the perusal of a democratic country's newspapers, magazines and other publications. But there are always gaps to be filled and newspapers are not always accurate since their reports may not be from official sources. Hostile Intelligence Services will try to obtain from all of us—from anyone in fact who, for one reason or another, may be prepared to assist them—information which will confirm what they have already learned from overt sources, or to fill gaps in their knowledge. It may be carelessness, boastfulness, thoughtlessness or, in extreme cases, downright treachery that leads to the leakage of information vital to the safety of the nation.

Spying is the second oldest profession, and is also one which provides a fruitful source of material for the thriller-writer. That espionage and counter-espionage are subjects avidly devoured by the reading population is evident from the popularity of James Bond. But if you want to learn how spies really work, we recommend a recent Government publication which is being distributed (free!) to all ships and establishments. Called "Their Trade is Treachery", this book describes the methods of spies, and gives details, with fictitious names, of a number of cases. It also sets out some facts of the two celebrated Naval Spy cases of 1961. If you think that security is a lot of nonsense, and spies are only a figment of the novelist's imagination, then "Their Trade is Treachery" should help to convince you how necessary it is for all of us to be constantly on the alert.

*Their trade is treachery, but security is your business.*

### RUSSIA

The following is a translation of an extract from the Russian newspaper "Red Star".

#### Shortcomings in Naval Communications

"It is necessary that commanders, political workers, party and Komosol organisations in communications chasti and podrazdeleniya, and flag specialists apply much effort to perfecting the

skills of naval personnel. There still remain many shortcomings to prevent this. A number of places lack planning in organising studies and training; at times they are conducted at a low level and often training facilities leave much to be desired. In certain chasti and podrazdeleniya the number of rated specialists is slow to increase, even among officers for whom a rated qualification is particularly necessary. Instances of slipshod attitudes toward equipment have been observed. Sailors, petty officers and even officers still have a weak knowledge of it. . .

"Communications officers should have an inherent feeling for a new creative approach toward the execution of their duties. Present conditions, as never before, dictate the need for finding and developing new forms of communication which better meet the present requirements of navy life and activity.

"Some officers when executing missions involving the use of communications do not much trouble themselves to think soundly and calculate accurately. Therefore, communication channels sometimes cannot cope with the two-way correspondence called for by the situation. . .

"Some violations of rules of radio traffic and radio security still persist in the Navy. Analysis of these cases shows that some communications personnel have only a casual knowledge of the rules, fail to understand the significance of following them strictly, and manifest lack of discipline. This is also the result of insufficient control by the communications duty officer".

#### PRIZE WINNING CARTOON—by BUNGY



## COMMISSIONING FORECAST

The following details are forecasts only, changes may well take place at short notice. We have included all details of these ships with the exception of LEP Manning which does not normally concern the Communication Branch. Details are given in the order: Ship, Type, Exact date if known, Commitment, (1) UK Base Port, (2) Place of Commissioning, (a) Type of Service, (b) Previous type of Service.

*Chawton* ... (CMS) 1st October. Commission 9th MSS. (2) Singapore. (a) FS Middle East (b) LFS Far East.

*Kemerton* ... (CMS) 15th October. Recommission 9th MSS. (2) Bahrein. (a) FS Middle East (b) FS Middle East.

*Ashanti* ... (GP Frigate) 21st October. Recommission (Phased) 9th FS. (1) (2) Devonport. (a) (b) GSC Home/Middle East.

*Parapet* ... (LCT) 22nd October. Recommission Amphibious Warfare Sq. (2) Bahrein. (a) (b) FS Middle East.

*Phoebe...* ... (A/S Frigate) November. Commission Capt. D 30th ES. (1) Chatham (under consideration) (2) Glasgow. (a) GSC Home/E of Suez/Home/E of Suez (b) PS Bldg.

*Hydra* ... (Survey Ship) November. Commission. (1) Chatham (2) Glasgow. (a) GSC Home/N Atlantic (b) PS Bldg.

*Fearless* ... (Assault Ship) 9th November. Commission. (2) Belfast. (a) HSS/FS (date of sailing) E of Suez (b) PS Bldg.

*Sirius* ... (A/S Frigate) End November. Trials Crew (commission April 1966 24th ES). (2) Portsmouth. (a) PS (b) PS Bldg.

*London* ... (GM Destroyer) 11th November. Recommission (Phased). (1) (2) Portsmouth. (a) (b) GSC Home/E of Suez/Home/E of Suez.

*Llandaff* ... (A/D Frigate) 18th November. Trials Crew (Commission 13th January, 1966 26th ES). (2) Devonport. (a) (b) PS.

*Leopard* ... (A/A Frigate) 2nd December. Trials Crew to reserve on completion (under consideration). (2) Portsmouth. (a) (b) PS.

*Nurton...* ... (M/H Conversion) 6th December. Commission MCM Home. (1) Rosyth (2) Portsmouth. (a) HSS (b) PS.

*Penelope* ... (A/S Frigate) December. LRP. Devonport. (a) PS (b) HSS.

*Malcolm* ... (A/S Frigate) 22nd December. Trials Crew (Commission 3rd March, 1966 FP Sqd). (1) (2) Rosyth. (a) HSS (b) PS.

*Cleopatra* ... (A/S Frigate) 4th January. Commission (Div. Ldr. under consideration) 24th ES. (2) Devonport. (a) HSS/FS (date of sailing) E of Suez.

*Llandaff* ... (A/D Frigate) 13th January. Commission 26th ES. (2) Devonport. (a) HSS/FS (date of sailing) E of Suez (b) PS Trials.

*Falmouth* ... (A/S Frigate) 13th January. Recommission 30th ES (Phased). (1) (2) Devonport. (a) GSC Home/E of Suez/Home/E of Suez (b) GSC Home/Med/Home/E of Suez.

*Brighton* ... (A/S Frigate) 13th January. Recommission 30th ES (Phased). (1) (2) Chatham. (a) GSC Home/E of Suez/Home/E of Suez (b) GSC Home/Med/Home/E of Suez.

*Aisne* ... (Destroyer) 13th January. Recommission 30th ES (Phased). (1) Portsmouth (2) Chatham. (a) GSC Home/E of Suez/Home/E of Suez (b) GSC Home/Med/Home/E of Suez.

*Whitby* ... (A/S Frigate) January. Recommission Transfers from 26th ES to 20th FS. (1) (2) Portsmouth under consideration. (a) HSS (b) FS E of Suez.

*Cassandra* ... (Destroyer) January. LRP Complement. Gibraltar. (a) LFS (b) GSC Home/Med/Home/E of Suez.

*Minerva* ... (A/S Frigate) January. Commission 26th ES. (1) Devonport under consideration (2) Newcastle. (a) HSS/FS (date of sailing) E of Suez (b) PS Bldg.

*Zest* ... (A/S Frigate) 13th January. Recommission 8th FS from 24th ES (Phased). (1) (2) Devonport. (a) GSC Home/W Indies/Home/W Indies (b) FS E of Suez.

*Wakeful* ... (A/S Frigate) January. 2nd FS (T).

*Cavalier* ... (Destroyer) Trials Crew to reserve on completion of refit (under consideration). (2) Gibraltar. (a) HSS (b) LFS.

*Fife* ... (GM Destroyer) 11th February. Commission. (1) Portsmouth (2) Glasgow. (a) GSC Home/E of Suez (b) PS Bldg.

*Dartington* ... (CMS) February. Transfer to 8th MSS *Lanton's* crew transfer. (a) (b) LFS Far East (*Lanton's* crew).

*Krkliston* ... (M/H Conversion) February. Commission 9th MSS (SO when on station). (2) Rosyth. (a) FS Middle East (b) MSS.

*Maxton* ... (M/H Conversion) 25th February. Commission 6th MSS. (2) Devonport. (a) LFS Far East (b) PS.

*Aurora...* ... (A/S Frigate) February. Recommission (Div. Ldr. 30th ES (Phased) transferred from 2nd FS. (1) Chatham (2) Uncertain. (a) GSC Home/E of Suez/Home/E of Suez (b) HSS.

*Relentless* ... (A/S Frigate) March. Recommission (Phased) 8th FS transferred from 29th ES. (1) (2) Devonport. (a) GSC Home/W Indies/Home/W Indies (b) Home/W Indies/Home.

*Puncheston* ... (CMS) March. Transfers to 8th MSS *Penston's* crew transfer. (a) (b) LFS Far East (*Penston's* crew).

*Forth* ... (S/M Depot Ship) End March. Commission Captain 3rd S/M Sq. (1) Rosyth (2) Chatham. (a) HSS (b) PS.

*Malcolm* ... (A/S Frigate) 3rd March. Commission FP Sq. (1) (2) Rosyth. (a) HSS (b) PS.

*Daring...* ... (Destroyer) March. Trials Crew (to reserve on completion of Long Refit and D/H). (2) Devonport. (a) (b) PS.

*Undaunted* ... (A/S Frigate) March. Trials Crew. (1) Chatham (under consideration) (2) Chatham. (a) (b) PS.

*Nubian* ... (GP Frigate) April. Recommission (Phased) 9th FS. (1) (2) Portsmouth. (a) (b) GSC Home/Middle East.

*Lincoln* ... (A/D Frigate) April. LRP Complement. Portsmouth. (a) PS (b) FS E of Suez.

*Hermes* ... (A/C Carrier) April. Commission. (1) Portsmouth (2) Devonport. (a) GSC Home/E of Suez (b) PS.

*Sirius* ... (A/S Frigate) April. Commission 24th ES. (1) (2) Portsmouth. (a) HSS/FS (date of sailing) E of Suez (b) PS Trials.

*Glamorgan* ... (GM Destroyer) April. Commission. (1) Portsmouth (2) Newcastle. (a) GSC Home/E of Suez (b) PS Bldg.

*Jaguar* ... (A/A Frigate) April. LRP Complement. Chatham. (a) PS (b) Home/SASA.

*Rothesay* ... (A/S Frigate) May. LRP Complement. Portsmouth. (a) PS (b) GSC Home/W Indies.

*Yarmouth* ... (A/S Frigate) LRP Complement. Chatham. (a) PS (b) HSS.

*Exmouth* ... (A/S Frigate) LRP Complement. Rosyth. (a) PS (b) HSS.

*Intrepid* ... (Assault Ship) 24th May. (2) Clydebank. (a) HSS/FS (date of sailing) E of Suez (b) PS (Bldg).

*Undaunted* ... (A/S Frigate) End May. Commission. 2nd FS Capt. F2. (1) Chatham (2) Chatham. (a) HSS (b) PS Trials.

## NAVAL PARTY ALFA BORNEO

Have you been to the Joint Services' own island in the sun? If not I will try and tell you of its many attractions.

As in most resorts we have an officer in charge of the whole naval contingent in Borneo, Captain J. W. M. Pertwee. Lt.-Cdr. P. A. Dickinson is the SCO. The person who looks after our drips and green rubs is S/Lt. G. Evatt (SD) (C).

The island of Labuan is 18 miles long and four miles wide. The harbour is also the town, and called Victoria. The town boasts two hotels, about 20 bars and 39 social workers.

The four communicators, RO2 Harrison, RO2 Chambers, RO2 Maynard and RO2 Derrik, work in the joint comcen, showing the Army cypher ops the mystery of naval communications and cryptography.

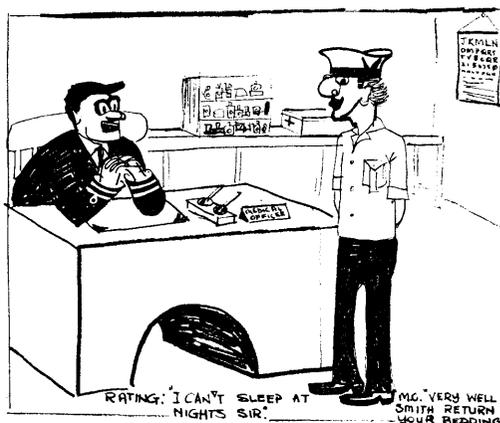
In the main traffic hall, RS Redpath rules the roost; his duties are DSO (Duty Signals Officer) and he is in charge of a watch of Army and RAF teleprinter and general operators. Quite often a cry is heard "Please send me some sparkers"; could it be that sparkers are at last being appreciated?

From time to time a ship calls in, but as the town is not very big, leave is usually granted to small ships' companies only. It's a change to see whites around town instead of hordes of khaki and light blue.

For recreation on this so-called "Fair Island" we have a beach, strewn with dead trees, pieces of

wood, turtles and jelly fish. As RO2 Maynard is a "ship's diver" he was asked to form and instruct an Aqua Lung Club, with three sailors for the backbone of the club and four RAF officers helping to get things like compressed air and a trailer for the equipment.

After 12 months on this island resort, you can rest assured that these six sailors will never drip at Naval Regulations and communications standards again.



# SHIP-SHORE NEWS

## HMS AISNE

by RO2(G) J. Bycroft

On February 14th we sailed from Pompey to take part in exercise "Pilot Light" with the rest of the Home Fleet.

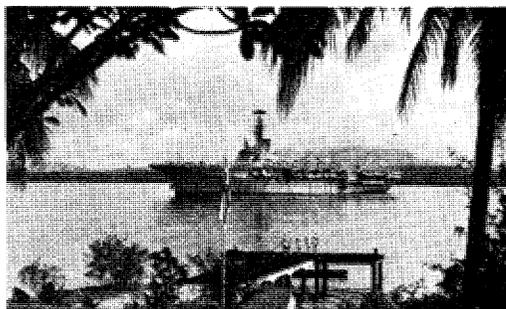
We are now at Chatham and have lost RO2's Wells, (Spike) Munns and (Toothpaste) Gibbons to sub-specialist courses. LRO(T) Penrose has recently arrived from *Ganges*.

When everything is finally put back together, and we are properly air-conditioned, we will be sailing again for the 'far flung', and hope to be back before Christmas this time.

We will be paying off in January, so watch out all you bods with little brown cases enjoying life at *Mercury*, 'cause CND might descend on YOU.

## HMS ALBION

by LRO(G) B. Munroe



HMS Albion entering Singapore

We arrived at Singapore on 28th April with guns firing, band playing and HMS *Bulwark* laughing and murmuring about "reliefs". After a quiet three days in Singapore we sailed for Borneo, our stamping ground we suppose for months ahead. Now on station, we have assumed our short title of "COMCARBOOTNECKTAXINAVRADSTABOR".

The staff are far too numerous to mention individually but between us we can muster some way-out names, a selection of which is given here. Remember these are *CHRISTIAN* names: Fraser, Ivan, Ivor, Kennerley, Valerie, Benholm, Brendan, Birkett, Grenville, Les, Teasdale, Pyne, McAuley, Merryman, Gil, Thorpe and Baxter.

## HMS ARK ROYAL

by RS Grafton

To begin, we would like to thank the Editor for his acknowledgment of our last article, even though it was received too late and did not make the press. It may well be asked, "Why leave it so late?" The answer is that there are many things to be thought of

when one is preparing a ship of this size to carry out its proper role on a Far Flung Commission, but from now on watch this space for news of the "Big 'A'".

To recall the events of the past, let us mention first of all that having had a successful 'Workup' (done in three phases), and a rather hectic ORI (during which our rather young looking CRS aged about 10 years in 24 hours) we rested for two days, then were off once more to take part in Exercise "Pilot Light", which incidentally ended with a visit to Bergen. From the Communicators' point of view, we think the most important aspect of the whole exercise was the great success of the 'Defence of Northern Europe Communication Organisation', experienced for the first time by the majority.

Much amusement was caused when a 'volunteer' was required to be shot off in a Gannet to do SSB trials. LRO McGirr kept up the fight for 35 minutes until he was successfully strapped into the rear cockpit, and shot off into the blue.

The MSO though constantly being re-organised, continues to function as normal. The cry "Where's the Daily Fair Log?" could be heard echoing across the Flag Deck often, owing to the re-designing of the office by CY Beard (a right Christopher Wren he turned out to be), I am glad to say with the success he had hoped for.

LRO(T) Bastin did a swift 'paint job' with his feet after knocking over a 7 gallon drum of non-skid green paint. We are pleased to have two more prospective LRO(T)'s in our midst, in the shape (and I mean shape) of ROI's Slater and Dawson.

Our new idea of dressing ship (which is similar to the American Method), though practical on the drawing board, needs refining slightly; the designer, CY Harvey, assures us that it will be perfect the next time. Once perfect, CY Harvey will write an explanation of how his brain child works.

What goes on in the EW Department no-one knows, but, whatever *is* done, it is done by—Schhhh!!!! We Know Who.

The Far Eastern Leg has started and for the time being we must end. See you next edition.

## HMS BRIGHTON

We regret our failure to appear in the last edition. This was caused by the heavy commitments of leave while in Chatham Dockyard.

In the last few months the composition of the department has altered drastically with the drafting of our three "U" operators, who had all passed for RO2, and LRO A. J. Smith, due to sickness.

We have now broken the back of the Commission with six months to go; the buntings go earlier in the phased drafting. *Brighton* still leads the 30th ES in sea time, and we expect to increase this still further in the coming months.

Since we have been on the Home Station we have had visits to Barrow-in-Furness, Bergen, Hamburg, Karlskrona and Brighton. Hamburg still lives up to its name as a good run ashore, with the visit to the local brewery not to be missed.

RO2 Brown made his mark in winning the .303 shooting competition against the German Army.

Our thanks to Brighton Corporation for their efforts during our visit, especially for the reception in the Royal Pavilion for the ship's company.

For the future months we look ahead to patrols in the Malacca Straits, the delights of Hong Kong and an obscure exercise called "Jet".

## THE ASSAULT SIGNAL TEAM (BORNEO)

by LRO Noonan

Greetings from the seven wise, or is it wild? men of Borneo, namely: Jim Cook, Toby Jubb, Freds Pratt and Wynne, Jumper Collins, Killer Edwards, plus of course yours truly. We have been in business for about six months and as nobody has heard of us we thought it about time to rectify the matter.

We came out here in January from the snow and quiet numbers in the UK, and found ourselves amongst a crowd of Waffoos, 845 Sqdn. Sibul and Nanga-Gaat detachments to be exact. These people came from the *Bulwark* for a short while and as they liked it here and the RAF supposedly did not, they stayed and we came here to do their comms.

Briefly, Sibul is the main base, and also does all the admin., with Nanga-Gaat as the advance operational base. We have an MSO in the airport tower (ex VIP lounge). The function of the Gaat as a forward operating base is mainly to put in, pull out, and resupply the border patrols in our division. These at the moment are being carried out by men of 2 Para. There are also Tpo's (the army Topographical Service) who live on mountains for weeks at a time and eventually produce a map of the area, surprisingly enough.

Life is very interesting but the social life in Sibul has had a nasty jolt with the arrival of 'Redcaps' who immediately started clamping down on everything. Up at the Gaat, with no town or 'Redcaps' to worry about, the only run ashore is to Iban longhouses, which are scattered around the rivers, and which are really communal settlements with anything from 50 to 150 families living there, presided over by the Tuai Rumah, who is the headman, voted to the position by all the men in the longhouse.

The "hooch" in these places is a rice wine known as Tuak, which is very pleasant, and very potent. As each family brews its own, a bit of rivalry exists, since as guests you are expected to try a drop from everyone. Since the ideas of the Ibans conform with those of the average matelot, a happy liaison exists!

On a more serious note, the pilots of the Sqdn. have flown countless Casevacs, i.e. lifting a very

sick person from the longhouse down to the nearest hospital, therefore in many cases saving a life which would otherwise have been lost.

The funniest sight seen so far was an Iban on a fishing trip with a loin cloth on, paddling quite merrily along, wearing a matelot's hat, with a *Drake* cap tally. Guzz dockyard take note, as there is a rumour going that the 1st Nanga-Gaat Longboat Squadron are escorting the *Bulwark* home.

If drafted here all you need are a pair of sarongs and a parang and you can't go wrong.

### Stop Press

During a recent visit, Lt.-Cdr. Mike Ellis of *Euryalus* met LRO Noonan and his team working for 848 squadron. Despite their distance from a ship and their attire, which was a mixture of jungle greens and beads he was heartened by two familiar RN sights:

1. A huge cupboard topped up with about two years' worth of stationery.
2. A 'bucket' for transferring messages to the floor above—complete with a bicycle bell to warn the chap up top.

All seemed to be enjoying themselves and have earned the reputation of doing an excellent job.



"You know perfectly well what I meant by 'Get rid of that traffic'."

## HMS CHICHESTER, 29th ES

by RO2(G) A. K. Foot

Having been in commission for over a year, we feel it's time the rest of the comms world learned a little about our plight. We have made a couple of attempts in the past; the first got lost (we assume our carrier pigeon was intercepted between Portland and *Mercury*) while the second attempt apparently arrived too late. Here we must warn the Editor that should he fail to publish this effort, we will sever our few remaining links with Leydene, and, who knows, perhaps produce a pirate magazine called 'COMMUNIPainter'.

On joining the Far East Fleet in February, we were almost immediately despatched on a Borneo patrol, and while this patrol passed with the minimum of incident, we did have the distinction of a visit from the Duke of Edinburgh.

With Borneo over, we went back to Singapore for a supposed rest. This was not to be as Messrs. *Eagle* and *Victorious* required us to pull them through their respective sea inspections. Finally, after a week at sea, we hit the jackpot—three weeks alongside in Singapore.

This being virtually the first shore time since leaving UK, we were determined to make the most of it; those who could afford it went to Penang (the place where Corporals dance with Corporals, as immortalised by the 'Daily Mirror'); the unqualifieds went to Kranji and the unfortunates stayed behind to Communipaint. Apart from using many gallons of paint, our biffers showed such a marked improvement that now our sparkers can read 22 wpm by chipping hammer, and the buntings can read the flashing paintbrush at 10 wpm. By the end of the second week most of us were screaming for sea time, except the SCO, Lt. Carr, who had established a convenient love nest ashore somewhere—with his wife of course. As well as being 'skint', we just had to practise our new found talent on GYL.

At last we left Singapore and went up to Hong Kong for a few days Hell, then sailed to meet our SEATO cousins at Manila Bay for Exercise "Sea-horse". On completion of the exercise the Fleet put into Bangkok; the least said about it the better; guilty consciences are hard to shake off, and most of us have one.

It's 'au revoir' Far East shortly (we hope!!!!), but in the meantime we have a few Malacca Strait patrols, a Captain 'D's' inspection and another grand bonanza to Hong Kong. Somewhere along the route we say goodbye to our Flying Captain, and obtain a Communipainter on a one for one basis. We then visit England, where our SCO leaves us, along with any minority of the staff who are lucky enough to sneak away to better predicaments (CND please note).

## HMS EAGLE

by CRS P. Fleming

It is hard to believe when walking round *Eagle* now, among all the dockyard cables and temporary ladders, etc., that only a few weeks ago we were stern down steering 270. Our trip home was more like a pleasure cruise after the hectic days of "Fotac", "Showpiece", and the dreaded "Carrier ORI", with everyone trying to obtain various shades of black ready for leave.

Exercise "Fotac" was, for Communicators, our first chance to show off ICS, and we went into it with our fingers crossed, hoping that it would not let us down: it didn't, yet again proving to us that you have never lived until you have had ICS.



HMS Eagle

The Tactical Section had their field day in Operation "Showpiece" with four Carriers, *Victorious*, *Eagle*, *Bulwark* and HMAS *Melbourne* in line ahead, and a screen of some 14 ships. At times it looked like the Exeter bypass on a busy weekend. The CCY had never had it so good.

We will not mention the ORI as it might spoil the enjoyment of it for others who may still have it to come. However we did feel sorry for the SCO2 who got himself killed off just a few weeks after "picking up his half ring". He was duly mummified in perforator tape, packed into his own camphor wood chest, labelled Lt.-Cdr. Coggeshall, DSM, RN, and despatched to HMS *Mercury* where we now believe he is to be found in the TSA Office.

Continuing "Eagle Star Ratings", we found that Hong Kong still rates as five stars, with Malta coming close behind with four stars, which we think is due to the hospitality of the attractive WRNS of Malta Comcen. The beach trip went down well.

Before our departure from the Far East, a social evening was held in the Kranji Klub, which was enjoyed by all, and our thanks go to the Officer i/c STC and Lt. Clarke. The climax of the evening was two lengths free style in the Kranji Pool by the CCY and CRS, forcibly assisted by their respective sections. Next time the CCY and CRS will take their clothes off first.

Since our arrival in the UK the draft chits have been arriving and a full list will be given in the next issue of THE COMMUNICATOR. We are still under

the same management of Lt.-Cdr. Penny. Lt.-Cdr. Coggeshall has been relieved by Lt. Hagggar (ex 1st Lt. Kranji), and Lt. Banham by Lt. Redmond.

We understand that our new "Guv", Lt. Hagggar, is an adept dog trainer, so it won't be long before the Communicators of *Eagle* can "SIT" and "STAY" and maybe retrieve lost signals.

Once again we will shortly be saying farewell to the green shores for hotter climates, and we will certainly have more than one Tiger in our tank.

## HMS EASTBOURNE

by JRO(U) Brown

As part of the first division of the Dartmouth Training Squadron we seem to get around quite a bit. This term saw us with cadets, Royal Marine Officers and ERA apprentices on board.

We have all sorts of inspections coming up very soon, starting at Gibraltar. The thought of Portland makes some of the ship's company cringe! Still we had to get close up to prepare ourselves for the arrival of Captain C. B. H. Wake-Walker, Captain F17.

## HMS EURYALUS

by RO2(W) Thirdborough



HMS Euryalus

Recently we had our first adventure when we were sent to the assistance of a Belgian trawler, grounded off the Isle of Wight. When we arrived, the crew had abandoned her, and we sent one of our boats, complete with 'Pigtail' Eaton (bunts) to investigate any damage.

May 14th saw our departure for the 'Far Flung'. After a splendid families' day, we finally slipped and started our trek out here. We had very few stops for runs ashore, but managed days in Gib, Malta and Aden.

We paid a call to Addu Atol (Gan), the RAF's own island in the sun, to relieve *Caesar* of her duties as Captain D 26. On sailing we managed a short trip across the Line, so the fitting Ceremony commenced. Among those charged in King Neptune's Court was RO3(U) Marks. Charge: Did fail to bring his interpreter with him when he left Scotland! (between you and me, his interpreter could'nt understand him).

We finally arrived in Singapore only to find ourselves back at sea 48 hours later on Kumpit Patrol giving RO1(W) (up and at 'em) Hinks a chance to prove his worth in action with the Kumpit Party. For those new to this a Kumpit is a Velly honourable Indonesian fishing boat with Velly dishonourable intentions. (Actually we all think Hinks volunteered because he thought he heard Crumpet mentioned).

We had a few successes Fleet Board-wise with RO's Hinks, Evemy, Ball, Singleton and myself (Thirdborough) all passing for Killicks. The only thing to mar our joy was the halt we experienced with our NBCD examination. 'All Failed'. All prospective RO1's take a tip from us, swot up on NBCD.

Eventually, the Old Girl (*Euryalus*) came to our rescue and back off Patrol we came, and now we are in the floating dock with the ship's company spread around Singapore. The Comms are split up between HMS *Terror* and RNW/T Kranji. We'll never drip about the Air-Conditioning onboard again. We are all hoping to spend a few weeks in Hong Kong to break up the monotony of these Patrols.

There are two dozen of us at Kranji—including LSBA 'Maxie' Bacon, who many will remember from *Mercury*.

There's also our latest 'craze' of becoming Peanuts (with excellent prospects of promotion). This is being led onboard by LRO Hussey, who, already a Peanut, will shortly be made up to Chief Peanut having enrolled over 25 new members, consisting of Comms ratings, wives, and girl friends. In case some of you haven't heard of 'Peanuts', it's a world wide club formed to raise money for the Victoria (Guinea Pig) Hospital in East Grinstead, Sussex.

RO's Peat, Singleton and Hicks represent the Division in the ship's soccer team, and LRO James, LRO Hussey, RO2 Torrens, plus two others who prefer anonymity, have represented us in church, by recently getting married. More RA's!!!

A final word. I've been asked to remind all shore based sparkers that with ICS we can't hear any break-in transmissions whilst transmitting, as our receivers are muted on pressing the key and remain so until three seconds after release. So please don't give speedy 'R' AR's, as we can't hear you. TKS.

## STAFF OF FO2HF

by CRS Cokes

On 22nd March the old and well known title of Flag Officer Flotillas (Home) passed into the annals of history, to be replaced by a title more indicative of the job—Flag Officer Second-in-Command Home Fleet.

It is the proud boast of the Admiral—Rear Admiral J. O. C. Hayes—that he is the only Flag Officer today who does not have an office ashore. We, of course, wish this were not so. At the present moment we are resident in *Tiger* but a shift to *Lion* after summer leave, is in the wind.

From the drafting cycle point of view the job is Home Sea Service, with little home, far too much sea and plenty of service, and it lasts approximately a year. We are under the over-all command of Lt.-Cdr. Van den Arend as SCO/Flag Lt., assisted by Lt. Teagle recently joined from *Mercury*, whilst Lt. Wells is the Staff EW Officer.

The staff consists of: CRS Cokes, CY Fouracre (to be relieved by CY Cooper), RS(W) Perkins, LRO(T) Godfrey and Didcote, LRO(G) Crossland and Bath, RO2(G) Wooler and Meagan, RO3 Tocher, Sharpe and Arnold.

## HMS FALMOUTH

by LRO(T) Young

“FAR EAST, HERE WE COME”

At the moment of writing this article we are lying in Grand Harbour, surrounded by our three sucklings, *Aisne*, *Brighton* and *Cassandra*.

Since Christmas we have travelled to various ports in UK and also a few foreign ports, including, Bergen, Hamburg and Karlskrona.

Having finished the six months of the home leg, we are now about to start the final leg of the commission in the Far East, paying off next Christmas at Plymouth.

The department at the moment consists of: Lt.-Cdr. Timpson (SCO 007), CCY Jahme (EGG), CRS V. Smith, RS(G) Edwards, RS(W) O’Keeffe, LRO(T)’s Day and Young, RO1(T) Booth, RO2(T)’s Cann, Smedley and Richardson, LRO(G) Williams,



Falmouth Comms 1st XI

Played 35, Lost 2. Still waiting for decent competition

RO2(G)’s Bowman, Dabell and Duckworth, LRO(W) Start, RO1(W) Sked, RO2(W) Reynolds, RO(U)’s Brown, M., Brown, A. J., Gratton, Unwin, Langseth, Vear, Macgillivray, Powell and Flynn.

(By the way our favourite pop tune is “There’ll never be another ‘(U)’”).

Heard on TCP during recent NATO Exercise when circuit was out of hand and in near chaos.

FROM FO2 HF  
TO ALL SHIPS

There have been far too many requests for repetitions on this circuit. This will cease forthwith.

de Bergen R+  
de Stavanger R+  
de Amsterdam R+  
de Columbia R+  
de Drenthe—Say again K

## THE INSHORE FLOTILLA, FAR EAST

HMS MANXMAN

by Lieut (C) P. O. O’Brian

We have welcomed the 11th MSS to the Flotilla to help deal with confrontation; they comprised initially four CMS’s and two SDB’s manned by the 2nd MSS., who had a pierhead jump from *Lochinvar* as a Christmas present. They are now manned permanently on an LFS commission; in addition there are two CMS’s manned by the RNZN and two SDB’s crewed by *Lincoln* and *Barrosa* at the moment.

With two minehunters joining us very shortly, the Inshore Flotilla Far East now comprised *Manxman* (Captain A. B. B. Clark, RN) and his staff for forward support, *Mull of Kintyre* for base maintenance, four SDB’s and twenty-three CMS’s from the 6th, 8th (Hong Kong), 11th, 16th (RAN). The *Woolaston*, *Dartington* and *Kildarton* are commanded by Lieutenant Commanders Rivett-Carnac, Stockton and Crozier respectively.

The Flotilla invariably ensures a token representation in all major exercises, but confrontation fills our daily life, and in addition to the more routine patrols off Borneo, the constant threat closer to Singapore and the mainland keeps us very vigilant.

The Royal Malaysian Navy, with Sub Lieutenant Don Taylor (ex *Lochinvar*) as their SCO have had their well deserved successes, and *Ajax*, with her helicopter managed to steal some of the Inshore Flotilla’s thunder over the Christmas period. The lion’s share, however, must go to the Flotilla with over a score of live actions to its credit. To keep the widely dispersed Flotilla in the picture with our incidents, Captain I.F. produces a weekly incident signal. For the six months ending in May, we have taken fifty-three military/saboteur prisoners, but this does not include scores of illegal immigrants, opium smugglers and barter traders incursing Malaysian Waters, all of whom were potential threats. Several ships have mortar, grenade and automatic weapons

damage to show for their successes. We have had only three slight casualties, one of these LRO(T) Phipps of *Maryton*, wounded while illuminating with the 10" SP.

C. Y. Woodhouse (ex 6th MSS) explained the radio operator's role in the I.F. concisely in the Christmas edition:- "This is a good draft. There is much sea time and operators soon become competent". Currently, unless maintaining or refitting, the minesweepers are averaging between 80% - 85% of their commission on patrol and this year the Flotilla will steam between 900,000 and a MILLION miles. Our comings and goings are too numerous to cover, as with temporary loans from the Fleet Pool we have over 100 Communicators in the Flotilla.

## HMS FEARLESS

by RO2(G) P. H. Jackson

### What is she?

Some of you reading this will have received draft chits to join us in October or early November and you may be wondering "Just what am I in for?" If you have heard the words "Assault Ship" mentioned and are thinking in terms of a small LST I can assure you lucky lads it's no such thing. It's a mammoth, grey painted, two funnelled vessel.

She is to be a mother ship for LCM's and LCA's. We carry four LCM's inside in the dock and four LCA's on davits over the side. The inside of the ship from the stern to approximately three quarters of the length of the ship is a floating dock. The stern of the ship is a hinged ramp which is lowered to enable the landing craft to float out.

### Where is she?

At the moment she is being built in Harland and Wolff's shipyard here in Belfast. The advance party consists of CRS R. Hill, LRO(G) D. M. Frater, LRO(G) P. Courtney, RO2(G) P. H. Jackson, RO2(G) G. E. Parsons, RO2(G) M. J. Livingstone. We are all living L & RA until November when we commission but don't go rushing to the drafting office with your request chits all you Belfast natives; no more comms rates are coming until the end of October, but don't worry, we'll save you some of the work. Most of our time is spent rigging the various aerials that will be used and we go to sleep dreaming of Biconicals, AHT's and ETB's.

If any of you are rubbing your hands with glee and saying, 'I'm safe, I haven't got a draft chit to it,' don't count your chickens yet, our sister ship *Intrepid* is only three months behind us.

### Future Programme

Not much can be said about this at the moment but any of you who enjoy having plenty of sea time should enjoy it once the commission gets under way. After contractor's sea trials off Greenock we return to Belfast until our commissioning date. Our home base port is dear old Guzz (I'm happy if you're not). From there we will be doing our Portland work up (something to look forward to), foreign service leave and then out East of Suez.

Regarding preceding articles re QJB4 beware—as the *Fearless* S/Shore bay has little facilities for handraulic morse—IT IS ALL RATT.



"Haircut? No, just carve me initials on me 'elmit'"

## STAFF OF FOAC

by CY P. Sharkey and RS(W) L. Gooch

Since we last made a contribution to the magazine, our way of life has undergone an important change. Until January of this year we were on a GSC and always onboard one or other of the Carriers. Now, however, FOAC has his own shore headquarters at Fort Southwick, from which the Staff operates—a refuge in the intervals of sea time.

At the moment we have an MSO in the Portsmouth Comcen, and work very closely with the Commander in Chief's Staff. In early September we move across the road and take over a new set of offices and MSO, which will then become a permanent 'tail' of the Portsmouth Comcen.

The Communicators on the Staff are divided into two groups. The 'Operational Team' (which moves around with the Flag), consists of CY Sharkey, RS Gooch and RO2 Fraser who are all on HSS. The Rear Link Staff consists of five LRO's and two RO's of whom Messrs. Ridgeway, Wright, Keenan

and Ofler will soon be leaving for new jobs and Messrs. Harvey, Fraser and Stanley will shortly go outside. LRO Mitchell remains to provide continuity.

To demonstrate that signals cannot always be addressed 'FOAC' without the 'Flag' or 'Rear Link' suffix . . . Since the beginning of the year the 'ops. team' have spent quite a lot of time at sea with the Carriers. First there was *Ark Royal's* Operational Readiness Inspection and Exercise "Pilot Light" in the North Atlantic, followed by a quick dash out to Singapore to take part in "Fotex '65" and "Showpiece", and the ORI's of *Victorious* and *Eagle*. After a short spell at Fort Southwick the Staff went off to Aden to join *Eagle*. While onboard, FOAC participated in a two carrier exercise (*Eagle v. Centaur*) in the Eastern Mediterranean.

As can be seen, the 'Flag' does travel and life with FOAC is interesting and varied, a diary and flying log being essential.

## HMS GANGES

by Lieut. R. A. Thompson

Summer term in *Ganges*, as most ex-boys will know, is a long hard grind. Among all this activity of Field Gun Competitions, the Suffolk Show, Athletics, Tattoos and the Annual Parents' Day, juniors' training somehow survives, and even flourishes in some cases, despite all the sideline attractions.

Our first big heave of the term came with exercise "Top Ten". This required the *Ganges* Signal Staff to forget the complexities of sound 'N' sight and the minutiae of short breaks, and start thinking of such worthwhile things as callsigns and authentication systems. Fortunately, we had the assistance of one LRO from the RN(WR). It was, to say the least, gratifying to find that such a well trained corps existed, for our LRO was excellent and took the whole fortnight in his stride.

In addition to the RNR, we had the pleasure of meeting, for the first time, members of the RNXS. The RN Auxiliary Service is composed of civilians and retired Service personnel who form a very useful reserve of semi-skilled labour should an emergency arise. One of the 'Ordinary Seamen' in the RNXS was last known to the writer as Captain J. C. Stopford, MBE, RN, sometime FCO to Admiral Sir Bruce Fraser, CinC British Pacific Fleet and later Commander of *HMS Mercury*. Although now only an 'Ordinary Seaman' he was thoroughly enjoying himself, and reckons that his first ever ship's company dinners were excellent. Need I add that even deferred signals tried to look like priorities when he was on watch? "Top Ten" was great fun and the experience did us all good.

Late last term the instant typing machine hit the headlines. This, is claimed to be able to teach touch typing to about 12/75 WPM/accuracy in a couple of hours. Should it be possible to prove this claim

in practice, it will represent a major saving of training time. Roll on the day! Talking of training, we in *Ganges* are fortunately undisturbed by the recent increase in morse speed, but we would like to acknowledge the great effort that the NE Division in *Mercury* must be putting in to achieve the new speeds. For our own part, we reckon that most of our juniors are away ahead on typing when they leave here and, in distributing praise, the Beatles must not go unmentioned. Victor Sylvester has been dispensed with for musical typing and replaced by the Rolling Stones and Beatles, MBE. The improvement is quite noticeable. Perhaps that's why they got the Medal!

We read details of *Mercury's* splendid parents' day in a local newspaper but we beg leave to suggest that ours is a somewhat more splendid affair. When Classes 265, 266, 267 and 268 join *Mercury* in mid-July they will be the most expert guard and mast manners imaginable. It is to their credit that the several hours each day spent training has not interfered with their communication progress. Full marks to RS Shaw, CY Mableson, CRS Clarke and RS Bailey.

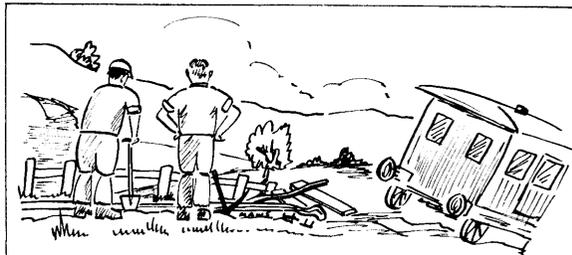
We send Commander Sampson our congratulations on his promotion as, by the time the magazine is on sale, he will have moved on to a new job. As Commander of *Ganges*, he has carried an enormous load on his shoulders but throughout it all, he has kept a benevolent (if remote) fatherly eye on the communications branch and has been pleased with our good fortunes as well as stern with our flops. Good luck to you from us all in the Signal School.

Finally, a mention of CRS (Father) Sydes. *HMS London's* gain is our loss, and one feels that the port watch of Z stream, or the Stbd ditto of X will never quite mesh into gear with the six week cycle as they did when he was in the chair. Good luck Father.

## GIBRALTAR COMCEN

by CRS Matthews

The present Comcen was opened in January 1964, and since that period has been responsible for the handling of traffic at National and NATO levels for all authorities on the Rock, except those pertaining to the RAF.



Two carriage returns, one line feed!!

The Comcen Team is led by Lt. D. A. Wilson, late of "F" section *Mercury*, assisted by 3rd Officer, WRNS, D. C. Sellar who has just arrived from MHQ Pitreavie. The radio side of life in the tunnel is managed by CRS Matthews, who relieved CRS Marsh early in June, while the trials and tribulations of message handling are ably dealt with by CCY Wilce. Each watch has an RS, assisted by a PO WRNS. While numbers in each watch are ideal for normal daily working, our resources become somewhat strained during large exercises and with concentrations of ships.

Sport obviously has to take second place to watch-keeping—and sunbathing—and swimming, but we cannot let pass mention of the win by the WRNS team in the relay race and the win by Wren Pearson in the hundred yards. The Comcen whaler's crew, under the coxing of LRO Killoran, did well to come second against extremely strong opposition.

Nor in the world of art are we to be found lagging. The only two RN personnel who succeeded in having prints of their photographs accepted for the United Services Photographic exhibition held here recently, both came from the Comcen. Well done RS Littlewood and LRO Hancock.

CCY Bellamey is the OIC at Windmill Hill Signal Station, which is also Lloyd's Signal Station at Gibraltar. He is seen in the Comcen during the early part of each forenoon—supposedly checking the previous day's signal log—and for the rest of the day he is carrying out his functions on behalf of Lloyd's. Maybe for this reason he is referred to, in the vicinity of the Lutine bell, as "our man in Gibraltar"!

A recent trip to Tangier is, but for its humorous side, best forgotten. The MFV left Gibraltar with a crew consisting of WRAF from RAF North Front, REM's from North Front W/T and four from the Comcen. Off Tangiers we had to be towed by an MFV crewed by "airboys" from *Centaur* and upon our return had to be towed into OUR harbour by an RAF Air/Sea rescue launch.

## HMS HAMPSHIRE

by CRS(W) Barclay

The subject, the first commission of *Hampshire*, in fact the first real commission of a DLG is virtually complete. That short trip abroad on a playboy's holiday by that other DLG surely cannot be counted as a commission.

On the whole it has been a reasonable commission. Naturally things have gone wrong; plans for visits have been suddenly altered but overall most of the general forecast outline of the commission has been adhered to.

I feel sure that most of us who are leaving would prefer a ship of this type for their next GSC. It has been proved, that the modern Navy can be pleasant.

## HMS KENT'S RETURN PASSAGE FROM THE FAR EAST

by CRS Laws

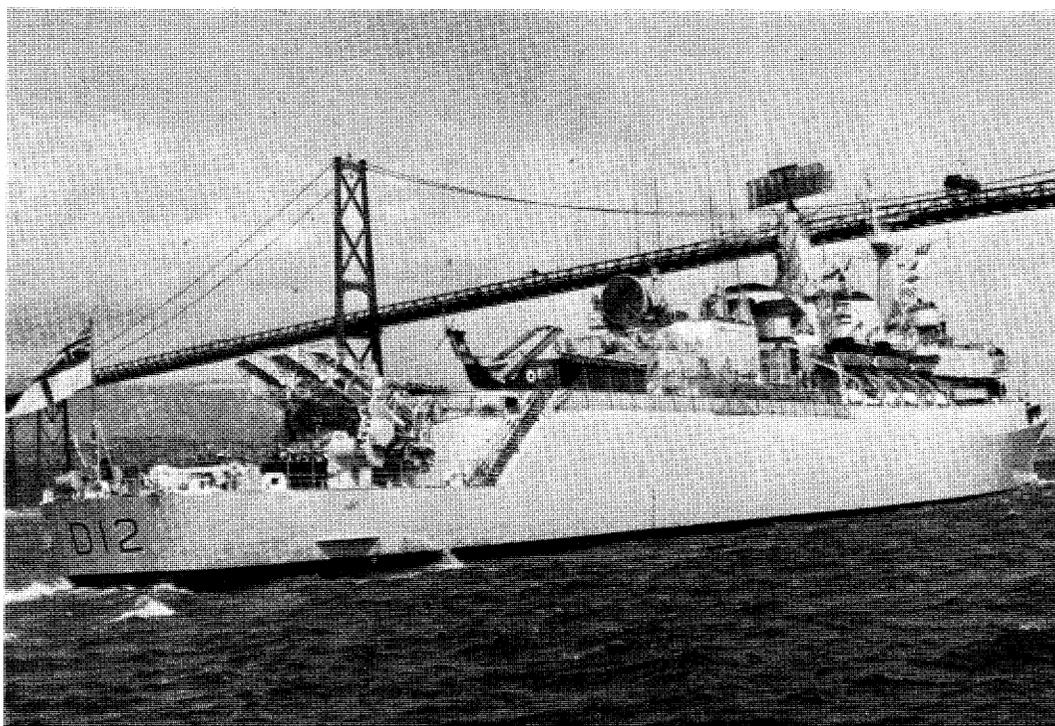
The return of one of HM Ships to Portsmouth may seem a very commonplace event, but for us in *Kent*, our arrival on June 17th held a special significance. Not only was it the end of our GSC 'Foreign Leg', but it marked the completion of a voyage of circumnavigation which had started some 11 months earlier. We had no intention of competing for the '80 DAYS' title, because COMFEF thought it a good idea that we tarried for about seven months with the Far East Fleet.

Why would the War Lords select a ship to return from the Far East to UK "Eastabout"? Why consume time and 'dollar fuel' on a voyage of 18,000 miles instead of the 8,000 miles Gan-Aden-Gibraltar routine? There were two principal reasons.

Firstly, the ship was to take part in a 'buy British' drive and secondly, at San Francisco in May, there was going to be a unique opportunity for an HM Ship to return some hospitality to those US film magnates, who for many years have let the RN have their films for virtually nothing—a concession not made even to ships of the USN and originally negotiated for us by Lord Mountbatten. To our great good fortune *Kent* was selected to be that ship.



Chief Rampin' Horse with his 'daughter'  
after arriving at Pearl Harbour



HMS Kent passing under Lion's Gate Bridge, Vancouver

We took our leave of the Far East Fleet during March, heading between the Philippine Islands, and soon turned out into the open Pacific.

Pearl Harbour bade us welcome in traditional Aloha style with a bevy of beauties dancing alongside (and eventually onboard) as we tied up. There at Pearl started the enjoyable but hard work of conducting groups of official visitors around the ship.

Visiting ships at Pearl Harbour included HMNZS *Royalist* and HMCS *Fraser*, so there was quite a gathering of Commonwealth Communicators. *Fraser*, proudly sporting Canada's new flag, was in fact a direct link with our next port of call, the RCN base at Esquimalt on Vancouver Island. This was the beginning of a wonderful and memorable West Coast cruise. Thoughts of Vancouver Island: folks quite English in capital Victoria and warm hearted hospitality to go hand in hand with an equitable climate; superb scenery, dogwood trees, lumber and salmon fishing. A large contingent from *Kent* joined RCN men and their families in the annual "Battle of Atlantic" church service at HMCS *Naden*, the local barracks.

From Vancouver Island to the Port of Vancouver on the mainland the scenery around Vancouver justifies the title widely accorded to British Columbia, "Beautiful BC". Highlight among the many events in a crowded programme was a day when a group of Canadian Communicators from

the Pacific wireless station at HMCS *Aldergrove* paid an early visit to the ship, then took *Kent* Communicators on a most enjoyable day of sight-seeing. This included meeting their families and finally at the station, a great get together party which lasted into the small hours.

"Come 'Frisco open up that Golden Gate  
And yonder let us see to Oakland Bay,  
Proud city of great California State,  
To see your sights we've come from far away".

In this way, I introduced San Francisco (and more culture) to the columns of our daily paper. San Francisco, what a place! But first *Kent* was to participate in the annual Convention Week of Variety Clubs International, whose current chairman, or International Chief Barker—the first ever non-American to hold the position—was Colonel James Carreras, a happy coincidence since Colonel Carreras is also an honorary Vice-President of the RN Film Corporation.

Immediately after showing the flag and playing host to the hierarchy of the Showbizz-World, we had the honourable task of demonstrating British industrial competence at a solo "Shopwindow" off Point Magu, the US Pacific missile range, and for this we embarked VIP's from as far afield as the Pentagon. Our 42 guests included six USN Admirals and high on the interest list was Seacat, which we demonstrated firing, and the combined steam and

gas turbine propulsion system. "Shopwindow" behind us, we headed for our final West Coast call, the USN's Pacific base at San Diego.

There, were some sights! As a contrast to the beautiful 'Bunnies' I'd seen in 'Frisco', here I was served beer by a young lady sporting an altogether topless creation. I'm told that this style is popular in the best restaurants too. Apparently the theory of *Mrs. USA* is that if hubby sees enough of it he'll take it for granted. A good percentage of the ship's company took the opportunity to travel the 100 miles in a 'Get-up-an'-go' bus (cruises on Highway 101 at about 75 mph) to visit Disneyland.

Should the reader be thinking "Disneyland—that's for kids," I agree. Just as long as they're not over 90, they couldn't fail to marvel at the fantastic products of Disney's imagination. Most of us came away with the thought that we would like another couple of days there and even after that we realised that there'd still be plenty to go back for.

The month of May had escaped and realising that we were in the "other" Ocean, I offered SCO's readers:

"So now the Panama you're through,  
Pacific Ocean left behind,  
For Caribbean scene your eyes are due,  
Will West Coast vista ever fade from mind?"

En route to Barbados we were taken out of our timetable for the first time on the whole voyage. Intercepted exchanges between merchant ships informed us of an SOS from a tanker on fire. We heard her and joined in the search: hours wasted, as the ship when found had nothing worse than a lunatic radio officer. Ships were released to resume course, but the next morning brought repetitions of the previous night's distress signals, which this time were studiously ignored and shipping warned accordingly. We presume Interpol was waiting to interview the culprit when his ship got to Trinidad.

During the short stay in the Island of Steel Bands and Rum we had a radio call on the Police Net

from Trinidad Coastguard in the shape of ex-CRS Brewster, who sent his salaams to Leydene.

For the statisticians: *Kent* steamed 56,000 miles in 11 months away from UK and received 26,800 visitors while on the West Coast.

On behalf of *Kent's* Staff, I send good wishes to all Communicators, especially, on this occasion, to our recent hosts of the RCN and the USN. Finally, welcome to those of you who are about to take over in *Kent* for the next commission.

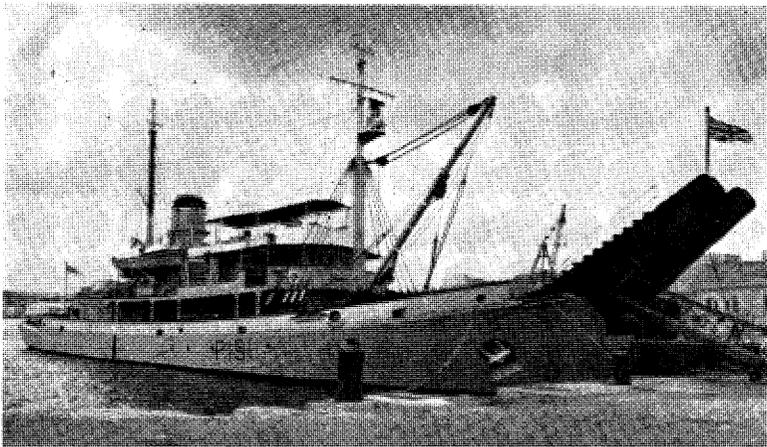
## HMS LAYBURN

by RO1(G) Mellon

"What's the *Layburn*?" some might say. We have been called a Frigate, Destroyer, Cruiser and a few other names. An American was even convinced that we were a guided missile Destroyer. But in fact we are the Mediterranean Boom Defence Ship, working on moorings, wrecks, buoys and anything else, from one end of the Med. to the other. A ship of this class from a sparker's point of view is just one mass of cables, buoys and "What are you doing Buffer?" Even when you are told you are none the wiser. However, the part I do understand is not to get in the way when "Boomers" are at work, as I found out when I picked myself up from the wardroom after being flung through the door by a wire which whipped across the upper deck. But life for me is quite interesting. You are sparker, bunting, postman and a few other things rolled into one. Once we sail, which we do frequently, you can standby to be busy, especially if you cannot get another sparker. SOPS on MM may sound easy but I assure you it is not. If we go out for an eight-day trip you may be able to get ashore, if you are lucky.

We have been to Tripoli, Corfu (Greece), Naples and La Spezia, in the last three months.

Our stay in Corfu was very pleasant. A Leading boomer and I went on a two-day camping/fishing



HMS Layburn

trip. Admittedly we caught no fish but we did catch a French Fille who gave us her presence for the two days. Soon the day came to leave Corfu and our friends with promises we would be back. We arrived back in Malta on 5th May to await our visit to Naples and La Spezia.

We saw the green of Messina Straits in the early morning of the 29th and had a much closer look at Stromboli than most tourist liners do. The ship stopped at Sorrento to drop off a party with orders to join the ship in Naples by hitch-hiking. The Captain thought "Ah! Got rid of them for a day or two." But no such luck. One hour after the ship had berthed the REM and EM walked on board. They had caught the first fast express and 'voila'.

We are now back in Malta working on our wrecks, moorings, etc. We expect to visit Greece, North Africa, Cyprus and other spots in the near future.

## HMS LONDON

by LRO(T) C. I. Hulbert

This will be our last report during the present commission; the first phase draft left us on July 21st for the UK.

March brought us to Bangkok, where we had a week's official visit, coinciding with the visit of the Duke of Edinburgh. This was an enlightening city for many, including tours to the war graves by the bridge over the river Kwai, the ancient city of Ayudha, with its magnificent statues of Buddha, and the Monarch's summer palace. We in turn entertained the King and Queen of Thailand onboard.

While returning to Singapore from "Seahorse", our helicopter spotted the wreck of a whaling vessel some thirty miles away. This vessel turned out to be the Japanese *Komona Maru*, which was stuck fast on the Royal Captain's Shoal off Borneo. We made several attempts to make it seaworthy, by landing various technical boffins onboard, but alas to no avail.

We on the staff have had our fair share of courses, including one for jungle training, which was held at Burma camp near the Jungle Warfare School. Our prospective leaders enjoyed a quiet few months in Kranji, and returned with some rather amusing tales of Bells. It seems that one enterprising 'W' rating (could it have been anyone else) thought that two 'DINGS' equalled a 'DONG' and proceeded to ring sixteen bells, while another bright 'spark' rang one bell too many, and so erased it with eight bells and started again!!! Still, the fire party needed an exercise.

Sportswise we have also done well, our highlight being the China Cup, which we won from *Victorious* 5-3 after some brilliant football, our team being captained by LRO(T) Davy. This was also our third match on the trot, having beaten *Kent* in the semi-finals 5-2 the previous night and *Eagle* in the quarter-finals 5-4 the night before. Other sports in which the department are represented include Rugby, Basketball, Swimming, Water Polo, Sailing, Cricket, and Hockey. Staff changes include CRS McDonald in place of CRS Strong, who has now become a civilian, in which status we wish him all the best for the future. 'Mac' seems to be well in at 'Merces', as he was down to fly home with the first phase before he even joined the ship.

Our 'beach cuisine' has improved greatly with



HMS London



The King and Queen of Thailand visiting  
HMS London at Bangkok

'Bungy' Williams well established as the 'Steak King'. We did have some bad luck when we broke down three times in succession, the last time being conveniently near the Air Force base at Seletar, where we were entertained at their Yacht Club until our tow arrived. Some of us did enjoy three days in an MFV, when we based ourselves in Keppel Harbour, and went out to the islands to the West of Singapore each day.

When we finish here we move over to Subic Bay in the Philippines for our annual missile firings, then up to Hong Kong for our final visit and rabbit run, followed by our return to Singapore for the last time, when our first phase leave us, and the new bods join. The ship leaves Singapore at the end of July, calling at Gan, Aden, Suez, Gib and then 'Pompey' on August 26th. So by the time you read this, CRS McDonald, LRO(G) Haney, LRO(G) Shellard, RO2(G) Anstey, RO2(G) Christaian, RO2(G) Hindmarch, RO2(G) Milne, RO2(G) Pottinger, LRO(T) Hulbert, LRO(T) Latcham, R., LRO(T) Parry, RO1(T) Rattray, RO2(T) Bungay, CRS(W) Davis, RS(W) Baird, LRO(W) Patterson, and RO3(U) Bowles will already be on leave, wondering where their next drafts are going to be, and for some it is bound to be 'Mercs'. We would like to take this opportunity to congratulate our SCO on his recent promotion, and wish the new staff a happy and successful commission.

## RNAS LOSSIEMOUTH

by L.Wren Birchall

We felt it was high time that the RN's only Master Airfield was brought to your minds, to show you the enormous task the station performs.

As a Master Airfield, we are available 24 hours a

day for the diversion of any type of aircraft. In addition to the Communicator's normal lot of Administrative Traffic we are kept busy with the RAFAN T/P Network, HQFC T/P Network, Ship/Nas W/T and Ground/Air SSB, not to mention the numerous UHF/VHF channels covered. We cater for civil and military aircraft of all nations, but we must report that none of us can recollect seeing a Hovercraft up this way so far. Among our assortment of aircraft we can boast Buccaneer (three different types), Scimitar, Hunter, Whirlwind, Sea Prince, Vampire and Sea Hawk.

We are situated on the Moray Firth coast, just East of RAF Kinloss (who operate Shackleton aircraft). From this position in Scotland we can indulge in mountaineering, ski-ing, gliding, sub aquatics (if the weather ever gets warm), golfing, fishing for salmon and trout, etc.

On the social side we have the Fulmar Club, which provides us with a dance twice a week, tombola, and of course the inevitable quaffing of Scotch/Ale. The Club we find, is a great attraction to the natives of the fishing town of Lossiemouth and the typical highland town of Elgin, the nearest large city being Aberdeen—79 miles away.

The Station is having a tremendous face-lift at the moment. The Junior Rates are accommodated in a modern building containing dormitories, dining hall and the Fulmar Club, but the Wrens, CPO's and PO's are still in old hutted accommodation awaiting completion of their new blocks, which are well underway.

Just recently, the Officers moved into their new Wardroom and Accommodation block which was officially opened by HRH Princess Alexandra on 16th July. The Royal Family are no strangers to this station; HRH Prince Charles is at Gordonstoun, which is situated off the end of the main runway, and we have other members of the Royal Family staging through from time to time. We also have our fair share of visiting VIPs.

Although we work quite a lot with various NATO ships, we see little of them, due to the fact that there is no large port in the immediate vicinity. It is comforting to be able to look out of the CRR window and be able to see warships passing out at sea heading for, or leaving, Invergordon.

Due to limitation of space we find that this short descriptive picture will have to suffice in bringing you up to date. We switch off in the hope that sea-going Communicators, with whom we have the pleasure to work, will appreciate a little of the work that goes on behind the scenes.

## HMS (Guinea Pig) LOWESTOFT

by RO2(G) D. Silvester

*Lowestoft* commissioned on February 12th, and thus entered her third full commission as a "guinea pig" ship.

For those of you who may not be acquainted with the term "guinea pig", in brief it means we do not

enjoy the lengthy "dockyard rest" of the longer refit but undergo periodical "guinea pig" maintenance periods.

March and April found us in the Portland areas for the inevitable work-up, from which we emerged with quite creditable results. Our recent programme has included a visit to Hamburg when, together with *Blackpool*, we escorted *Britannia* to Portsmouth on completion of the Royal Tour. Navy Days in Rosyth over Whitsun were followed by a five-day trip to London, flying the flag of C in C HF. The future holds a return visit to Chatham, when we begin preparations for our first Med. leg in September.

The W/T section is headed by RS Caless, and includes LRO(G) Gardiner, RO2 Long, RO2 Thom and RO3's Eggby, Hucklesby and Gibbs, CY Patterson (late *Cochrane*) together with LRO(T) Hale, RO2's Harper and Dickson, and RO3's Pearse, Lea, Boulwood and Cyster make up the V/S contingent.

Farewell to our SCO S/Lt. Sayce (sadly missed by the 1st eleven soccer team), who takes leave of us in August, and welcome to RO2(G) Russell, who I hope will provide me with a relief in July.

## HMS MAIDSTONE

by RS Bernard

There was an article in the June edition of the NAVY NEWS dealing with submarines and the life of the submarine sailor. Since this ship was referred to in the article, I thought it time that our magazine heard from the depot ship of the 3rd Submarine Squadron.

This is a General Service draft which comes under the official listing of Home Sea Service. Those of the RA fraternity would not be displeased if given this type of "sea going" draft. Mother seldom leaves the nest here in the Gareloch; two sojourns per term amounting to an annual average of seven to nine weeks isn't so bad. However, as the words 'depot ship' suggest, our presence is required more than desired.

The 3rd Submarine Squadron consists mainly of the latest type of conventional submarine, *Oberon* class, plus *Dreadnought* (Mighty D), Britain's only nuclear powered 'boat' in commission. Admiral Rickover, USN, may have decreed that United States nuclear submarines will now be known as ships, but the Mighty D is a boat to all up here. Regularly we are allocated all newly commissioned Home Fleet based submarines for a seven-week work up. The locality here is perfect for such a job; rumour has it that almost every type of encounter that the boat will meet, once graded fully operational, will have been covered during her stay in the Gareloch. The much spoken of Holy Loch is just "doon the water" from us, but we seldom see much of the USN except for the odd visit one of their ships might make after an Atlantic crossing.

Although submarines and the six-day week

might seem our lot, we try to function as a General Service Ship. All the basic skills can be consolidated here; equipment-wise we're comparatively modern—*Adamant* will agree for one; training is carried out and encouraged; we even have backward sessions(?); LRO Fleet Boards are available at Rosyth and you can *always* be spared, and leave arrangements seem to appeal to the majority (not all RA by the way).

If it's a change you'd like and I'm sure enjoy, try the depot ship.

## HMS MALABAR

by RO1(G) B. J. Norman

We re-commissioned as HMS *Malabar* on 30th May, 1965.

At present *Malabar* is only a large house just outside Bermuda dockyard (now known as Freeport). In time we hope to see a large part of the dockyard returned and brought up to the old *Malabar* standard.

We consist of two staffs, those permanently stationed ashore in Bermuda and those who on an average spend half their time away at sea. Again in time we are just about able to see both staffs being one and rear link procedure being used much more.

The draft is married accompanied and there is no waiting list for accommodation.

It is usual to fly out before one's family and find private accommodation which is close at hand. At present local workmen are doing up twelve flats which when finished will be used as married quarters but with progress as it is we don't expect them to be finished for another eighteen months. Life is very pleasant in this island of holiday makers but we find we can make ends meet with all the allowances we receive.

Maybe there's a little confusion over what the



draft really entails. At present there are three Communicators (all G members) on SNOW/CBFCA's staff; this is the part of *Malabar* which spends half its time at sea. On our shore based staff, which used to come under RNO Bermuda we have three Communicators (all T members). At the present time the staff consists of LRO(G)'s Kimmitt, Berry, CY Christopher, LRO(T) Hayter and RO1(T) Jones. If anyone is interested in the draft the two LRO(G)'s will be leaving our happy band around the New Year.

We would like to close our first contribution as HMS *Malabar* by wishing our Commanding Officer, Commander G. J. Brisker all the very best with his new command.

## COMMUNICATIONS 1985

### MALTA COMCEN

by RS Wilton

*There must be many Communicators in the Royal Navy of today who read with deep satisfaction and a sense of humility the splendid article by J. Lucas (ex CCY) of the Old Britannia Royal Naval College which appeared in the Spring edition of THE COMMUNICATOR.*

*My first reaction to this article was the realisation that there must be hundreds of ex-Communicators who remain completely unaware of the vast changes which have taken place in the Royal Navy since the 1960's. In consequence of this, I have endeavoured to enlighten these worthy gentlemen in an article primarily addressed to serving personnel expecting shortly to be drafted to Malta.*

At the beginning of the second half of the 20th century, the Royal Navy was overwhelmed by other military developments. First the aeroplane, then atomic and nuclear bombs, guided missiles, and finally nuclear submarines, destroyed the ancient functions and strategic concepts of the battle fleet and the objective of exercising command of the seas. Convoy protection, which had been difficult against the earlier types of submarines and aeroplanes, became almost impossible against the high-speed, deep-diving submarines and guided missiles, in spite of naval assimilation of these weapons. This is given as the official reason why Sliema Creek is being utilised as a yacht marina. The buzz first started when Malta became independent in 1964.

After the great depression of the early '60's and the shattering six-day war (May 2nd-7th 1967) which completely destroyed the mid-eastern oilfields and almost saw the annihilation of our civilisation, the British technical revival gave hope and a chance of survival to the Western world. With the closely guarded invention of the subseaquatic engine and the alphahydrarary, all the western navies became submarinal; even the transoceanic merchant marine dived for the safety of the ocean depths; safe from the menace of other nuclear but inferior submarines;



safe from the nuclear aqua-pressure bomb and the homing torpedo.

The Royal Navy settled down to its new tasks in its new form with its traditional adaptability. But what of life in Malta Comcen? Are conditions any better or different from those painted by the "sign-on" advertisements of the mid-fifties? Is the food any better? What effect does being continually submerged have on the personnel? To answer these questions one should explain to those COMMUNICATOR readers who left the Service some time ago the changes that have taken place.

There are no longer Cooks in the Navy. The Chief Dietician issues three pills a day from his vitamin chest—very hygienic and no plates or galley trays to dish up—and four pills a day from the officers "callorey" to the Stewards (indispensable fellows) who inscribe them with their French ancestry.

The engine-room branch is no more. The first Chief Marine Zetist was decanted at Harwell in 1966 and they now sign on for life a few days after they are created. All accounting is now dealt with by electronic brains, Ernie (V) and Ernie (S) and the seaman branch was abolished in 1968 owing to the fact that paint no longer needs to be washed nor do decks need to be scrubbed. Most seamen became E.M.'s in 1967, i.e. Electrical Machine servants.

Practically the only humans left in the Royal Navy belong to the Communications branch and they are, quite naturally, required to attain a high standard

of education before being selected. Eton and Harrow boys are no longer accepted automatically. Some of you may remember "Old Tom", the affectionate name given to Admiral Lord Thomas McLean, R.N. (Retd.), who in his day as a Sub.-Lieutenant advocated in this very magazine the use of trained animals for conveying signals. Communicators now have the responsible job of training these animals. In ships, paint shops have been utilised as dog kennels, the crow's nest has become the pigeon loft and tame dolphins follow the ships in the time-honoured fashion.

In Malta Comcen the changes are but few. The "H"-shaped desk at which sat the CCYOW, ROUTER, SNAGS, IN RECORDER/CALLSIGNS and TELEPHONE KING is now "J"-shaped, this being construed as the logical, alphabetical progress of two decades. The term CCYOW you will notice is still with us. This, despite changes in branch structure, badges and the abolition of the Signal branch, adds truth to the adage that 'old soldiers/sailors never die'. One additional innovation which Communicators are required to handle is the electronic generator used to supply the giant magnets on the jetties at Customs House. These magnets, together with the un-like poles fitted in ships, are used for securing purposes in place of the cat's cradle of wires and hurricane hawsers—a quaint term which went out of use in 1965 when we learned the science of controlling the weather instead of the art of forecasting it.

To those of you looking forward to a draft to Malta Comcen I would offer the following advice: learn to live and work in complete isolation, or at east in the company of but a few. Fit yourselves out with slippers and a cushion and bring your own "Uckers" board.

The main built up part of Kranji



The improved amenities are much enjoyed by Communicators in the Far East—EDITOR

## HMS MERMAID

by RO2(G) Davis

We were converted last year from the CMS *Sullington* and commissioned last July at Guzz.

When I joined I was surprised to find that I was on my "Jack". Being UA at the time it worried me, and I had cause to worry. Was it true that we had no communications on our first trip to Derry? I have no comment except to say that my 619 transmitter blew up and its repair took some time. After about two months things sorted themselves out and I got in the swing of things—or so I thought . . .

We have spent several months surveying off Derry, where we are at the moment. Earlier this season we spent two months in the Bristol Channel, week-ending at "Leek Land".

Our best run was "Smoke". The Mermaid theatre officially adopted the ship. There was a big "do", our guests being Hayley Mills, John Mills, Kenneth Moore and Spike Milligan. A good time was had by all, but on sailing after a pleasant (some say vicious) five days, we hit a severe gale which followed us all the way to Barry.

I would rather not remark on the buntings' side of the branch; a certain sparker was said to have stopped a Merchant vessel by sending Kilo when performing on the 10 inch; again no comment.

All in all the survey navy is a good life, if you have patience and like sea-time. You can always be prepared to be dumped on some remote island or rock in the middle of nowhere, tide watching for hours on end.

To date I have not been so unfortunate, and by the time this is published I should have a draft chit; "Singers" 'ere I come?

## RN WIRELESS STATION, MOMBASA (KENYA)

SERVING: "Navy Liaison Officer" Mombasa  
and "Kenya Navy Headquarters"

by RS R. C. Pyke

Much has altered here in the last year or so, so a few words would not be amiss.

Some may say "NLO Mombasa"!!! Never heard of it or him! I bet he has a quiet number somewhere! To be quite truthful, it now is a quiet number of sorts—too quiet. We have reached the point where we here are practically the forgotten few.

After serving the fleet for 20 odd years, the Royal Naval Armament Depot, Mombasa, has closed down as part of the rundown of British military establishments in Kenya.

The impending formation of the Kenya Navy saw the arrival during November and December, of more than 40 officers and ratings of the RN Training Team, headed by Commander Walker. Included were three Communicators, RS Woodward, CY Aden and A/LRO Smith. On December 12th the Kenya Navy was officially formed, although the actual inauguration took place on December 16th

with Mzee Jomo Kenyatta, the president of Kenya, taking the salute.

HMS *Aberford*, a seaward defence vessel loaned to the Kenya Government until their own ships are built, was renamed KNS *Nyati* (Buffalo in Swahili); other ships will likewise be named after animals.

The RN Wireless Station and NLO's office are the sole remaining 'British Territories', although I hear we may become a Joint Comcen, but that will not be for a long time yet.

We welcome Lt.-Cdr. G. C. Roberts, RN to Mombasa and say farewell to Lt.-Cdr. Eric C. Day, MBE, DSC, RN, who is retiring from naval life after serving in the Royal East African Navy in Mombasa and his present job for over four years, and in the Royal Navy for 34 years. He speaks Swahili better than the locals and will be remembered by all these officers and ratings past and present who in one way or another have benefited by his efforts to ensure their well being. We hope Lt.-Cdr. Roberts enjoys his stay in Mombasa and his job as NLO and we wish him luck.

To any Radio Supervisor wanting a draft like this, I'm due for relief about January or February—any takers? No married quarters, electricity three times as high as in UK, water to pay for, high rents, cost of living zooming up and up with LOA going down, RA only 8d. a day more than at home, it's a millionaire's paradise. Sunshine and mosquitoes, blue seas and malaria, wild life and game parks, come on, volunteer.

With that little heartener, I'll say 'Kwaheri Bardo' (Cheerio see you later).

## RFA OLYNTHUS

Trials have been completed on the new fleet replenishment tanker *Olynthus*, 34,000 tons, the first of three ships ordered by the Ministry of Defence. She is equipped with a helicopter landing stage and hangar.

## HMS PLYMOUTH

by CCY Johnstone and CRS Brown

Lest our fellow Communicators begin to think that we've taken our training lectures on reticence to heart, we at last make our debut in THE COMMUNICATOR.

What of this first half of the commission? It all began in March, June and December 1964. (Yes you've guessed it, we're phased). After a refit at our Home port—Devonport—we sallied forth to sample the FOST roundabout at Portland. The workup was interrupted/relieved by leave and we finally returned to Guzz in January before sailing for the East in February.

Soon after arrival in Singapore we became acquainted with patrol duties in the Singapore and Malacca Straits, only breaking off from time to time to join exercises, some Fleet some local. Hong Kong was the assembly port for RN fleet units for

one such exercise, "Seahorse" and the average FEF matelot could not have picked a better starting point. We cuddled the wall for one complete week when the only escape from the enthusiastic hawkers was over the gangway; not that encouragement was required to inspire in us a taste for the island's fare. Rabbits tend to be a little more expensive but bargains are yet to be had by the dedicated shopper who has time, task and resolution to hand. All too soon the giant steaks, the wine and the wide range of entertainments came to an end as we slipped and headed for Manila. Bangkok lay at the end of our fourteen day exercise, ready to welcome us (and indeed all SEATO units) to the city port.

"Seahorse" went well for the Communicators and was notable for the excellent mail service which the Americans arranged. Our five day stay in Bangkok gave everyone a chance to recuperate; an excellent run ashore but poor for rabbits except Thai silk.

A three week assisted maintenance period in Singapore followed when everyone had the chance to have a few days leave. The CCY went to Fraser's Hill Training Centre up Kuala Lumpur way, straining his back, building a verandah. The CRS went native with RASC HQ Sergeants' Mess, a good run.

For those readers of this magazine who wonder where their long lost "Oppos" are hiding, here is our staff: CCY Johnstone, CRS Brown, RS(W) Langdon, LRO(T)'s Lambert and Knight, RO2(T)'s Berry, Baker and Wills, LRO(G)'s Lovell and Foulston, RO2(G)'s Laing, Emery, Cross, Simpson and Wilkes, LRO(W) Fuller, RO2(W)'s Vickers and Wood, P. K., RO2(U)'s Rogers, Jones, Findlay, Wood, I. D., and McKenzie, RO3(U)'s Chadwick and Jeffereys. The SCO is Lt. C. W. Williams (C).

## CBFCA or SNOWI

by P.B.S.

From time to time, articles have appeared from ships on the West Indies station relating their activities and the casual mention has appeared that SNOWI embarked on such and such a date and left some time later. If Alice's exhortation to "begin at the beginning and go on to the end and then stop" were followed you would wonder why we don't all wear light blue and wings, and PDA's spies would institute an inquiry into our accounts with BOAC/PANAM/Air Canada, etc. Furthermore, it might encourage volunteers for the station, and we have been trying to reverse Parkinson's Law for years (except as regards the number of ships on the station).

I shall, therefore, confine myself to describing the command set up and communications organization out here. The Commodore is a Unified Commander as Commander British Forces Caribbean Area who has the naval West Indies Station and two army garrisons under his command, i.e. British Guiana, which at present consists of two battalions, and British Honduras, which consists of a garrison

2.505Mc/s 2.753Mc/s 8.001Mc/s 8.254Mc/s 8.507Mc/s 8.759Mc/s 9.011Mc/s 9.263Mc/s 9.515Mc/s 9.767Mc/s 10.019Mc/s 10.271Mc/s 10.523Mc/s 10.775Mc/s 11.027Mc/s 11.279Mc/s 11.531Mc/s 11.783Mc/s 12.035Mc/s 12.287Mc/s 12.539Mc/s 12.791Mc/s 13.043Mc/s 13.295Mc/s 13.547Mc/s 13.799Mc/s 14.051Mc/s 14.303Mc/s 14.555Mc/s 14.807Mc/s 15.059Mc/s 15.311Mc/s 15.563Mc/s 15.815Mc/s 16.067Mc/s 16.319Mc/s 16.571Mc/s 16.823Mc/s 17.075Mc/s 17.327Mc/s 17.579Mc/s 17.831Mc/s 18.083Mc/s 18.335Mc/s 18.587Mc/s 18.839Mc/s 19.091Mc/s 19.343Mc/s 19.595Mc/s 19.847Mc/s 20.099Mc/s 20.351Mc/s 20.603Mc/s 20.855Mc/s 21.107Mc/s 21.359Mc/s 21.611Mc/s 21.863Mc/s 22.115Mc/s 22.367Mc/s 22.619Mc/s 22.871Mc/s 23.123Mc/s 23.375Mc/s 23.627Mc/s 23.879Mc/s 24.131Mc/s 24.383Mc/s 24.635Mc/s 24.887Mc/s 25.139Mc/s 25.391Mc/s 25.643Mc/s 25.895Mc/s 26.147Mc/s 26.399Mc/s 26.651Mc/s 26.903Mc/s 27.155Mc/s 27.407Mc/s 27.659Mc/s 27.911Mc/s 28.163Mc/s 28.415Mc/s 28.667Mc/s 28.919Mc/s 29.171Mc/s 29.423Mc/s 29.675Mc/s 29.927Mc/s 30.179Mc/s 30.431Mc/s 30.683Mc/s 30.935Mc/s 31.187Mc/s 31.439Mc/s 31.691Mc/s 31.943Mc/s 32.195Mc/s 32.447Mc/s 32.699Mc/s 32.951Mc/s 33.203Mc/s 33.455Mc/s 33.707Mc/s 33.959Mc/s 34.211Mc/s 34.463Mc/s 34.715Mc/s 34.967Mc/s 35.219Mc/s 35.471Mc/s 35.723Mc/s 35.975Mc/s 36.227Mc/s 36.479Mc/s 36.731Mc/s 36.983Mc/s 37.235Mc/s 37.487Mc/s 37.739Mc/s 37.991Mc/s 38.243Mc/s 38.495Mc/s 38.747Mc/s 39.000Mc/s 39.252Mc/s 39.504Mc/s 39.756Mc/s 40.008Mc/s 40.260Mc/s 40.512Mc/s 40.764Mc/s 41.016Mc/s 41.268Mc/s 41.520Mc/s 41.772Mc/s 42.024Mc/s 42.276Mc/s 42.528Mc/s 42.780Mc/s 43.032Mc/s 43.284Mc/s 43.536Mc/s 43.788Mc/s 44.040Mc/s 44.292Mc/s 44.544Mc/s 44.796Mc/s 45.048Mc/s 45.300Mc/s 45.552Mc/s 45.804Mc/s 46.056Mc/s 46.308Mc/s 46.560Mc/s 46.812Mc/s 47.064Mc/s 47.316Mc/s 47.568Mc/s 47.820Mc/s 48.072Mc/s 48.324Mc/s 48.576Mc/s 48.828Mc/s 49.080Mc/s 49.332Mc/s 49.584Mc/s 49.836Mc/s 50.088Mc/s 50.340Mc/s 50.592Mc/s 50.844Mc/s 51.096Mc/s 51.348Mc/s 51.600Mc/s 51.852Mc/s 52.104Mc/s 52.356Mc/s 52.608Mc/s 52.860Mc/s 53.112Mc/s 53.364Mc/s 53.616Mc/s 53.868Mc/s 54.120Mc/s 54.372Mc/s 54.624Mc/s 54.876Mc/s 55.128Mc/s 55.380Mc/s 55.632Mc/s 55.884Mc/s 56.136Mc/s 56.388Mc/s 56.640Mc/s 56.892Mc/s 57.144Mc/s 57.396Mc/s 57.648Mc/s 57.900Mc/s 58.152Mc/s 58.404Mc/s 58.656Mc/s 58.908Mc/s 59.160Mc/s 59.412Mc/s 59.664Mc/s 59.916Mc/s 60.168Mc/s 60.420Mc/s 60.672Mc/s 60.924Mc/s 61.176Mc/s 61.428Mc/s 61.680Mc/s 61.932Mc/s 62.184Mc/s 62.436Mc/s 62.688Mc/s 62.940Mc/s 63.192Mc/s 63.444Mc/s 63.696Mc/s 63.948Mc/s 64.200Mc/s 64.452Mc/s 64.704Mc/s 64.956Mc/s 65.208Mc/s 65.460Mc/s 65.712Mc/s 65.964Mc/s 66.216Mc/s 66.468Mc/s 66.720Mc/s 66.972Mc/s 67.224Mc/s 67.476Mc/s 67.728Mc/s 67.980Mc/s 68.232Mc/s 68.484Mc/s 68.736Mc/s 68.988Mc/s 69.240Mc/s 69.492Mc/s 69.744Mc/s 70.000Mc/s 70.252Mc/s 70.504Mc/s 70.756Mc/s 71.008Mc/s 71.260Mc/s 71.512Mc/s 71.764Mc/s 72.016Mc/s 72.268Mc/s 72.520Mc/s 72.772Mc/s 73.024Mc/s 73.276Mc/s 73.528Mc/s 73.780Mc/s 74.032Mc/s 74.284Mc/s 74.536Mc/s 74.788Mc/s 75.040Mc/s 75.292Mc/s 75.544Mc/s 75.796Mc/s 76.048Mc/s 76.300Mc/s 76.552Mc/s 76.804Mc/s 77.056Mc/s 77.308Mc/s 77.560Mc/s 77.812Mc/s 78.064Mc/s 78.316Mc/s 78.568Mc/s 78.820Mc/s 79.072Mc/s 79.324Mc/s 79.576Mc/s 79.828Mc/s 80.080Mc/s 80.332Mc/s 80.584Mc/s 80.836Mc/s 81.088Mc/s 81.340Mc/s 81.592Mc/s 81.844Mc/s 82.096Mc/s 82.348Mc/s 82.600Mc/s 82.852Mc/s 83.104Mc/s 83.356Mc/s 83.608Mc/s 83.860Mc/s 84.112Mc/s 84.364Mc/s 84.616Mc/s 84.868Mc/s 85.120Mc/s 85.372Mc/s 85.624Mc/s 85.876Mc/s 86.128Mc/s 86.380Mc/s 86.632Mc/s 86.884Mc/s 87.136Mc/s 87.388Mc/s 87.640Mc/s 87.892Mc/s 88.144Mc/s 88.396Mc/s 88.648Mc/s 88.900Mc/s 89.152Mc/s 89.404Mc/s 89.656Mc/s 89.908Mc/s 90.160Mc/s 90.412Mc/s 90.664Mc/s 90.916Mc/s 91.168Mc/s 91.420Mc/s 91.672Mc/s 91.924Mc/s 92.176Mc/s 92.428Mc/s 92.680Mc/s 92.932Mc/s 93.184Mc/s 93.436Mc/s 93.688Mc/s 93.940Mc/s 94.192Mc/s 94.444Mc/s 94.696Mc/s 94.948Mc/s 95.200Mc/s 95.452Mc/s 95.704Mc/s 95.956Mc/s 96.208Mc/s 96.460Mc/s 96.712Mc/s 96.964Mc/s 97.216Mc/s 97.468Mc/s 97.720Mc/s 97.972Mc/s 98.224Mc/s 98.476Mc/s 98.728Mc/s 98.980Mc/s 99.232Mc/s 99.484Mc/s 99.736Mc/s 100.000Mc/s

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headquarters and one infantry company. The naval complement is normally two frigates, but at present is permanently/temporarily reinforced with an additional frigate as we have to maintain a permanent guardship in the Bahamas. This is to prevent illegal use of Bahamian territory by either anti-Castro activists or by pro-Castro Cubans themselves. The guardship works in close co-operation with the US Coastguard and the Bahamas Police Air Wing, covering in particular the waters in the south Bahamas in closest proximity to Cuba—a stretch of over 400 miles; one island, Lobos Cay, is only 15 miles from the Cuban coast.

Of the other frigates, one is always in the east Caribbean within a set notice for rendering any assistance required by any of the British islands and British Guiana. A third frigate is usually self-maintaining at Bermuda or visiting, with CBFCA embarked. With the requirements of self-maintenance this amounts to only about 5 weeks in 17 that can be spent in the west Caribbean. The west coast of America has had to be neglected by the West Indies Squadron since the Bahamas patrol began.

Bermuda is, of course, nowhere near the West Indies, being 800 miles north east of the Bahamas or 800 miles north of the Virgin Islands—the northern group of the Caribbean Islands. It would therefore seem not to be the most logical place for CBFCA to have his headquarters. We do not however really regard it as a headquarters but, since we need to have a shore office from time to time, the naval base at Bermuda provides this ready made and considerable advantages for SNOWI from the naval point of view. Our headquarters are with CBFCA himself wherever he happens to be—Whitehall must be only too well aware of this from the succession of complicated flagshift signals which flow in.

There is another half of CBFCA's staff who live in the bright but expensive lights of Nassau (sub-sistence £8 per night and that doesn't cover the cost unless you are lucky enough to have friends). They are the Resident Naval Officer, the Army Staff Officer, two LRO's (Atha and Owen) and a Chief Writer. They have a very smart though small establishment (air conditioned of course). In the tiny comcen there is one teletypewriter, switchable to either Cable and Wireless or Telex. The latter facility was installed primarily to give a swift means of communication with the US Coastguard headquarters in Miami. There is also a direct teletypewriter line to the Joint Relay Station about six miles outside Nassau.

Linking CBFCA, the army garrisons, and ships, there are direct links working point to point on a schedule basis (net working was unsuccessful due to the wide spread of stations geographically and the consequent difference in frequency requirements). Conditions on these direct nets are never "class-room" and a high degree of skill in morse reception and transmission is required. It is found, therefore, that the senior rates in new ships on the station

have to take a fairly heavy pressure initially until the younger members of their staffs have gained the experience to cope.

Finally on a different note, we are very pleased that we shall shortly have an understanding friend in high places when Rear Admiral E. B. Ashmore, DSC (CBFCA/SNOWI until last December) takes over as ACDS(SIGNALS) and look forward with confidence to improved behaviour of the ether under his direction.

## STC ST. BUDEAUX

by R. S. Jones

The new accommodation in *Drake* is due to be opened this month and from what we can gather, it will be very good. The old "barns" have been stripped out and replaced by small cubicles, each holding about ten ratings. The furniture is modern, with the new style wooden beds and wardrobes. This will be a welcome improvement, although the sombre outer shells of Devon granite remain to recall the dark days of Jago's Mansions.

The new STC is undergoing its face lift in HMS *Drake*. It is in Upper Battery Road, overlooking the lower playing field. "The end" is in sight, with a target date for our move of January 1966. Equipment for this brand new school is steadily rolling in and with our new overhead projectors, SCOPA oscillators for MMXs, COMIST equipment and the promise of a Fleetwork Trainer, we shall be a very "high powered" little unit, second only to our Alma Mater. It will be a relief not to have to make four bus trips a day, if nothing else.

Shortly, Lieutenant Tonkin relieves Lieutenant Headon who returns to *Mercury*. We wish him the best of luck in his new appointment. CCYs George and Hogan are Pompey Chiefs we are tolerating down here, although they remind us frequently of the misfortune (?) of being in Glorious Devon. PO Wren Wilesmith is running the very successful co-ed typing school, but we are losing LRO Ferguson (our able secretary and sports representative) to *Mercury*.

## HMS TRIUMPH

by RO1(G) Hopkins

Since our arrival on the Far East Station most of our time has been spent at our new home, C buoy.

We have managed to get in just two trips, a banyan run to Pulau Tioman and six hectic days in Hong Kong. Since then our only sea time has been in the Liberty Boats taking us to Fleet Landing!

So far we have had the company of *Whitby*, *Agincourt*, *Zest*, *Ajax*, *Chichester*, *Plymouth*, *Carysfort*, *Lincoln*, and *Loch Killisport* who, we hope, enjoyed the benefits of our air conditioned five star hotel.

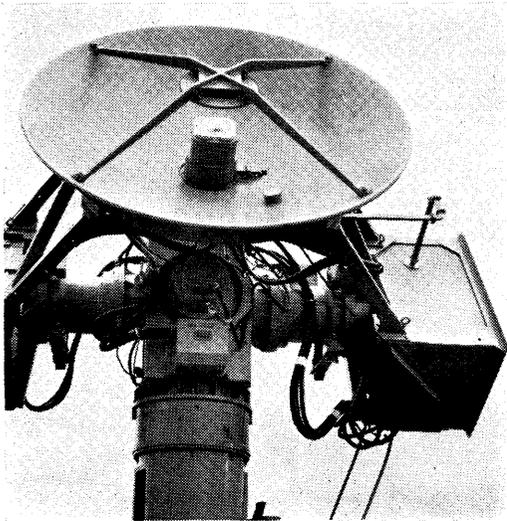
At present we have in the (G) Department the unusual phenomenon of too many 'Chiefs' and not enough 'Injuns'. This will be rectified shortly by the arrival of four more juniors for training.

We have lost two of our RO2(U)'s to Kranji for a specialisation course and RO2(G) Dave Smith is at present away in *Fiskerton* fighting for the cause.

Three of the staff have become fathers since our arrival, LRO(T) Tex Rutter, LRO(G) Jim Rogers, and RO2(G) Bob Stock.

Sometime during the next 12 months the victualled members hope that they will be going to sea to get out of the rut that seems to hover permanently over them, i.e. financial embarrassment!

*By Editor. Can you provide us with a photo with your flock alongside, please?*



Small in size by comparison to the huge parabolic antennae generally used in satellite tracking and communications, this six-foot diameter antenna is part of the new shipboard satellite communication equipment built by Hughes Aircraft Company and being sea tested by the US Navy aboard two of its ships

## US NAVY SATELLITE COMMUNICATIONS

Small, reliable satellite communications sets that use antennae only six feet in diameter are now undergoing sea tests aboard the USS *Canberra* and USS *Midway* to provide the US Navy with the capability for instant ship-to-ship and ship-to-shore communications at any distance, near or far, in any kind of weather, anywhere a satellite can "see". This is done by using microwave line of sight transmission.

The communication equipment was designed and built for the US Navy's Bureau of Ships by Hughes Aircraft Company's communication division, Fullerton, California.

"Heretofore, huge parabolic antennae—the big 'dishes' pointed skyward toward orbiting man-

made 'moons'—have symbolized satellite tracking and communications," a Hughes official said.

With the new shipboard equipment, however, the US Navy has accomplished a working miniaturization. The six-foot parabolic antenna for the system may be mounted easily on existing ships.

The shipboard satellite communications equipment transmits through 'stationary' Hughes-built Syncom satellites. With frequency modification, they would be able to transmit through either a satellite network of medium altitude, orbiting satellites or stationary systems.

Providing one two-way voice channel and up to 16 two-way teletype channels, the shipboard equipment consists of the small six-foot parabolic antenna, receivers, antenna control panel, and voice and teletype equipment.

## HMS WHITBY

by Potts

It is a long time since the cry of "Come in No. 36" has been heard in these pages, but we are only an ordinary frigate doing an ordinary job. The current commission is one of the first of the phased variety, the first phase having joined at Chatham in January of last year.

We have had work up, Pompey, leave and then on to Gib., Malta, Aden. *Eagle* overtook us *en route* to Mombasa for Christmas. Soon afterwards the blow fell. The next thing we knew we were secured alongside *Eagle* who had run out of wiggly amps and were soon supplying her with the needful, the Comms. dept. having a good go at imitating Portishead Radio. Life became a little hectic for a while and we had visions of going all the way to Singapore on the end of a piece of string. Eventually the boffins made the amps wiggle again and we sailed a week late to continue our commission.

## HMS WILKIESTON

by LRO(G) D. J. Eggers

To: HMS ALBION—I see that the grey ghost of the Borneo coast has a little grey shadow.

Every time a new Minesweeping Squadron joins our relentless task as 'Gun Boats', a sigh of relief is heard from the RA's, "Ah! More time in": how wrong they are; since the 6th MSS, who originally were the only squadron patrolling Sarawak, we have been joined by the 8th, 16th (Aussies) and 11th MSS's, not forgetting the latest addition to our fold, a 'Kiwi' contingent. Unfortunately, to counteract this we have been allocated more patrol areas. So, gone are the days of a quiet life on 'sweepers'. All available are being winkled out: to sleep alongside the wall at Singapore is a thing of the past. If, by some remote chance a sweeper manages a whole fortnight in, it is considered by her crew an achievement.

These days we never get to sea as a squadron and rarely see our 'mother ship', *Manxman*, as she is

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usually haring from one place to another, though at present she is in long refit, giving the squadron SCO Lt. O'Brien and staff a well earned rest.

Wilky (as she is affectionately known?!) has struck two blows against the infiltration of Indonesians. On the first occasion, capturing anyone was still a novelty, so in doing so we helped bring world attention to the present situation out here by 'making news' for the Press and even being featured on 'Telly' around the world.

On 1st March we were honoured by a visit from the Duke of Edinburgh (or as the Chinese chef says— "the Queen's 'Hubband' ") giving us the opportunity to fly the Duke's Standard whilst alongside at Kuching. When the knowledge of his visit first spread, all who owned them had their number 6 suits dry-cleaned; too bad, we dressed in 10's! Prior to the Duke's visit, COMFEF's flag flew from the mast head while we gave him a brief taste of our patrol duties off Sarawak for one night, returning him safely to Kuching on completion.

In the communication world on board our numbers are few for a permanent staff: LRO(G) Eggers and A/LRO(T) Taylor (who is our port Vickers machine gunner). Fortunately shore sides recognise our plight and kindly loan us two Fleet Pool sparkers (at present RO2(G)'s Booth and Evans) which puts the W/T side almost permanent 'west country' and the V/S side on call any time.

I'm due for the UK myself shortly as my 25 months are up, though there is a slight snag due to the fact that they cannot decide whether or not to transfer us to the 8th MSS as MS8 (ex Dufton's crew). My relief appears to have been overlooked by CND. With that in mind perhaps I should wait

until the Autumn edition of THE COMMUNICATOR so as not to be 'done' by the rest of the squadron for saying that Wilky does the most sea time and definitely has the smartest and most efficient staff all round!!

## HMS VICTORIOUS

by Scrubbers

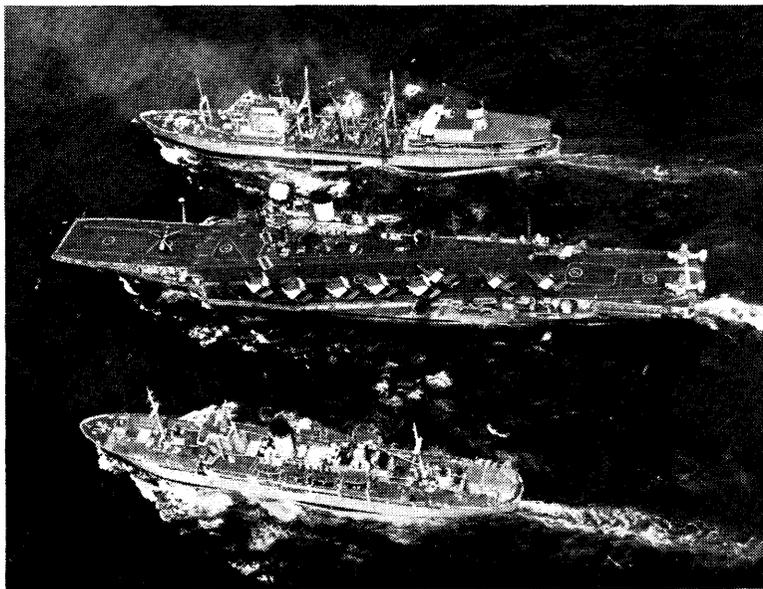
Owing to the fact that our Spring contribution for THE COMMUNICATOR arrived too late for publication, it is intended to bring our readers up to date with the past and latest on *the* Strike Carrier of the Far East.

For the past six months we have been flying the flag of FO2FEF. He joined in January with his staff and we proceeded for our final work up at Subic Bay. We have since taken part in three major exercises, namely "Fotex 65", "Sea Horse" and "Windy Weather".

Since January we have had very enjoyable visits to Japan, Hong Kong and Bangkok. At Kobe the ship was open to an overwhelming number of visitors.

On April 1st we had our Operational Readiness Inspection; this of course caused much concern, but we came through all right, to prove that we could equal if not better the *Eagle*, even with all her new equipment.

The ship's newspaper is published daily. RS(W) Collins provides the World News and RO1(G) Everett the Sports News, both producing and typing at least a page each every day. CY Godfrey helps sort the letters and articles received, typing as necessary. The SCO edits the paper and writes of all



HMS's Tidepool, Victorious, Resurgent



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- \* Can I obtain cover against most of my liability to purchase tax and import duty in the event of premature repatriation?
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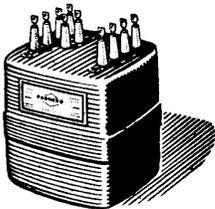
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happenings onboard within the previous 24 hours.

Meanwhile SCO2 and the rest of us keep lesser matters like communications going!

Quite a few personalities have visited the ship recently. Our star was Robin Day who made a programme for "Panorama". Other dignitaries were Mr. Mayhew, Minister of Defence for the Royal Navy and the Fleet Commander.

After relief by *Ark Royal* we hope to return to the land of air-conditioned streets and English speaking taxis, arriving on 27th July. Five of our members will then have completed two years East of Suez having left Pompey with the ship in August 1963. Daily services are held on board in the BWO and MSO to help speed *Ark Royal* on her way East.

This will be our last contribution this commission and we look forward to reading your articles when we are on RA. Who knows, YOU might be next.

We offer our congratulations to CY Godfrey who recently went 'down under' to get 'tied up'. He met his wife when the ship visited Fremantle last September.

## HMS ZEST

by E.W.O.

Since last writing, we have had our fair share of exercises, including "Fotex" and "Windy Weather". Some of us are wondering when the work up is going to finish, as it has been going for fifteen months now. In September the first phase of communicators go home. This will mean that we get our fourth RS!

In April we visited Japan where a good Saki was enjoyed by all. In July we are visiting Fremantle with *Bulwark*, but Scorchy (Granger) is a bit worried about the bars closing at six. No doubt you will be seeing some of the staff up at *Mercury* in September and the New Year.

## HMS ZULU

by LRO(G) Corner

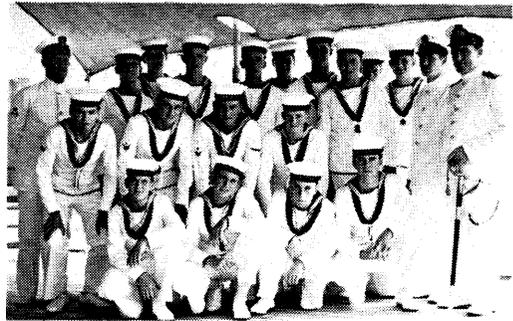
Easing back into the rather dreary Bahrain harbour routine again after our visit to 'Momers', we countered lethargy by giving the juniors a more extensive training programme.

"Fomeaswek", in April, gave us a brief chance to brush some cobwebs away, but it was terminated prematurely owing to civil unrest in Bahrain.

The May "Khargex", a series of exercises with the Iranian Navy off Kharg Island, was the first opportunity we got to air our exercise complans again, and the results were very successful.

The RS became the ship's photographic developing king and set up the TR as his dark room. Working in here he developed, in addition to photos, a remarkable flair for tuning the Ship-Shore transmitter in pitch dark wearing rubber gloves.

Promotion was in the air. One forenoon, after Captain's requestmen, LRO(T) Durrant mysteriously blossomed a peaked cap and began living in the



Communications Staff HMS Zulu

PO's mess. Even more mysteriously, two days later, both our RO3's passed their 2's exam, RO2(T) Stevens distinguished himself by being the only rating to pass the Fleet board for LRO.

We have visited Massawa with Rear Admiral Howes in order to attend the passing out parade of the Imperial Ethiopian Naval College.

The highlight of the visit was the call paid on us by HIM Haile Selassie, who was taken on a short tour of the ship.

At the time of writing we have just got through both the Comms. and the final harbour inspections without any snags, and are now busily preparing for the final sea inspection (i.e. polishing up on our tropical disease symptoms!)

After the inspection, the advanced leave party (RS Parker, CY Durrant, RO's Jones, Barrand and Hambling) will fly to the UK and their reliefs will join. By the time we get back in August they should be safely ensconced in their preferred drafts. CY Durrant will be a married man by then.

Following the partial staff change-over, we have Mombasa lined up for another 14 sensuous days before returning home.

Despite the Gulf's monotony, we have had varied experience of communications since leaving Portsmouth. Working on the Bahrain fixed service has given valuable knowledge to many of us who have never previously done AT routing. This should come in handy when sub-specialization and promotion courses have us sitting in a *Mercury* classroom once again.

Come to think of it, in a few months time, some of us will probably be doing just that.

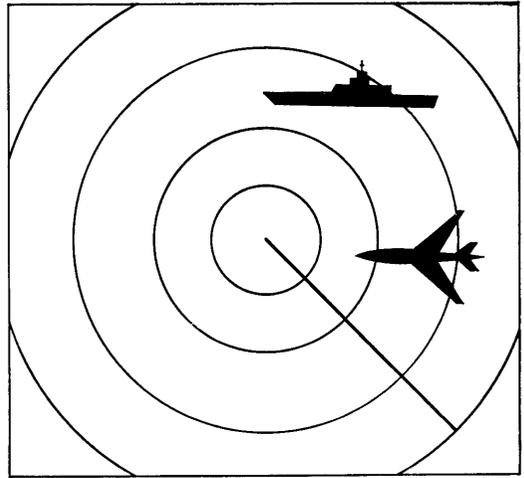
Our best wishes to Yeoman and Mrs. Durrant, and have a good Summer leave everyone—we will!

## APOLOGIES

The Editor regrets that articles from the following arrived too late for inclusion: HMS's ADAMANT, AJAX, CENTAUR, SHEBA, WARRIOR and SINGAPORE CONCERN, MHQ MOUNTWISE, BEXHILL RNR and Ex-RN Telegraphists 1918 Association.



Part of Controller's Desk in the large action speed tactical trainer supplied to the Swedish Royal Navy.



Simulator Target Control Units in Equipment Room, Central Air Traffic Control School, Royal Air Force, Shawbury.

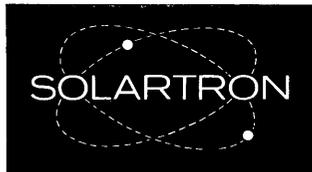
## Simulation Systems

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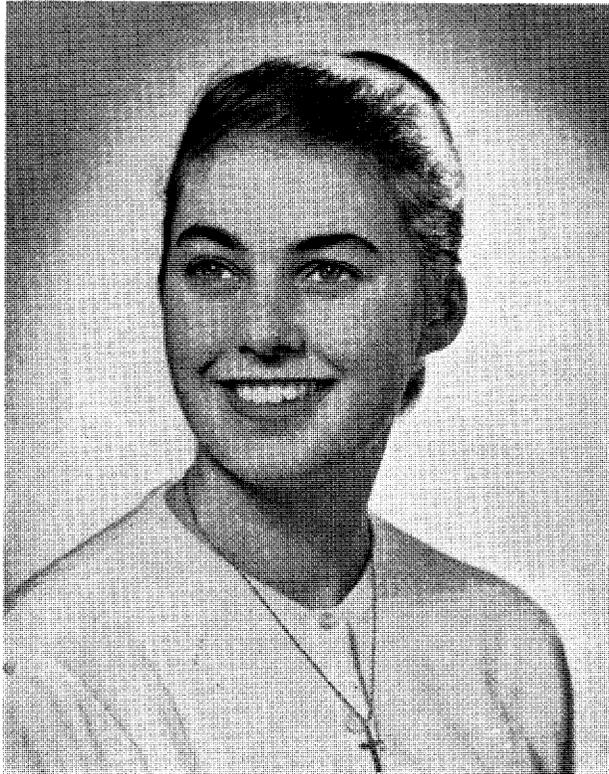
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Prizewinning Pin-Up submitted by LRO G. Gavin, HMS Whitby.

## AUSTRALIA NORTH WEST CAPE

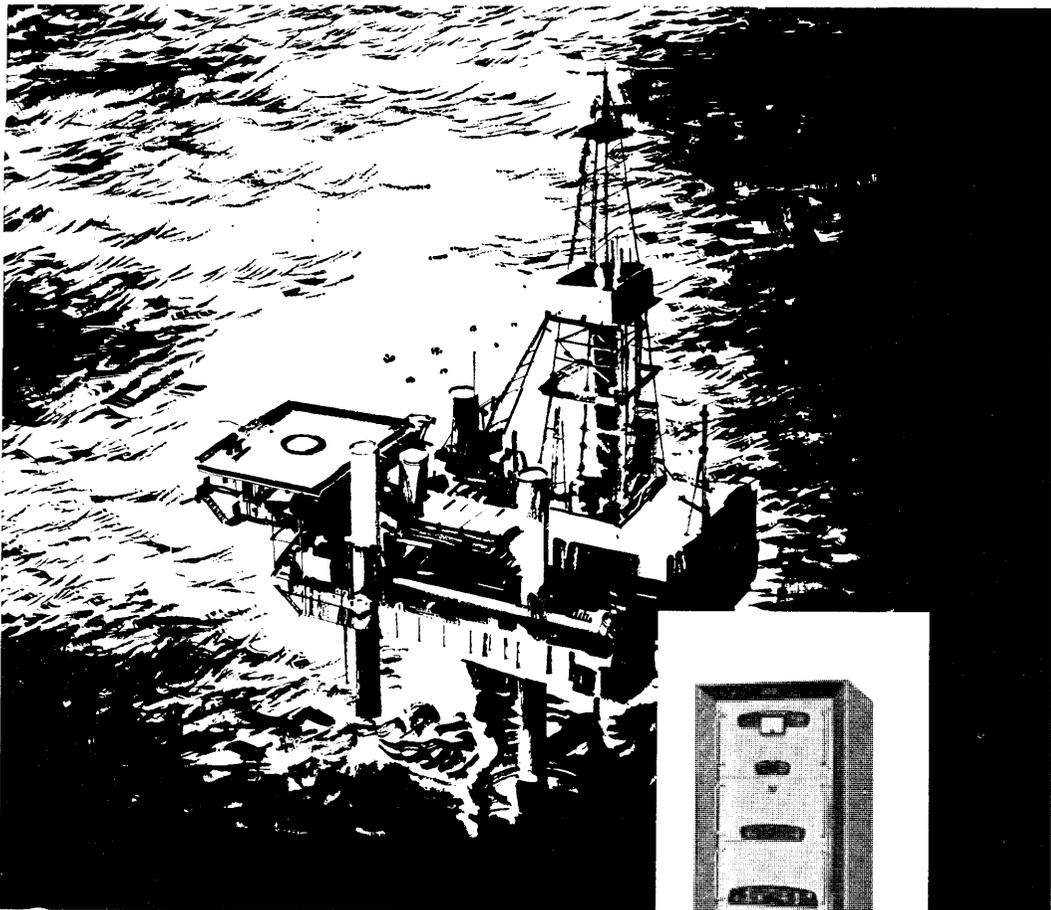
by S.F.B.

There are probably not many Communicators who have been lucky enough recently to circumnavigate the Western half of Australia in an American Navy Dakota and in particular to see the first stages in construction of a VLF station and of a new town in the empty North of Australia. Such was my good fortune early this year. Having been to Adelaide, across the Great Australian Bight to Albany, then to Perth and Geraldton, we arrived at North West Cape at the beginning of March. Here, in this lonely corner of Australia 900 miles north of Perth, in a desolate area of red dirt and scrub where only sheep and kangaroos have hitherto lived, and even they at a rate of only one sheep to every 10 acres, a major engineering feat is under way. The sixth and final link in a world wide chain of US Navy VLF Stations is under construction.

Work began on the site in 1963 and is due to be completed next year, by which time £33 million (Australian) will have been spent. The base will comprise the VLF transmitter station and aerial array, a HF transmitter and an HF Receiver Station, a new town, a new jetty and all necessary supporting services. Everything structural has been

designed to withstand the 140 knot winds to be expected from the occasional cyclones which spiral down from the Indian Ocean to the North. When we were there, there was only a gentle breeze, with the blue green waters of the ocean lazily lapping on to the silver sands round the new jetty. It was difficult to imagine that some months before, a cyclone had stirred up the shore line to leave it some fifty yards further out to sea along the jetty than it had been before. It was also difficult to believe that this limpid green sea was full of sharks, sting rays and water snakes.

The VLF aerial system is going to be supported by thirteen guyed steel towers,—Tower Zero in the centre will be 1,300 feet high. We flew over the spot at 1,300 feet and it looked a very long way down to the ground, as it will to those who ultimately will travel up the mast in a lift to service fittings at the top. Rather than me; I was glad I was airborne and not lift borne. Twelve 1,100 feet towers will stand in two hexagonal circles, of diameter nearly two miles, to carry the aerial array to Tower Zero, which will be the most heavily loaded tower of its kind in the world. At the moment all that is in



## RACAL IN EXPLORATION...

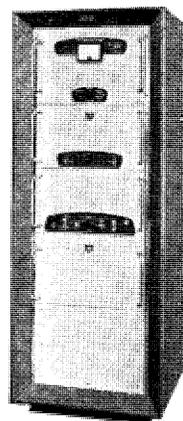
Reliable and consistent communications are essential in exploration to increase operational efficiency, minimize costs and protect valuable equipment and lives. Racal communication systems satisfy the needs of all in exploration, from the solo geologist's transistor pack-set to the oil company's world-wide network. HF and VHF equipment is available together with terminal units and power supplies, to provide complete systems.

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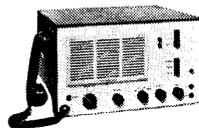
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position are the enormous concrete anchor blocks from which the towers will be guyed by steel cables up to nearly four inches thick.

There are 99 of these vast blocks which look like howitzer emplacements about to fire in all directions at once. Near the jetty, red and white tower sections lie like huge Meccano pieces waiting to be assembled and elsewhere are great drums on which are coiled the steel cables.

The concrete transmitter station under Tower Zero is beginning to take shape and will be 224 feet long, 110 feet wide and 51 feet high. The power station is also beginning to rise from its foundations and five miles to the south the new town of Exmouth is starting to take shape. The red earth has been scraped flat for houses and roads where, by the time it is finished, 2,000 people will be housed. Already there are families of workers living in caravans with little gardens beginning to sprout from the red soil which, like most of the rest of Australia, will grow almost anything if watered. 200 miles away on Shark Bay, where the explorer Dirk Hartzog first discovered Australia, lies the nearest town to the South, Carnarvon. To the East, some 100 miles across Exmouth Gulf lies the small trading port of Onslow, which allegedly keeps itself busy by being destroyed by a cyclone almost as soon as its inhabitants have finished rebuilding it after the previous one. Between Carnarvon and Onslow there is nothing, repeat nothing, except dry scrub and a few homesteads, occupying properties which could be half a million acres and yet carry only 20,000 sheep. Now there will be the new town Exmouth, occupied by US Naval personnel and families and by Australian civilians.

The problem of maintaining an adequate work force, currently 600, is a twofold one. Not only are conditions at the construction camp bleak, with the barest of amenities, but this type of job attracts the itinerant worker, the man who drifts from the Ord scheme, to the Snowy, to the Cape, and the worker who wants to make fast money and then get out.

The turnover of labour is given officially as 50 per cent a year, but this seems a conservative figure. Administration men and foremen stay; for craftsmen and labourers three to six months work, ten hours a day, six days a week, in perpetual heat and an occasional cyclone is enough.

Workers who stay six months have their air fare from Perth provided. After six months the fare is paid both ways and a year's service earns fares plus three weeks' holiday.

The American site supervisor says of the Australian worker "Rub him up the wrong way and he's a rough sonofabitch. Otherwise he's a gentleman".

The "gentlemen" pour off the trucks at five in the evening and sprint for the canteen. Six o'clock swill, North West Cape. It looks like a Cecil B. de Mille crowd scene, with the extras chosen for their villainous or bizarre appearance.

Beards are in. Every beard from Robinson Crusoe to Henry VIII. Length of beard indicates length of

service. Beards, hair, body and shorts smothered in fine red dust, they queue in the gloomy barn-like canteen for beer, the universal answer to a universal problem - dehydration. Jugs of draught beer in one queue, cans in the other. It is hushed. These are heat exhausted men. The few benches round the bare walls soon fill. Then they sit on the floor. A man of gross girth walks by, gulping beer from a jug. A sack of mail arrives and interest quickens. "Did you get a 'dear John'?", a voice roars.

Now they revive. Voices and bursts of laughter. Pure Strine,\* New Strine, English and Irish voices; the non-Strine in small groups, as if to preserve some sort of identity in an alien wilderness.

Alcohol dissolves the suspicion of a stranger. "My daughter is in Perth, going through medical school", says an Englishman. "I can clear £40 a week here. I'll give it about a year". But this is his first day and he sounds doubtful.

"I was on telly in Perth the other day. My brother won a third share of £300,000 in the pools. He says he'll come out for a visit". A man with great expectations.

A polite spokesman for three soft voiced Irish straight from the ship tries to suppress horror and homesickness. He becomes questioner. Is all Australia like this?

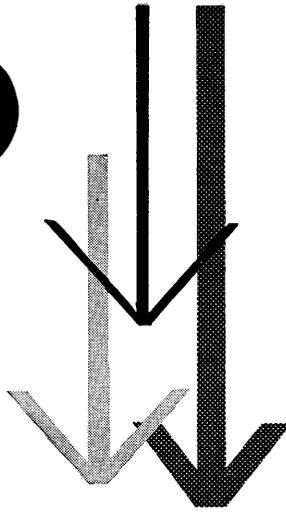
At six the canteen closes until seven and the men troop over to the big communal dining hall opposite. Food is good and plentiful. At one end of the hall is a section partitioned off for US Navy and key personnel. They eat the same food.

To western Australians the whole project seems like the beginning of the opening of the North West. As we flew along much further to the East we saw surveys being made for the port and other installations which must be built by late next year to start the iron ore exports rolling to Japan from the vast deposits which have just been discovered. From these mines, iron ore trains, each train pulled by four enormous diesels with only one crew and carrying 12,000 tons of ore, will load the iron into 100,000 tons ore-carrying ships. But as yet there are no ports, no railways, nothing to be seen except scrub.

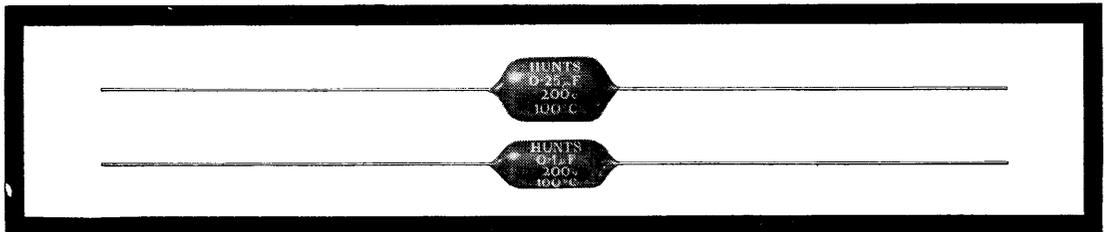
Still further to the East we flew over fjords where tidal power could generate electric power on a scale immeasurably greater than Snowy River scheme. The rise and fall of the tide in these areas is some 30 to 35 feet and nature has designed these great inlets with very narrow entrances.

The North West of Australia is on the move after centuries of slumber. The potential natural resources are terrific but the area is vast and enormous amounts of capital will be needed to develop it. But it must be a source of satisfaction that the communicators, albeit mostly American and Australian, but in which we Brits will be able to participate, are in the vanguard of the development of this part of the world.

\* Strine is Australian for Australian.



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TYPE W45 STANDARD RANGE		
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200	0.1 to 1	18.5 to 34 x 7.5 to 12mm
400	0.025 to 0.5	$\frac{3}{4}$ " to $1\frac{1}{16}$ " x $\frac{5}{16}$ " to $\frac{1}{2}$ "
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## SPRING EDITION COMPETITIONS

### F SECTION QUIZ

Correct answers are as follows:—

- 1(a) Saudi Arabia.
- (b) Australia (Stars).
2. All are parts of the Boatswain's Call.
3. Ensign, National and Merchant Flag, Uruguay—Sun of Mayo—symbol of successful revolution.
4. Flag of Cuba.
5. The German light cruiser 'Konigsberg', sunk up the Rufiji on July 11th, 1915.
6. All are symbols of the International Red Cross.
7. On a Cargo Liner (normally across stern).
8. On the following Flags:—
  - (i) The President's Standard/Flag of: Cuba, Colombia and Bolivia.
  - (ii) The Ensign, National and Merchant Flags of: El Salvador and Nicaragua.You would also see it at various Museums, particularly such places as Versailles, and other French historical places. It was originally known as a 'Phrygian' cap. This was conical in shape with the peak turned over in the front. Phrygia was an ancient country in Asia Minor, inhabited by Phryges, warlike settlers from the Thracian desert. The 'Cap of Liberty', the '*bonnet rouge*' of the French Revolution, is sometimes called a Phrygian cap or bonnet, since it resembles those worn by the ancient Phrygians. It appears on the flags of various South American countries to symbolise their attainment of freedom from the Spaniards.
9. 365 days, 5 hours, 48 minutes and 46 seconds.
10. The Prime Minister of Greece—Personal Flag.
11. *Winner*: CRS D. L. ALDERSON, Malta STC. Prize £1.

### THE GUESS WHERE PHOTO QUIZ

Correct answers are as follows:—

1. The Little Mermaid, Copenhagen.
2. Stave Church, Norwegian Folk Museum, Oslo (a model of the original at Gol in Hallingdal).
3. Gateway of the Temple of a Thousand Mats, Miyajima, Inland Sea of Japan.
4. St. Michael's Mount, Cornwall.
5. Copenhagen, The Town Hall Square.
6. The Gareloch, Scotland; site of the new Polaris Base.
7. The Sydney Harbour Bridge (year 1956).
8. The War Memorial, Bangkok.

*Winner*: THOMAS JOHN OWEN (Sea Cadet Corps), 29 Offa Road, Rushmore Street, Leamington Spa, Warwickshire. Prize One Guinea.

### SHORT STORY COMPETITION

RS E. JONES, STC, St. Budeaux, receives a prize of TWO GUINEAS.

### CARTOON COMPETITION

'BUNGY' (KRANJI W/T) receives a FIVE YEAR free subscription to THE COMMUNICATOR.

### CROSSWORD

First correct solution found when the Crossword was marked on the 1st July.

Wren (RO) E. A. DALTON, HMS *President*, Furze House, 41 Queen's Gate Terrace, Kensington, London, SW7, receives TWO YEARS' free subscription to THE COMMUNICATOR.

### OTHER CORRECT SOLUTIONS RECEIVED

RS (RNR) G. R. Amber; WRO (ord) W. Joy; ex-CRS K. Hughes (Cairo); Mr. T. W. J. Homewood, GM3BGN; Cdr. N. F. Fawcett, RN; PRI C. J. N. Edwards (Auckland); RS Metcalfe; Lieut. (CS) R. Winning, RN; RS E. G. Bourton; Lieut. D. C. Mitchell, RN.

### SPRING CROSSWORD SOLUTION

**Across:** 1 Gaberdine, 6 Bacon, 9 Neolithic, 10 Tenet, 11 Trefoil, 13 Era, 14 Courser, 17 Tontine, 19 Nictate, 22 Nightly, 24 Sea, 25 Nervous, 26 Tombola, 29 Ready, 30 Narrative, 31 Manse, 32 Easterner. **Down:** 1 Genet, 2 Broke, 3 Ruinous, 4 Inhaler, 5 Escheat, 6 Bittern, 7 Constrict, 8 Notoriety, 14 Conundrum, 15 Uncertain, 16 Eft, 18 Obi, 20 Acolyte, 21 Essence, 22 Natures, 23 Gemmate, 27 Onion, 28 Ameer.

### BA-A-A-A-A

From Admiralty.

Following suggestion has been received. Begins.

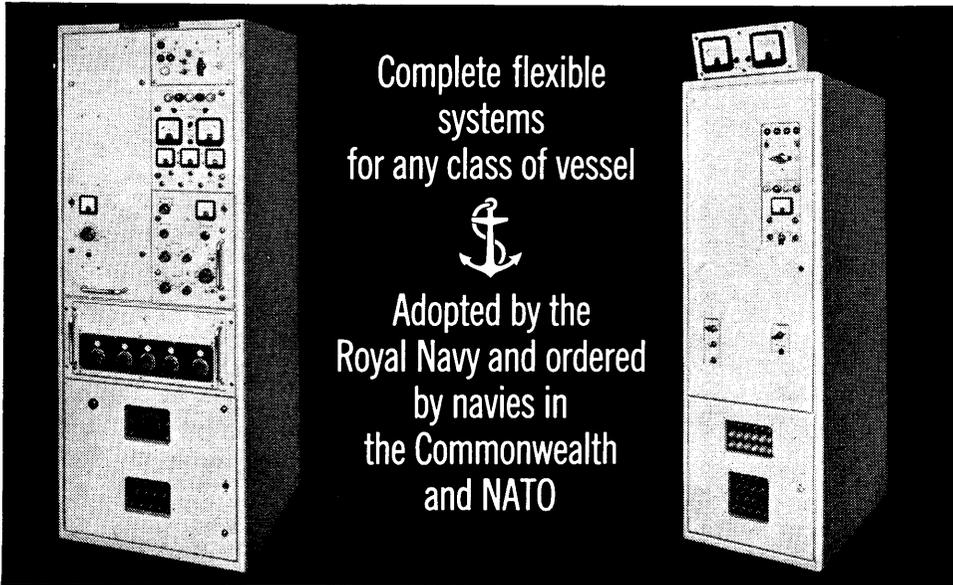
In order to deny the use of disused aerodromes and similar possible landing grounds to the enemy it is suggested that concrete sheep (filled with explosive if necessary) be placed on such landing grounds.

The presence of sheep would not normally deter an airman from attempting to land, as they bolt at the sound of an approaching aeroplane, but if dummy sheep were used in conjunction with real ones, the fact that some of the sheep were immobile would probably not be realised in time.

Concrete is suggested as it is the right colour and cheap to make.

Once the enemy became aware of the ruse the presence of real sheep alone would probably be a sufficient deterrent. Ends. 13.6.40.

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# GOING THE ROUNDS IN MERCURY

## Term Dates

Autumn Term	31st August to 17th December
Spring '66	3rd January to 15th April
Summer '66	2nd May to 12th August
Autumn '66	30th August to 16th December
Spring '67	3rd January —

## How to save Money

Communicators due to join *Mercury* in the near future and intending to travel by train via Waterloo on a Monday morning are reminded that they should board the last four coaches of the 5.23 Portsmouth and Alton train.

## How to spend a Little/Lot of Money

Use other than the last four coaches of the 5.23 train from Waterloo or board the 5.21 (no connections for Petersfield!) fast train to Portsmouth. These routes can only really be recommended to those who prefer the comfort/excitement of a 'Fast Black' for the final stage of their journey.

If you are fortunate enough to hire a taxi without delay, you *MIGHT* be able to return from your leave just in time and so normally more than cover the cost of the fare by the two days pay (or more) that you may have lost. In the case of the 5.23, a taxi from Aldershot or Alton might be possible and of the 5.21, a taxi from Portsmouth Town at 6.59.

## Development Plan

- Phase 1. 1965-66 Extension to CPO's and PO's Block.
- Phase 2. 1966-67 Construct extensions to Junior Ratings Blocks. Complete all alterations to Mountbatten Block.
- Phase 3. 1967-68 Construct WRNS Block. Construct Victualling Block.
- Phase 4. 1969-70 Construct Sick Bay and Dental Unit. Construct Administration Block. Construct Church. Construct Gymnasium. Alterations to existing Motor Transport Garage Area.
- Phase 5. 1970-71 Alterations and New Wing to Leydene House. Construct Estate and Naval Store Complex. Construct New Junior Ratings' Block.

Notes. Construction of a Drill Shed on the site of the Car Park adjacent to the New RCC (the old Junior Ratings' Canteen once stood on this site) will start shortly.

## WRENS

Congratulations to Wren V. Marson who was a member of the winning relay team at the recent inter-Command Athletics Championships, also to

Wren Wilkes who recently won a silver ash tray at the Portsmouth Command Rifle Championships. PO Wren Davison has been selected as a Command Cricket player.

Third Officers Jenny Fulton and Celia Blood have recently left the Service to be married. PO Cook Lester, who you will remember from Soberton, has left the Service and has an appointment at the Sidcup Hospital. Chief Wren Culpan has recently become engaged to AM2 J. Walsh of HMS *Eagle*.

Wrens Ramsay, Longdon, Cooke and Sharland thoroughly enjoyed their expedition to the Isle of Wight over the Whitsun weekend.

Third Officer Francis Lawson (an ex-Communicator) has relieved Third Officer Lucy Houghton as the Captain's Assistant Secretary.

The Advancement Classes this term have included Leading Wrens P. F. Ayling, C. A. Smethurst, D. A. Adamson, P. M. Cosham, D. M. Sheppard, H. V. Tough, N. R. Warren, Wrens D. K. Alexander, S. Calway, E. Davies, J. Fugle, S. C. Kelly, C. Marsden, G. M. Piper, C. A. Roach, J. M. Tennant, D. Childs, B. Dent, C. Houghton, S. E. Longstaff, P. Riley and C. M. Todman.

Promotions to Probationary Third Officer, WRNS; K. C. Duffield, E. Frye, A. M. Durston, J. Ireland, J. C. Keeling, M. A. Flower, S. G. Freeman, C. A. Ormerod, BA, W. E. H. McCombe, G. E. Topham, E. B. R. Tate, N. D. Puddick.

A further step in paving the way for the Wrens Unit to be formed in Singapore is an increase to six in the number of Wren Officers and Ratings already to be seen on the island.

## Promotions to date 17th June, 1965

To Proby: 3rd Officer, WRNS. F. J. Taylor; M. J. J. MacColl, BSc; M. J. Goslin; J. G. Whitehouse; P. M. Cox, BA; G. R. Turner; S. P. Gibson; R. M. Maskell; M. E. F. Sharp; S. F. Millington; D. Bell; B. M. Waugh; P. D. Hammond; C. L. Brown; P. M. L. Wilson.

## CHIEF'S CHATTER

The Spring term was rounded off with a most successful Easter Ball which was enjoyed by all who attended. Once again we beat the PO's Mess for the 'Dart', making it now four wins in a row. The Wardroom entertained the Mess to a very pleasant evening at the Fox and Hounds, Denmead, where we were beaten at indoor bowls for the 'Seadads Trophy'. (This is a trophy played for between the Wardroom and Mess at the end of each term).

The beginning of this term found six members in the *Mercury* platoon for the 'Freedom of the City of Portsmouth' ceremony. It was surprising how a couple of weeks at *Excellent* straightened up the backs of the old men, but the poor feet!!

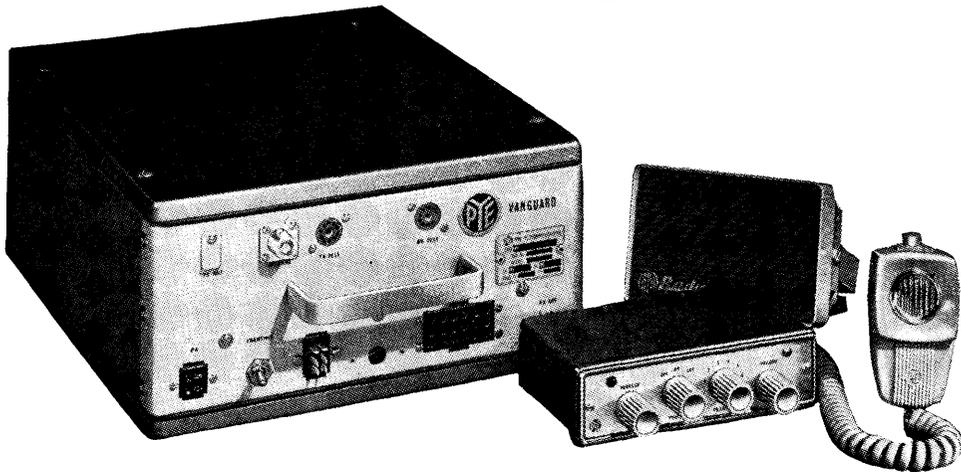
At last we have made definite steps to invite ex Chief Communicators to an annual reunion and it is



# VANGUARD

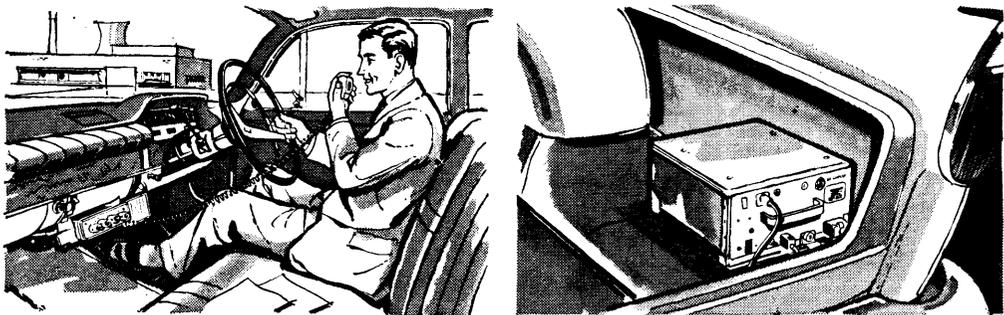
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hoped that our first attempt on the 17th July will ensure that we not only renew old acquaintances but that it will become a standing event.

By way of a change we are holding a barbecue instead of the usual end of term dance on 6th August; the entertainments committee are busy getting it organised and hoping for one of those rare summer evenings.

It is with regret that we have to say that Reg Taylor ex CRS and past President of the Mess passed away on 17th March. All who knew him will remember him as a grand messmate and for all his efforts on behalf of the mess while he was President.

### **PO's PATTERN**

Life has been quiet this term. A few old faithfuls have left us for the Grey Funnel Line and alas some have joined. To date we have not had much success in the Senior Rates Darts League, and we are always on the lookout for potential 'Jim Pikes'.

The Summer Dance is to be held on the 11th August. All CY's and RS's from the Fleet are cordially invited to attend.

### **SIGNAL SCHOOL MESS**

This term has been a very eventful one, with masses of activity in the sporting world, ranging from a table tennis tournament (now in progress), to the annual sports day. There were no really outstanding performances from the Signal School in the latter, and I regret to say we were well and truly crushed by the "Old Men", namely the Chiefs and Petty Officers.

The faces and characters are, as always, constantly changing; even I am new at the President's desk, having relieved LRO Denning who was lucky enough to be drafted to Fontainebleau. Another draft worthy of note is that of LRO "the sea shall not have them" Walker, who was dismayed by his move from the drafting office to a ship (his second).

The end of term dance was a great success, as usual, and enjoyed by all. This term it is being run by the Mercury Club, as the Signal School is already busily employed in running the Communicators' Ball to be held in September.

We look forward to seeing many more of you here in the near future, while we "stanchions" take your places with our newly acquired Signal School knowledge.

## **NEW ENTRY DIVISION NEWS**

by Lieut. C. F. Bryant.

Every young reader of THE COMMUNICATOR has, at some time, passed through those days in *Mercury* when he lived in 'A' block or one of the New Entry blocks.

It is not such a long time ago that the division numbered less than 100, and several classes had as few as two or three New Entries. Times change however, and today the Division numbers 320, and by November 1965 we expect to be well into the four hundreds. Classes now often number fourteen

new entries and sometimes as many as sixteen, and we average about thirty classes running at one time.

What does this mean? Generally speaking it means that the Administrative tail must be longer and wag harder. To this effect, much of the joining, accommodation and drafting details have been taken over by the Rating Control Centre, which is now housed in the old New Entry Admin. Office, which was before that 'F' Section Office, and before that the Ship's Company beer bar.

The new administration offices have expanded into what was the RCC, Drafting Office, RCO's Office, and the Disciplinary Office. Despite all this, the scran bag still over-flows onto the Broadwalk. Our accommodation blocks are now 'A' Block, Pascoe, Howe, and Knowles, and we are looking for another, so that more recreation space may be provided in 'A' block.

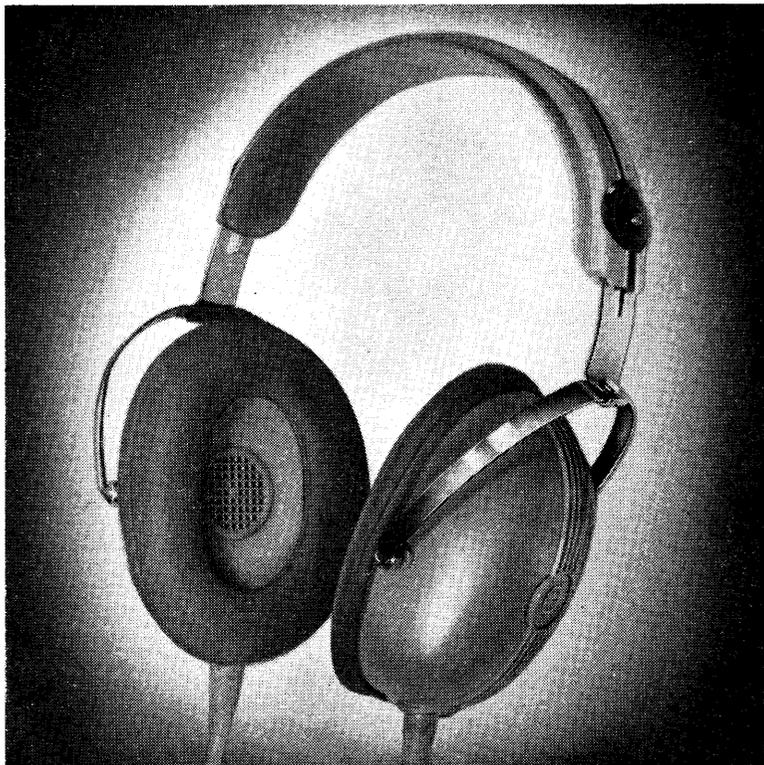
Alterations that have been done so far, include the enlarging of the old New Entry Canteen in 'A' block, and making one mess into a TV room. But even this did not give enough space, and so NE's on their last 6 weeks, have been allowed the privilege of using the Mercury Club, provided they are up to standard in all their studies and practicals, and of course have behaved themselves.

Many changes have occurred in the syllabus and training facilities. Remember carrying Aldis lamps and batteries on to the Broadwalk and flashing the Customs regulations from a packet of 'Blue-liners' to each other? This has been replaced by No 1 & 2 masts being used for FTX and in between, a pretty tin creature on four legs, sometimes described as Parker's Folly, and even occasionally and affectionately as a Static water tank! This has two ten inch SP's and the messages now passed between and through these stations are the more common ones that you send and receive at sea.

The emphasis, of course, is on practical operating ability, and to this end, two, and soon to be three, classrooms are used as little wireless offices-cum-MSO's, passing messages between each other. This is popular, and it is hoped that when New Entries go to sea, and sit on the bay for the first time, they are not so nervous, and consequently are more useful in less time. It is of course inevitable that some New Entries will slip back on going to sea because of the change of environment, and that is why the period of Continuation Training at sea is so important.

Because of the increased speed of Manual Broadcasts, the passing out speed for MMX has been increased from 18 wpm to 22 wpm, with no extra time on course. Many youngsters find writing legibly at this speed difficult, so that MKX has been re-introduced after the thirteenth week on course. The first classes fully qualified in MMX at 22 wpm and MKX can be expected to be at sea in September.

The Follow-up reports on New Entries, sent to us from Divisional Officers at sea, are proving most



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*Full details of the Canada Headset and other new types will gladly be made available on request.*

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**Ambient Noise Attenuation**  
40db at 1 Kc/s.

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**Microphone** (not illustrated) 48 ohms  
dynamic close talking.  
37db Attenuation at 4 feet at 1 Kc/s.

**Frequency** 50 c/s-10,000 c/s.  
12db peak at 4,000 c/s.



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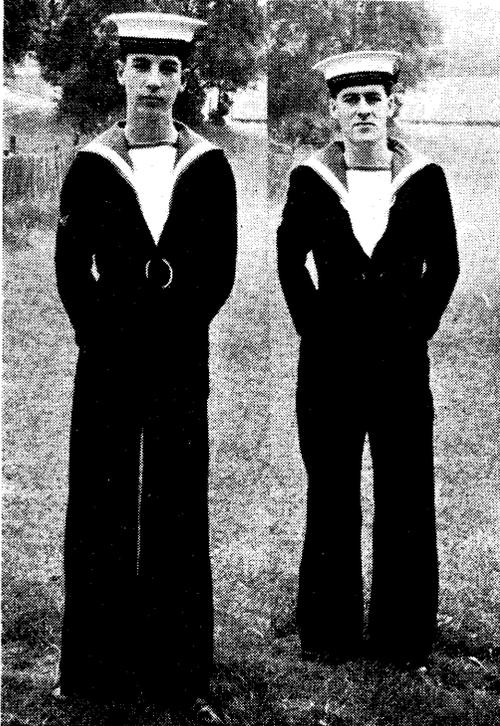
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useful, so please don't think that this is yet another piece of 'bumpf'.

We have now had two New Entry Open Days; the first suffered with constant and heavy rain all day, but this year the Gods were kind and it was a great success. We believe that something like 400 guests arrived, some from as far away as Cornwall, Wales and Scotland.



RO3 Kellett

RO3 Powell

## THAR'S GOLD IN LEYDENE HILLS

by M.M.

Two young New Entries, RO3's Kellett and Powell, have discovered gold in *Mercury*. By their own determination and application they have qualified for the Duke of Edinburgh Gold Award.

RO3 Kellett who hails from Brighton, where he first started the scheme, was invited to Buckingham Palace on 8th July to receive his award from Prince Philip. He is due to join *Lowestoft* where we hope he will continue to show the same determination in a successful career.

RO3 Powell who is a Scot from Troon in Ayrshire, has not yet received his invitation for the presentation but it is expected any day. Powell is still under training in *Mercury*. He should be going to sea early next term where we hope he too will continue to succeed.

The scheme in *Mercury* has a good following, though all boys who enter for it do not always manage to win an award. However the fact that they do try is an indication that modern youth is not so bad as some would paint it.

Volunteers from the training staff in *Mercury* are badly needed to help these young men along the road to awards. Anyone who has a hobby in which they can interest these young men can be a great help to them.

It is hoped that when we next go to press in THE COMMUNICATOR we shall be able to tell of more Gold and Silver being discovered here in the school. In the meantime happy expediting to all candidates past and present.

## "RETIRED—NOT OUT"

by C.S.C.

Much to the regret of the New Entry Squadron, September 1965 brings to a close the fine innings of RPO John G. Tindell, a man who has seen more of and knows more about HMS *Mercury* than most Communicators.

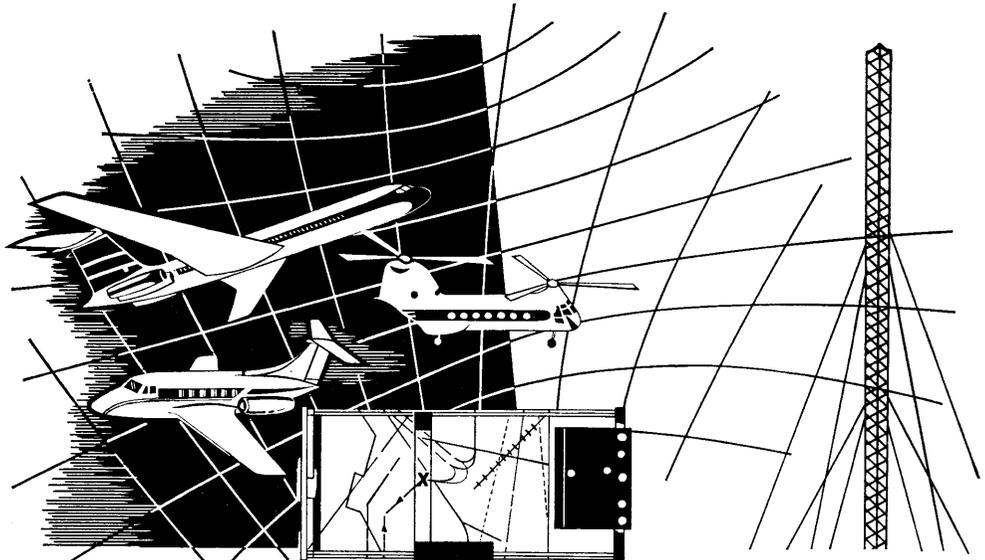
His has been a long and distinguished career starting when he joined the Royal Hospital School at Greenwich in October 1932, moving with the school to Holbrook, its present site, in the following year.

He joined the Royal Navy as a Boy 2nd Class at *St. Vincent* in March 1936, and joined his first sea-going ship, the renowned *Iron Duke* in May 1937. From that mighty beginning his record of drafts reads like a chapter from 'Jane's Fighting Ships', including such famous ships as *Duke of York*, *King George V*, *Nelson*, *Cleopatra*, *Victorious* and many others.

Among RPO Tindell's distinctions are his 22



RPO J. G. Tindell



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years' service as a Petty Officer, originally as a Gunnery Instructor, but for the past 12 years as a RPO. Unfortunately a medical disability denied him the MAA rate which he richly deserved.

Well known locally as 'our man' in East Meon he has given the best part of eight years' unstinted service and help to HMS *Mercury* and is well known throughout the Communication branch. His has been a fine example of discipline dispensed with firmness, tempered with kindness and understanding. Many are the Communicators who have reason to be grateful for his guidance and patience, this never more so than in the NE Squadron where some requests and misdemeanors have to be experienced to be believed.

I am sure that all Communicators will join me in wishing him 'Bon Voyage' on the turbulent waters in civilian life, and echo my sentiments when I say we shall miss him when he 'swallows the anchor'.

Postscript: September may see the sails lifted on one fine Naval career, but it will also see the stumps replaced and the crease remarked for RPO Tindell's son, Billy, who starts out on his career as a naval citizen when he joins his father's old school, RHS Holbrook. Who knows, some of you may see him in *Mercury* ere long.

## SKIING IN NORWAY

by RO3 A. Ganderton

Early in the year, Sub Lieut. Holland called for volunteers to form a team for a ski trip to Norway. After a period of rigorous training, I was fortunate enough to be one of the four chosen to join up with other groups from the Royal Marines, *Ganges*, *Vernon*, *Raleigh*, and *St. Vincent*. All were under the charge of Captain Hamilton Meikle, RM.

We took passage on MS *Braemar*, arriving in Oslo on Monday 15th March. Comfortable accommodation was provided for us in a Norwegian Home Guard Camp.

During the morning of our first day, equipment was issued and the purpose of the course explained during the course of a lecture. The afternoon saw us preparing for our first practice run. This involved smearing the bottom of our skis with special wax to provide sufficient adhesion for uphill climbing yet leave sufficient slip for downhill runs. Numerous layers of thin clothes ensured easy adjustment during the inevitable warming up on the run. Gloves prevent cuts quite apart from any other advantage.

The aims of the course are:

- (1) To assist selection of the Services' Team for the 1972 Olympics.
- (2) To introduce Cross Country skiing to U.K. personnel.

Cross country skiing has been perfected by Norway and Sweden. Special lightweight boots, skis and sticks are required. The ski is very narrow, weighing about the same as a tennis racket. Newcomers find difficulty skiing in formed ruts which look like two indented railway lines.



Left to right: Booth, Gost, Ganderton, Sykes

The second day found us on the mountains behind Oslo with a Norwegian instructor, Snell Ofnot, who thoroughly put us through the basics.

We skied in tracks, at dangerous parts opening out to about 25 yards between skiers in order to allow men who fell the opportunity to scramble clear. Serious injuries can normally be avoided by fully relaxing during any fall. Generally for the rest of the week, the Navy competed against the Royal Marines.

During the second week we had three races.

The first was a 2½ kilometre run behind the camp on an existing track. A skier wishing to overtake shouts "Track", when the skier in front is obliged to move off to the right of the track.

The second race was a relay consisting of seven teams of four. This was held on a new and more difficult track, with each obliged to do four circuits before the next man started.

The final race was of five kilometres, to be completed in twenty-five minutes.

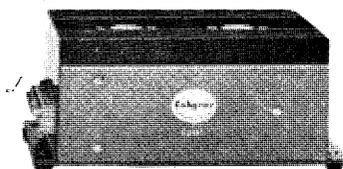
Successful skiers received a bronze medallion from the Norwegian National Ski Federation.

The whole course was thoroughly enjoyable, particularly as at the end of it I was fortunate enough to be asked back again for 1966.

## AMATEUR PHOTOGRAPHY COMPETITION

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Mrs. Morgan presenting one of the many prizes to Mrs. Wilson (G3NQD) secretary of the Torquay Amateur Radio Society

## RNARS MOBILE RALLY

held on 30th May 1965.

Despite a cold, overcast and blustery day, the RNARS mobile rally held at HM Signal School (HMS *Mercury*) has been voted a great success.

Vain attempts had been made to destroy a smooth running task by vandals turning the AA signs so that they pointed in the opposite direction; these acts of vandalism were nipped in the bud by the keen eyed amateurs who were in constant communication with the "talk in" station GB3RN. A party was sent out from the school to return the signs to their correct positions, so averting a near crisis to people not radio controlled.

Talk-in facilities were provided on four separate frequencies to guide the 208 cars onto the rally site at Hyden Wood sports ground outside *Mercury's* gates.

The Captain of the Signal School and President of the Society, Captain D.V. Morgan, addressed the 1,165 people assembled on the grounds to celebrate the fifth anniversary of the Society.

Visitors came from far and wide, from Torquay in the west to Edinburgh in the north. The enthusiast from Edinburgh GM3HUN (an RNARS member!!) received a prize for his effort, having travelled the greatest distance for the rally. Four overseas amateurs over in this country for a holiday (two from South Africa and two from Belgium) also attended the rally.

The visitors were entertained by displays given by the Hampshire Constabulary dog handling unit and the local Red Cross. Later in the afternoon a display of radio controlled model boats could be seen operating on the establishment's swimming pool, which enthralled young and old alike.

The mobile treasure hunt over a sixteen mile course, taking in Chalton, Finchdean, Horndean and Hambledon proved a popular feature of the rally, with the local Civil Defence providing communications

between the rally ground and five check points dotted about the course. The winner of this event was a Short Wave Listener who gained almost maximum points.

Musical entertainment during the afternoon was provided by the band of *TS Mercury*.

G6NZ and G2DZT had a tough job judging the mobile installations and both remarked on the very high standard of those present. G3GMN and G3ISZ were the winners of the best home-built rig and the best rig overall. (The organisers found one of the points which will have to be sorted out before the next rally, is separate parking facilities for those entering this competition.)

Mrs. Morgan, wife of the Commanding Officer, presented the prizes, many of the visitors leaving the rally with worthwhile prizes. The prize for the longest contact with the talk in station GB3RN went to G3IIO/M.

The Society are hoping to stage another rally in a few years time, when an even greater success is hoped for. Many useful tips of guidance towards the next one have been received already.

## HOBBY HAPPY HAMS

by CRS Matthews

While the average man in the street uses his radio set purely for entertainment purposes—ranging from "Mid-day Concert Hall" to "Top Twenty"—the radio "Ham" is patiently searching across the amateur bands for signals from fellow enthusiasts all over the world. These signals may emanate from some remote island in the Pacific where a dedicated soul has been deposited, complete with transmitting and receiving equipment, for the purpose of providing a new country for DXCC hungry hams; or they may just be from one of the numerous "Klub" stations that exist in "Mittel Europe". At the end of any such contact the amateur will generally know more about the other man than he does of his next door neighbour.

Most amateur radio operators possess equipment capable of transmission of both voice and C.W. signals. The ardent DX man (one interested in long distance communications) will swear by his morse key and sit up at all times of the day and night making contacts throughout the world—using equipment and power outputs that make his professional counterpart (with his Kilowatts and Rhombics) blush with shame!

From the beginning of the electronic era there have been "hams". All the early pioneers of radio were amateurs—there being no professionals in those days. When "officialdom" looked on wavelengths of below 200 metres (approx. 1500 Kc/s) as being of no use for communications purposes, it was the amateurs who were allowed to use them for experimental purposes. Soon it was discovered that not only were these frequencies useful but they

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possessed qualities not found in those of much lower frequency which were currently being used by commercial companies. These new frequencies often enabled long distance communications to be made over "transworld" paths.

As their properties were fully realised these high frequencies were taken over by Broadcasting stations, Military communications systems and Commercial Telegraph companies. The amateur gradually lost the use of these frequencies until today he has been allocated certain harmonically related parts of the radio spectrum (3.5, 7, 14 and 28 Mc/s) which are now known as the "Amateur Bands".

Early amateur equipment, like that of their professional counterparts, consisted of a mass of wires, Leyden jars, home-wound coils and large accumulators providing the D.C. voltages required. As technology advanced, helped along by the knowledge gained by these amateur experimenters, so equipment techniques advanced. The Coherer gave way to the Valve, Spark gave way to C.W., Double Sideband gave way to Single Sideband and the arrival of the Transistor and Semi-Conductor enabled miniaturisation to become an everyday fact. Nowadays the average amateur will be found with equipment that is well on a par with that being used by commercial companies—for those who can afford it a synthesised solid state "ham band" receiver is available—although the radiated power is much less. His knowledge will range from Single Sideband techniques to building his own test equipment and he will be found experimenting with conventional transmission and reception equipment, radioteletype, television and more recently VHF via satellite.

Language differences are no barrier to the radio amateur no matter what part of the world he hails from. Two internationally accepted codes help a Frenchman to converse with a Brazilian with an ease that would only be comparable if they could speak each other's tongue fluently. One of these codes is known as the "Q" code and deals purely with the passing of technical information. QSD "Your keying is defective" and QRM "You are being interfered with" are two examples of its use. The other code is made up of a set of abbreviations which grew from the old telegraph codes used on railroads of Europe and America. It is recognised by amateurs everywhere. Anyone tuning across any of the amateur bands may hear the following "QRU NW OM = VY 73 ES HPE CUAGH SN". This is the ham lingo for "Nothing more for you now old man = very best wishes and hope to see you again soon =". Every ham refers to his equipment as his "Rig" and the place he operates from is his "shack". A girl friend is known as the "YL" (young lady) and his wife becomes "XYL" (Ex young lady). Other abbreviations abound and are too numerous to mention.

On the completion of his contacts the amateur will seal his friendship by the courtesy of confirming

---

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the transmission. This he will do with his own personal QSL card. This card will record the vital details of the contact and no doubt be embellished with some form of "artistry" or photograph. One well-known DX operator was even known to have used a coconut, with the details carved on the husk, as a novel QSL card. These cards are often used to decorate the shack wall and provide colourful tribute to hours of patient listening and calling on the amateur bands by their owners.

Many awards are made by radio societies all over the world for various achievements ranging from the copying of morse proficiency transmissions up to 40 WPM, to working all districts in Sweden.

One of the most popular awards is known as the "DX Century Club" Award. This is issued to amateurs who can provide proof of contact with 100 or more countries in the world. The proof of course being the QSL cards that have been exchanged.

Certificate hunting has become a fashionable pastime in the ham world and the displaying of these awards is rapidly replacing the QSL cards as the primary means of decoration in many shacks the world over.

The amateur is already well known for his ability to keep up with modern techniques and trends—usually by self-teaching. It is this ability to absorb technological advances of the day that has made him an asset to his country in time of war. Thousands of them were called up in 1939 and provided, at short notice, the nucleus of technicians required to maintain and operate the communications and radar installations that were being established. On completion of their period of service they returned once again to civilian life.

Amateurs are normal everyday people, Clergymen, Doctors, Dustmen, etc. Some well-known personalities hold amateur licences, amongst them, Brian Rix the actor, The Crown Prince of Saudi Arabia and Senator Goldwater.

Any British citizen can become a radio amateur provided he can pass the examination set by the City and Guilds Institute on radio theory and also the G.P.O. morse test at 12 WPM. Nobody is exempt from these examinations be he professional radio engineer or commercial wireless operator. Having passed these examinations the freedom of the International amateur bands is his and he will have the world at his fingertips.

### "73's"

Scene: Lunar Landscape.

Occasion: First R.N. Expeditionary Force visit to Moon.

Chief: "Right lads, chop chop with that 622. Whitehall will be listening for us in ten minutes time".

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R.O. 99: "Hey, chief! Where do I stick this lead marked *Earth?*"



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Name	Rank	Whence	Whither
M. F. P. ARCEDECKNE-BUTLER			
	Lieut.-Commander	Ajax	Saker
J. C. APPELYARD-LIST ...	Lieut.-Commander	Kent	Mercury
P. ATKINSON ...	Sub.-Lieut. (SD) (C)	Mercury	Mauritius
J. W. A. ASH ...	Lieutenant (SD) (C)	Mercury	Staff FOSNI
W. G. BRIGGS ...	Sub.-Lieut. (SD) (C)	Ark Royal	Staff FOAC
J. P. G. BRYANS ...	Lieut.-Commander	Mercury	Bulwark
D. BEASLEY ...	Sub.-Lieut. (SD) (C)	Adamant	Monkton 1st Lieutenant
A. H. R. BRECHT, RAN ...	A/Sub.-Lieut. (SD) (C)	SD Course	Defender
P. H. BUCKLAND ...	Sub.-Lieut. (SD) (C)	STC Devonport	CINCAFMED
G. A. F. BOWER ...	Commander	RN Tactical School	Decoy I/C
W. J. BURLING ...	Sub.-Lieut. (SD) (C)	Aurora	Mercury
A. H. BROOKS ...	A/Sub.-Lieut. (SD) (C)	Wakeful	Naval Forces Borneo
H. M. BALFOUR ...	Lieut.-Commander	Mercury	Flag Lieutenant and SCO CBFCA
T. J. BROGAN ...	Sub.-Lieut. (SD) (C)	FOST Staff	Penston 1st Lieutenant
A. BANHAM ...	Lieutenant	Mercury	Advanced "C" Course
M. BROOMFIELD ...	Lieutenant	Tenby	RCN Exchange
M. J. CAHILL ...	A/Sub.-Lieut. (SD) (C)	SD Course	Cassandra
W. C. CARTER ...	A/Sub.-Lieut. (SD) (C)	Zulu	Mercury Sub Spec CO
T. F. R. CROZIER ...	Lieut.-Commander	Soberton I/C	Kildarton I/C
E. W. A. COLLINS ...	Lieut.-Commander	(SD) (C) Mercury	Sultan
D. H. CREMER ...	Lieut.-Commander	Victorious	1st Lieutenant RNC Greenwich
G. C. CLARK ...	Lieut.-Commander	Advanced "C" Course	Fife
D. W. COGGESHALL ...	Lieut.-Commander	(SD) (C) Eagle	Mercury
R. CARROLL ...	Lieutenant (SD) (C)	Mercury	Staff DNS
C. H. COX ...	Lieut.-Commander	Staff CINC HOME (SD) (C) STATION Desig	Staff DNS
D. A. DUNCAN ...	A/Sub.-Lieut. (SD) (C)	Tenby	Mercury Sub Spec CO
B. A. DAVIES ...	A/Sub.-Lieut. (SD) (C)	Zest	Mercury Sub Spec CO
W. R. DANIELS ...	Lieutenant (SD) (C)	Staff CINC Med	Whitehall W/T
J. C. DREYER ...	Lieutenant	Staff Capt. SM 3	Staff Capt. D21 (Dido)
J. DEMPSEY ...	Sub.-Lieut. (SD) (C)	Ganges	Fearless
V. S. V. DUKE ...	Lieutenant	Long "C" Course	Staff Capt. D24 (Ajax)
R. DERWENT ...	2nd Officer, WRNS	Rooke	Mercury
M. C. EVELEGH ...	Commander	Loch Fada I/C	DGW(N) (DWR)
F. M. EMMETT ...	A/Sub.-Lieut. (SD) (C)	SD Course	Wooton
G. EVATT ...	Sub.-Lieut. (SD) (C)	Naval Forces Borneo	COMFEF Staff
A. D. FIELDS ...	A/Sub.-Lieut. (SD) (C)	SD Course	Tiger
D. A. K. FINLAY ...	Lieut.-Commander	DWR(N)	Royal Malaysian Navy
R. D. FRANKLIN ...	Commander	Mercury	Tartar I/C
J. S. GEORGE ...	Lieut.-Commander	Mercury	Staff COMAF
L. L. GREY ...	Commander	DGW(N) DWR	Mercury
P. J. GERREY, RAN ...	A/Sub.-Lieut. (SD) (C)	SD Course	Dainty

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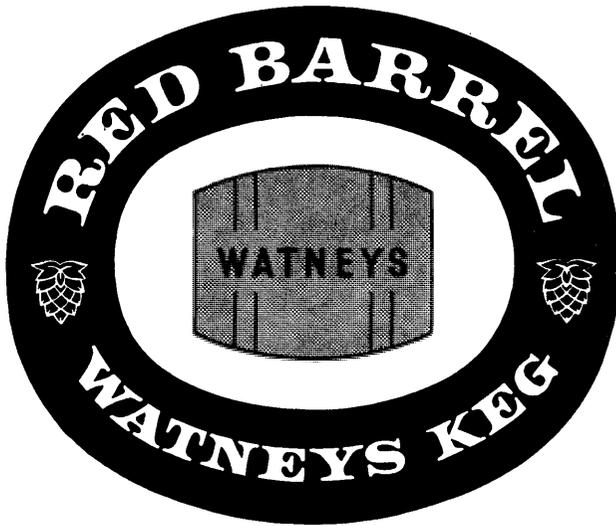
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**Bournemouth (Hurn) Airport, Christchurch, Hants.**

Name	Rank	Whence	Whither
D. GUNN ... ..	Lieut.-Commander	Mercury	Ana Moscow and Helsinki
P. G. M. GREIG ... ..	Lieut.-Commander	Staff DNS	Staff CINC North
J. D. HEDLEY ... ..	A/Sub.-Lieut. (SD) (C)	SD Course	Lion
N. W. HAGGAR ... ..	Lieutenant (SD) (C)	Kranji W/T	Eagle
R. A. G. HERRON, RAN ... ..	Lieutenant	Long "C" Course	Staff Capt. F2
D. A. HARRIES, RAN ... ..	Lieutenant	Long "C" Course	Staff SNONI
A. E. HOWELL ... ..	Lieutenant (SD) (C)	Mercury	Whitehall W/T
St. J. H. HERBERT ... ..	Commander	Walkerton I/C	Personnel Panel
J. T. HEADON, MBE ... ..	Lieutenant (SD) (C)	STC Devonport	Mercury
S. E. HUGHES ... ..	Lieutenant	Long "C" Course	RAN Exchange
R. HOLLAND ... ..	Sub.-Lieut. (SD) (C)	Mercury	Blackwood
J. R. T. JARMAN ... ..	A/Sub.-Lieut. (SD) (C)	Cassandra	Ark Royal
D. JACKSON ... ..	Lieutenant (SD) (C)	Royal Malaysian Navy	Lion
W. A. U. JARVIS ... ..	Lieutenant (SD) (C)	SNONI	Crofton 1st Lieutenant
R. W. KEOGH ... ..	Lieut.-Commander	Ulster 1st Lieutenant	Zest 1st Lieutenant
H. R. KEATE ... ..	Commander	Devonshire Exec. Officer	Mercury Exec. Officer
C. J. J. KEMP, MBE ... ..	Lieut.-Commander (SD) (C)	CINCEASTLANT	Defence Signal Board
B. E. LEMONDE ... ..	Lieut.-Commander	Mercury	RNZN Exchange
G. C. LLOYD ... ..	Commander	Mercury	COMFEF
N. G. LODDER ... ..	Sub.-Lieut. (SD) (C)	Mercury	ASWE
P. A. MYTTON ... ..	Lieutenant (SD) (C)	Lion	Jufair
J. B. D. MILLER ... ..	Commander	Mercury	Mauritius I/C
O. R. H. MAITLAND ... ..	Lieutenant	Long "C" Course	RAN Exchange
P. MARDON ... ..	Lieutenant	Torquay	Carysfort
V. E. MCDOWELL ... ..	Lieutenant (SD) (C)	Hartland Point	Whitehall W/T
P. H. DE MERINDOL ... ..	Lieutenant	RAN Exchange	Mercury
C. A. O'BRIEN ... ..	A/Sub.-Lieut. (SD) (C)	Relentless	Mercury Sub Spec Course
D. A. P. O'REILLY ... ..	Commander	Personnel Panel	Mercury (TC)
P. C. PRINCE ... ..	Lieut.-Commander	COMFEF	Seahawk Exec Officer
J. W. PURVIS ... ..	A/Sub.-Lieut. (SD) (C)	Bulwark	Mercury Sub Spec Course
T. D. PICKEN ... ..	A/Sub.-Lieut. (SD) (C)	Brereton	Mercury Sub Spec Course
G. C. PIDGEON ... ..	Sub.-Lieut. (SD) (C)	Whitehall W/T	Mercury
A. H. PORTER ... ..	Lieutenant (SD) (C)	Seahawk	Mercury
J. E. POPE ... ..	Captain	DDNE	DNE
N. J. PHELPS ... ..	A/Sub.-Lieut. (SD) (C)	Eastbourne	Mercury
H. B. PARKER ... ..	Commander	Mercury	Chichester I/C
C. A. REID, RAN ... ..	Lieutenant	Mercury	To RAN
E. G. H. REUBENS ... ..	Lieutenant (SD) (C)	Centaur	Staff of CINC Plymouth
C. RUSBY ... ..	Captain	HMY Britannia Exec Officer	DDNS
J. W. ROSKILL ... ..	Lieutenant	RAN Exchange	Kent
F. D. RIVERS ... ..	Lieutenant (SD) (C)	Whitehall W/T	Mercury
W. D. REDMOND ... ..	Lieutenant	Long "C" Course	Eagle
J. P. DE H. SAUMAREZ ... ..	Lieutenant	Staff FOAC	Mercury
P. W. SPENCER ... ..	Commander	Warrior	DNTWP
K. G. SNOW ... ..	A/Sub.-Lieut. (SD) (C)	SD Course	Eagle
D. C. SAYCE ... ..	A/Sub.-Lieut. (SD) (C)	Lowestoft	Mercury Sub Spec Course
W. L. B. STACEY ... ..	A/Sub.-Lieut. (SD) (C)	Naiad	Mercury Sub Spec Course

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Government Communications Headquarters  
'A' BLOCK PRIORS ROAD, CHELTENHAM, Glos.

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B. D. SALWEY ... ..	Lieut.-Commander	Calton I/C	Highburton I/C
B. K. SHATTOCK ... ..	Commander	Corunna I/C	Staff DNS
P. J. STEMBRIDGE ... ..	Sub.-Lieut. (SD) (C)	Naval Forces Borneo	Staff FOST
J. A. SANDERSON ... ..	Lieut.-Commander	Bulwark	Staff DNS
J. SHACKELL ... ..	Lieutenant (SD) (C)	Caesar	Staff FONAC
E. G. L. SCLATER ... ..	Lieutenant	Long "C" Course	Staff Capt. D26 (Phoebe)
D. C. SELLER ... ..	3/O WRNS	Cochrane	Rooke
P. M. STANFORD ... ..	Commander	Staff DNS	Brighton I/C
M. SANDS ... ..	Commander	Staff COMFEF	Carysfort I/C
S. F. TEAGLE, RNZN ... ..	Lieutenant	Long "C" Course	Staff FO2HF
C. G. TRAILL ... ..	Lieutenant	Advanced "C" Course	ASWE
C. G. TONKIN ... ..	Lieutenant (SD) (C)	Mercury	STC Devonport
A. F. TILLEY ... ..	Lieut.-Commander	Wolverton I/C	Staff FOME
J. VEAL ... ..	Lieutenant (SD) (C)	Mercury	Staff Capt. F17 (Eastbourne)
F. G. WIGG ... ..	Lieut.-Commander (SD) (C)	Forest Moor	Mercury
W. C. WATERS ... ..	Lieutenant (SD) (C)	Whitehall W/T	Tiger
A. R. WOOD ... ..	Lieut.-Commander	Mull of Kintyre	Ajax 1st Lieutenant
P. C. WEBBER ... ..	A/Sub.-Lieut. (SD) (C)	SD Course	Letteston
P. E. WORTHINGTON ... ..	A/Sub.-Lieut. (SD) (C)	SD Course	Exmouth
R. S. WITHERS ... ..	A/Sub.-Lieut. (SD) (C)	Palliser	Mercury
P. A. WILLIAMS ... ..	Lieutenant (SD) (C)	Afrikander	Seahawk
W. B. WILLETT, OBE, DSC	Lieut.-Commander	CINC North	Staff CINC Home Station (Desig)
J. E. S. WALLIS ... ..	Lieutenant (SD) (C)	Mauritius	Staff SNONI

### PROMOTIONS

#### To Captain

C. RUSBY

#### To Commander

H. B. PARKER

M. SANDS

#### To Lieutenant-Commander

G. M. TIMPSON

J. C. APPELYARD-LIST

L. L. M. SAUNDERS

K. H. JAY

#### To Lieutenant-Commander (SD) (C)

D. W. COGGESHALL, DSM

W. M. DAWSON

#### To Lieutenant-Commander RNR

P. CRANWELL-CHILD

#### To Lieutenant (SD) (C)

V. E. MCDOWELL

F. D. RIVERS

R. CARROL

D. JACKSON

### PROVISIONAL SELECTIONS

#### To Captain

G. E. SAMPSON (*Ganges*)

#### To Commander

G. W. LOWDEN (*Mercury II* late *Lowestoft*)

### RETIREMENTS

Commander J. D. MACPHERSON

Lieutenant-Commander R. BENNETT, MBE

Lieutenant-Commander (SD) (C) D. A. JONES

Third Officer J. A. FULTON, WRNS

Third Officer P. A. JENKINS, WRNS

### ADVANCEMENT TO CHIEF PETTY OFFICER

#### To CCY

READ, H. 3.1.65

DUFFY, J. 1.2.65

MURRELL, L. 5.3.65

GREENFIELD, R. 19.3.65

RILEY, R. R. 22.3.65

SHOTTON, J. 17.4.65

TILLETT, A. R. 29.5.65

#### To CRS(W)

BOORMAN, D. J. C. 1.1.65

HOWLETT, B. 1.2.65

DAVIS, E. 1.3.65

DEAN, D. 1.5.65

#### To CRS

MARKS, D. A. 3.1.65

CARPENTER, M. A. 21.2.65

CHILDS, R. R. 8.3.65

HAMLETT, R. L. 25.3.65

Congratulations to CRS P. L. O'ROURKE upon the award of the B.E.M.

## DRAFTING

Only names that have been included in articles from ships and establishments and not printed elsewhere in the magazine are shown here. Reading the SHIP-SHORE NEWS will give you the whereabouts of many of your friends. Please forward any drafts you wish shown in our next edition with your article for the Winter edition of the magazine. Individuals may write directly to the editor if they wish. Although every endeavour is made to ensure that the information in this section is correct we ask readers not to treat it as authoritative in the strict sense..

Name	Rate	Whence	Whither
AINSWORTH, L. M. ... ..	Wren	Fulmar	Release
ADAMS ... ..	RS	Adamant	Ganges
BEARE, R. A. ... ..	CRS	Aurora	Mercury
BLACKWELL, D. ... ..	CRS(W)	FSL	Mercury
BIGNELL, D. J. ... ..	CRS	Mercury	St. Angelo
BROWNE, S. J. ... ..	CY	Mercury	Lion
BELL, A. ... ..	RS	Torquay	Mercury
BEVEN, R. ... ..	LRO(G)	MHQ Plymouth	Release
BROWNSON ... ..	RS(W)	Mercury	Terror
BOWEN, A. D. ... ..	CRS(W)	Kent	Osprey
BOYLE, J. B. ... ..	RO2(T)	Adamant	MHQ Plymouth
BONTOFT, J. A. R. ... ..	LRO(G)	Kent	Dolphin
BLOOM, A. A. B. ... ..	LRO(T)	Kent	Mercury
BUDD, M. D. ... ..	RO2(G)	Kent	Whitehall W/T
BEWSHER, B. ... ..	RO2	Kent	Mercury
BARDEN, G. ... ..	LRO(T)	Fulmar	Devonshire
BARNETT, J. N. ... ..	Wren	Mercury	Fulmar
BIRCHALL, P. M. ... ..	L/Wren	St. Angelo	Fulmar
BROOKS, J. ... ..	L/Wren	Malta Comcen	Culdrose
BIGGS, J. ... ..	L/Wren	Halfar	Culdrose
BRYANT ... ..	RO2(G)	Hampshire	Whitehall W/T
BOWERMAN ... ..	RO2(G)	Hampshire	Osprey
BARCLAY ... ..	CRS(W)	Hampshire	Ganges
BOSWICK ... ..	LRO(T)	Ganges	Leander
CUMMINS, R. C. ... ..	CRS	Mercury	Sea Eagle
COYLE, J. W. ... ..	CCY	Mercury	Ganges
CLARKE ... ..	CRS	Ganges	Sea Eagle
CRYER, M. ... ..	L/Wren	President	Fulmar
CUMMINGS, D. ... ..	Wren	Fulmar	President
CREASY-CHAPMAN, P. ... ..	LRO(T)	Kent	Mercury
COOPER, D. H. ... ..	RO2(T)	Kent	Whitehall W/T
COWDREY, W. E. ... ..	RO1(W)	Kent	Whitehall W/T
CARR ... ..	RS(W)	Mercury	Kranji
COOMBES ... ..	RS	Mercury	Ulster
DUFFIN, A. D. ... ..	CRS(W)	Terror	Mercury
DUDLEY-SMITH, J. ... ..	Wren RO	Culdrose	Release—Marriage
DOBSON, J. K. ... ..	RO2(G)	Fulmar	Hydra
DALBY, A. ... ..	CY	Victory	Mercury
DANN, T. D. ... ..	CY	Mercury	Arethusa
DUCKWORTH, C. C. ... ..	RS	Mercury	Lion
EVANS, P. J. ... ..	CRS	Mercury	Ajax
EVA, D. F. ... ..	CCY	Dido	Mercury
EARLY, P. J. ... ..	CRS	Mercury	Kent
EDGAR, C. ... ..	L/Wren	Yeovilton	Culdrose
EDMONDS, L. D. ... ..	L/Wren	Fulmar	Heron
EDWARDES, J. ... ..	Wren	Fulmar	St. Angelo
EASTHOPE, K. ... ..	RO2(G)	Kent	Burnham W/T
EILBECK, J. E. ... ..	RS	Victory	Mercury
EDMONDSTONE ... ..	RS	Mercury	Cockran

Name	Rate	Whence	Whither
FIGG, P. J. ... ..	CRS(W)	FOAC	Mercury
FORTH, D. R. ... ..	CRS	Kranji	Mercury
FOXTON ... ..	RS	Hampshire	Drake
FLYNN ... ..	CY	Berwick	Ganges
FRENCH, J. L. ... ..	RS	Lion	MHQ Plymouth
FAKES ... ..	RO2	Mohawk	Ganges
FOXTON, T. ... ..	RS	Drake	Culdrose
FRANCIS, J. ... ..	LRO(W)	Kent	Mercury
FAWCETT, J. P. ... ..	RS	Berwick	Mercury
GARDNER, T. ... ..	CRS	Kranji	Mercury
GOFF ... ..	RO3	Hampshire	Mercury
GWILLIAM ... ..	LRO(T)	Shoulton	Ganges
GREEN, A. ... ..	Wren	Culdrose	Whitehall W/T
GREATOREX, G. ... ..	RO2	Kent	Mercury
GRIFFITHS, C. T. ... ..	RO2	Kent	Mercury
GOODING, B. T. ... ..	RS	Maralinga	Mercury
HAMLET, R. L. ... ..	CRS	Mercury	Fort Southwick
HARDEN, J. D. ... ..	CRS	Mercury	BJSTT Ghana
HAIG, C. ... ..	Wren	Culdrose	Whitehall W/T
HALFORD, R. K. J. ... ..	RO2(G)	Lion	Fulmar
HANCOCK, C. E. ... ..	RO1(T)	Fulmar	Naiad
HARROLD, M. ... ..	RO2(G)	Fulmar	Release
HARTLEY, M. W. ... ..	CY	Mercury	Scarborough
HOWLETT, K. ... ..	RO2(G)	MHQ Plymouth	Ashanti
HANKEY ... ..	CY	Mercury	Tamar
HOWARTH, J. A. ... ..	LRO(G)	MHQ Plymouth	Ajax
INGHAM, A. H. ... ..	CY	Lowestoft	Mercury
JACKSON, K. G. ... ..	CRS(W)	Mercury	Kent
JACKSON, K. J. ... ..	RS	MHQ Plymouth	STC St. Budeaux
JUPP ... ..	CCY	Afrikander	Ganges
JAMES, C. A. ... ..	Wren	Fulmar	Heron
JOHNSON, A. L. ... ..	LRO(G)	Kent	Capic Clyde
JOHNSON, N. D. ... ..	RS	Mercury	Mauritius
KOT, S. ... ..	Wren	Fulmar	President
LOCK, A. S. ... ..	CCY	St. Angelo	Mercury
LAWS, A. ... ..	Wren(M)	Culdrose	Sea Eagle
LAWS, G. ... ..	CRS	Kent	Mercury
LEVENE, L. F. ... ..	CY	Dryad	Mercury
LIPSCOMBE, M. ... ..	RS	Mercury	Dampier
MANNS, H. J. ... ..	CRS	Mercury	Pension
MONCKTON, G. F. ... ..	CCY	Mercury	Pension
MALLABURN, J. ... ..	CRS	Tiger	Mercury
MORGAN, M. ... ..	CCY	Mercury	St. Angelo (CINCAFMED)
MOORE, A. ... ..	LRO(G)	MHQ Plymouth	Ajax (Oct.)
MURPHY ... ..	LRO(G)	Hampshire	Cochrane
MACDONALD ... ..	RO1(W)	Hampshire	Cochrane
MACAULAY ... ..	RO1(T)	Hampshire	Cochrane
MILLS ... ..	RO2(T)	Hampshire	CINC Portsmouth
MABLESON ... ..	CY	Ganges	Eastbourne
MARTIN, E. ... ..	Wren	Culdrose	Rooke
MALCOMSON, R. ... ..	RS	Culdrose	Staff CINC MED
MACLEAN, T. ... ..	LRO(G)	Fulmar	Release
MACLEOD, M. C. ... ..	L/Wren	Fulmar	Release
MCLEAN, P. P. ... ..	RO2(G)	Fulmar	Terror
MILNE, W. ... ..	RO2(G)	Fulmar	Vidal
MONGER, R. G. ... ..	RS	Lion	Mercury
METCALFE ... ..	RS	Mercury	Dalrymple
NICOLE, J. M. ... ..	RS	Mercury	Fraser
O'BRIEN, A. D. ... ..	CCY	President	Mercury

Name	Rank	Whence	Whither
OSBORNE, M. A.	RO2(W)	Berwick	MHQ Plymouth
PARKER, M. E.	CRS(W)	Mercury	Terror
PANTER, J. H.	CCY	Rooke	Mercury
PRATT, A. H.	CRS	St. Angelo	Mercury
PORTER, J. L.	RO1(G)	Kent	Fort Southwick
PATERSON, N. T.	CY	Decoy	Mercury
PARKES, B. F.	RS	STC St. Budeaux	MHQ Plymouth
RIDDLE, J. G.	CCY	Wildfire	Mercury
RICHARDSON, H. W.	RO2(G)	MHQ Plymouth	Brighton (Oct.)
RUST, J. J.	CCY	Mercury	Ajax
READ, L. A.	CRS(W)	Mercury	London
ROSE	RO2(G)	Hampshire	Mercury
ROBSON	RO3	Hampshire	Mercury
RANDALL, F. C.	Wren	Mercury	Fulmar
SHAW, F. M.	CRS	Mercury	St. Angelo
SODEN, H. J.	CCY	Dolphin	Phoebe
SYDES, S. A.	CRS	Ganges	London
SURRIDGE	CCY	Hampshire	RNR Chatham
SPALDING	RO1(W)	Hampshire	Forest Moor
SONGHURST	RO2(T)	Hampshire	CINC Portsmouth
SWEETMORE	RO2(G)	Hampshire	Warrior
SHAW	RS	Ganges	Whitehall W/T
STEVENSON	LRO(T)	Ganges	Malta COMCEN
SMITH, R. A.	Wren(M)	Culdrose	Release—Marriage
SILVER, M. V.	RO2	Kent	Mercury
SENOGLES, C. R.	A/LRO(T)	Kent	Dolphin
STRAW, H. B.	CY	Calliope	Mercury
SPRATLING, D. R. B.	CY	Yarmouth	Mercury
SMITH, C. C.	CY	Mercury	Fraser
SANDERS	RS	Mercury	Blackwood
STEEL, M. R.	RS	Mercury	Ursa
STONE, T. A.	CY	Mercury	Solent RNR
TOMLINSON, J. A.	Wren	Mercury	Fulmar
TURNER, P.	Wren	Mercury	Fulmar
TUGWELL, D. J.	RS	Mercury	Hecla
VERITY, A.	L/Wren	Falcon	Fulmar
WALKER	RO1(T)	Hampshire	Victory
WILSON, H. A.	PO Wren	Culdrose	Rooke
WHITELOCK, D.	Wren	Culdrose	Whitehall W/T
WHAWELL, M. N.	L/Wren	Fulmar	Rooke
WICKINS, C. G.	LRO(T)	Fulmar	St. Angelo
WAGGETT, T.	RS	Mercury	Ursa
WATKINS, R.	CRS	Sea Eagle	Mercury
WIGHT, A. B.	CCY	Mercury	Victory
WEST, J. E.	CRS	Mercury	Lion
WATSON, M. A.	RO2(G)	MHQ Plymouth	Terror (LFS)
WARRINGTON, B.	CRS	Lion	Mercury
WALTERS, B.	RO2(G)	MHQ Plymouth	Sheba (Oct.)
WALL, J.	CRS	Whitehall W/T	Fife
WEAVER, A. A.	RS	MHQ Plymouth	Terror (CINC)
YOUNG, R. A.	CRS	Southwick	Phoebe
YOUNG	RO3	Hampshire	Cochrane
YEATES, D. A.	RS	Brighton	Mercury

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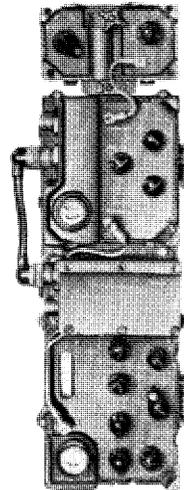
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