

John G. Howard

THE COMMUNICATOR



VOL 18 • No. 4 SPRING 1967

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THE COMMUNICATOR

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

SPRING 1967

VOL. 18, No. 4

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SPRING FEVER



by courtesy of Warner Pathé

RAQUEL WELCH

EDITORIAL

A magazine is only as good as its contributors, and amongst the regulars we are fortunate to have a first-class crossword compiler.

However, only three completed solutions to the Christmas puzzle were received. This could very well be our fault in allowing insufficient time for the Crossword to receive the attention it deserves (particularly overseas), therefore readers may like to note that the closing date for the competition in this issue will be 1st July next.

TRAINING AND ADVANCEMENT NOTES

by Supernumeraries Training Office

Sub-Specialisation

My article in the Christmas edition was rendered obsolete by the advent of DCI (U) 1501/66 which brought into force a new system with effect from 1st January, 1967. The procedure now is that selection for sub-specialisation is being made at HMS *Mercury* during New Entry training, and ratings' papers are noted accordingly, e.g. 'Selected G', etc.

The object of the new system is to relieve ships of the difficult task of rotational training in all three specialisations. Ratings will therefore be employed in their selected specialisation as far as operational requirements allow, but they will still be required to maintain the practical skills of all three specialisations, and will be cross-employed when necessary.

The Annex to the DCI makes the examination for RO2 different for each sub-specialisation, except for practicals which are common to all. We expect to start the new style examination in HMS *Mercury* about April 1967, when the first of the ratings selected under the new rules return from sea.

All JROs and RO3s who left training before 1st January, 1967, and have not yet been selected for sub-specialisation, are to have preference forms rendered for them by 1st March, 1967. By the time you read this article they should all have been selected; but if you have not, see your Divisional Officer now. When preference forms have been received by Commodore Naval Drafting for all ratings, he will allocate them a sub-specialisation depending on their choice and the numbers required. The approximate percentages required are 33% 'G', 33% 'W' and 14% 'T'. All ratings will then be informed of their specialisation and their papers annotated accordingly. Having allocated all the JROs and RO3s who left training before 1st January, 1967, CND will take no further part in the allocation of sub-specialisation and it will be controlled by the New Entry Training Officer in HMS *Mercury*, according to the requirements of the Ministry of Defence.

Fleetboard for LRO

The dates of Fleetboards and Fleetboard Preparation courses in HMS *Mercury* during 1967 are given in DCI (U) 1540/66.

I must emphasise that the only ratings entitled to a preparation course are those who joined the Navy before 1st January, 1963; and they are only allowed one course. If they fail they must take the normal Fleetboard examination on future occasions. Applications for preparation courses in HMS *Mercury* are to be forwarded on forms S1303A quoting the DCI.

Applications for the Fleetboard examination should be forwarded to Commanders-in-Chief through Administrative authorities. In the case of boards held in HMS *Mercury*, the Commander-in-Chief Portsmouth issues a Portsmouth Temporary Memoranda giving a closing date for applications. All applications for examination in HMS *Mercury* should therefore be forwarded on forms S442 to the Commander-in-Chief Portsmouth (copy to the CND), to reach his office at least two weeks before the dates shown in the DCI.

Many requests have been received in HMS *Mercury* for refresher training before a Fleetboard examination. This is not possible; and ratings must therefore make their own arrangements to ensure they are up to the mark for the examination.

Continuation Training

The standards of knowledge and, in particular, the practical ability, of ratings returning to HMS *Mercury* after their first sea-going draft is causing concern. The many problems of organising continuation training in an operational ship are appreciated and it is hoped that the new system for selection of sub-specialisation will ease the burden considerably. However, it will be seen from DCI (U) 1501/66 that practical subjects are still common to all and it is of the utmost importance that the required standards are maintained.

A recent examination for RO2 included six ratings who were overdue by service for the rate of RO2 but had not taken the examination before. All RO3s are urged to prepare for the RO2 examination as early as possible and to take it at the first opportunity. This is particularly important now that the rules for accelerated advancement promulgated in DCI (U) 163/66 (as amended by DCI (U) 1303/66) permit ex-Juniors (U) to be advanced to RO2 after six months, and ex-Juniors (O) after nine months as RO3, if they have gained maximum time.

ACKNOWLEDGEMENTS

The Editor regrets that the following arrived too late for inclusion:
HMS *Zest*, HMS *Lowestoft*

LAND LINES FOR THE FLEET

by Mr. P. F. C. Watkins

It need hardly be said that the Royal Navy does not consist entirely of ships at sea. A sizeable shore organisation within the United Kingdom is essential to serve the Fleet, and this organisation has its own communication needs and problems. All the usual shore communication methods are of course available, namely public mail, telegrams and telephone services, and the Ministry of Defence's own teletypewriter and telephone services.

The Naval Telephone Network

This article is about the Navy Department's telephone network, which consists of land-lines rented from the Post Office, and links together about 140 Navy Dept. establishments in the United Kingdom. During the four or five years up to about 1961 there was mounting criticism of the quality of service given by this network. Telephone users were expected to wait up to 2 hours to get a call over it, and at the same time the quantity of traffic was rising to such an extent that telephone operators were becoming seriously overloaded. The usual cure for the latter is either to install a bigger switchboard, or extend the existing one, and then employ more operators, but at many establishments there simply was not physical space to do this without major structural alterations, which would take some years bearing in mind the estimating, financial approval, planning and implementation stages to

be gone through. It therefore seemed that there was little hope for improvement in the immediate future.

The Post Office Survey

To cut a long story short, it was eventually decided to ask Post Office Headquarters if they would do a major survey of the whole speech network, and they agreed to do so, starting the job in 1962.

The survey took two years, and at the end of it the Post Office made many detailed recommendations. Perhaps the most important and basic one was that the whole network should be controlled by some central authority, this authority to be responsible for the overall efficiency and economy of the network, and for future planning to ensure that additional equipment should be ready at all times and at all places to cater for increases in traffic as soon as they occurred. This recommendation (together with most of the others) was accepted, and in 1964 a new post of Network Controller, on the Staff of the Director of Naval Signals, was authorised.

Improving the network

Since 1964, all possible measures have been, and are being taken to make immediate improvements,



The old and the new. On the left, a large manual exchange (installed at Old Admiralty Building, Whitehall, in 1937 and still in use) and on the right, a section of the apparatus room in an automatic exchange (Rear Admiral R. C. Paige at the opening of the new Portsmouth Dockyard Exchange in 1966.)

and it is reported that some establishments have already noticed a difference! At the same time, a plan has been drawn up for modernising the whole network by changing it from an operator-controlled to an automatic system. This will give extension-to-extension dialling over the Naval Telephone Network, so that a telephone user in, say, Devonport Dockyard will be able to dial direct to an extension at, say, Faslane without speaking to a telephone operator. To achieve this, a considerable amount of work has yet to be done; the Navy Department has to install additional equipment in its own telephone exchanges at Chatham, Devonport, Portsmouth and Rosyth Dockyards, and the Post Office has to do similar work at the exchanges which Navy Department rents from them, e.g. Empress State Building in London, Bath (Foxhill) and Faslane. It is hoped to make a start by introducing extension-to-extension dialling between Empress State Building and Bath establishments late in 1967 or early in 1968. Automatic switching will then be extended step by step until the whole network is automatic by about 1969. When the job is completed, expensive telephone lines will be more effectively used, and a great deal of time will be saved by telephone users, contributing to the efficiency of the Navy Department as a whole.

All this does not mean that switchboards and telephone operators will become things of the past—they will still be needed to help people who are

having difficulty in getting through by dialling, to deal with enquiries of all kinds, and to handle operational calls as mentioned in later paragraphs.

Types of traffic on the network—Operational calls

Basically, the existing and future networks are designed to carry two types of traffic: normal calls concerned with day-to-day conduct of business such as would occur in any large organisation, and operational type calls which might be concerned with matters of life or death, ship or aircraft movements, etc. Arrangements have to be made for an operational type call to be forced through the network even if it is congested with ordinary calls, and this is easy to do on our existing manually operated network, because an operator has full control over all the lines on his switchboard. The situation will be different when the network is fully automatic, because the lines will go through the automatic apparatus and not necessarily through the operator's switchboard.

Under automatic conditions, the emergency facility will be provided by modifying the use of the "Fire, Police and Ambulance" service. At all Navy Department establishments which have automatic telephone exchanges, special code numbers are already used for emergency services. At some establishments, extension users are instructed to dial 999, at others it is 2222, and so on. The modifications to the emergency arrangements will be

(a) the code 2222 (or 22222 at some Dockyards) will be standardised for all UK Navy Department establishments having automatic telephone exchanges;

(b) extension users will be instructed to use 2222 not only for calling upon the Fire, Police and Ambulance services, but also for making precedence telephone calls which must be put through immediately

This will mean that in whichever UK establishment a naval type, uniformed or civilian, finds himself, he should, in an emergency of any sort, if there is a dial telephone handy, instinctively reach for it and dial 2222. Dialling this code will guarantee an immediate answer from the operator.

Special arrangements will be made so that operators will be able to take control of automatic lines whenever they have to, in order to get a call through. They will even be able to cut off an existing call, in extreme cases, and for this reason all precedence calls over the network will be operator controlled, and not dialled by the extension user.

Telephone service for ships berthed in HM Dockyards

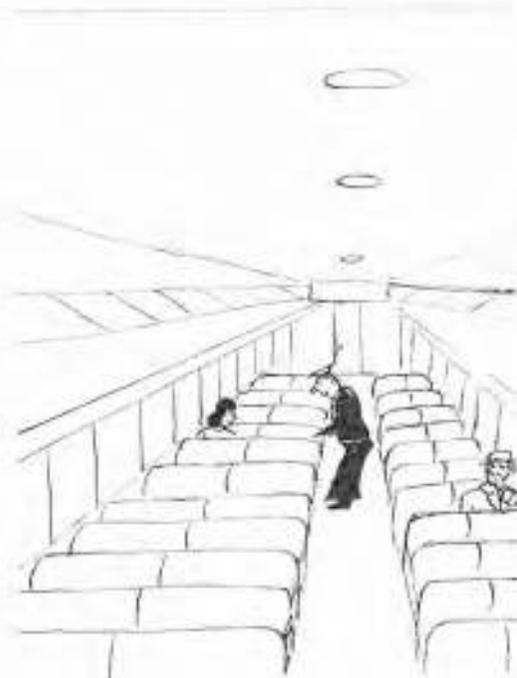
Quite apart from the modernisation of the Naval Telephone Network, plans have been



drawn up to equip all RN ships of frigate size and above, and submarines, with automatic telephone exchanges for internal communication. These exchanges are to be connected to the Dockyard exchange when the ship is berthed alongside so that the ships' telephones have dialling access to the whole Dockyard, including other berthed ships. As part of the plan to modernise the telephone network, it is proposed to extend the facility so that berthed ships' telephones can be used for dialling calls to any establishment on the network.

Further developments in UK telephone communications

At present, each of the three Service Departments has its own telephone network, operating on broadly the same principles as the others, but differing in details. The three Departments are now working together to eliminate these detail differences so that eventually it will be possible to set up an automatic three-Service network. For example, the adoption of 2222 as a standard code for emergencies and operational calls will apply to the Army and Air Force networks as well as the Navy's. It should be emphasised that the setting up of a three-Service network will not detract from each Service's control of its own communications; the main objective is pooling of telephone (as well as other forms of communication) facilities wherever it would clearly be to the Ministry of Defence's advantage to do so.



"Is this seat taken?"

A.T. AS SHE IS SPOKE

Communicators may find it hard to believe, but the following series of signals are an exact copy from a teletypewriter roll sent to THE COMMUNICATOR office:

OK V

NAVSEER GRNOCK

NAVST PORTSMTH here again

Its bout your message dtg 271600/9T which states a reply request at your earliest matter is urgent ad EEE and refers to your other dtg 261600/866T which you say must have got to its destination well as you condele couldnt find out to which section I shld go I looke up our othr message which you quoted 261600/8/66T to see where we sent that and was going to send the 271600/9T to there but we cant even find any trace of the 261600/9EEEEEE 261600/8T to see wEEEE where we sent it so cyEE could you make sure that it was originally sent to Portsmouth. Only we havent a clue where to send the message as we dont even know what it concerns if you cd find out what stores it is requesting or shnEEE something of that nature we might be able to sort it out IEE OK?

OK then I'll call you back when I find out

OK thanks VM

BI

' -98

78

(We feel that Editorial comment would be superfluous.)

ALL-FIGURE TELEPHONE NUMBERS

The Public Relations Department of the GPO have provided a definite ruling on the "spelling" of the new all-figure telephone numbers now being allocated by the Post Office.

Each number consists of an STD code (e.g. 01 for London) linked by a hyphen to a seven-figure number (e.g. 01-222 2870). Points to note are that there is only one hyphen, and that the complete number, including STD code, should always be quoted in print. The space is shown to help check progress when dialling.

By including a single hyphen only, it is much easier to instruct telephone users that the STD code appears before the hyphen. It is not dialled when calls are made to a subscriber having the same STD code. Within the same city, subscribers dial only the number appearing after the hyphen.

All London subscribers on automatic exchanges will have been notified of their all-figure numbers by the end of March this year. Five other major cities will undergo the same general changeover in 1968 (Birmingham, Edinburgh, Liverpool and Manchester) and 1969 (Glasgow). New subscribers (and those moving house or business) are being given all-figure numbers now, before overall conversion begins in their city.

Apart from telephones in and around these cities, all other telephones will retain their exchange names and number.

WRNS NEWS

Promotions

To Third Officer: Miss J. I. S. Riley; Miss J. A. Roddis; Miss E. M. Sunley; Miss L. F. Tinckham.

Wren Radio Operators' Advancement

At the end of February, 1967, the Advancement Course Rosters stood as follows:—

Leading Wren Radio Operator/Radio Operator (Morse) to Petty Officer Wren Radio Supervisor, 8.

Wren Radio Operator/Radio Operator (Morse) to Leading Wren Radio Operator, 114.

(Note: the figures include provisional nominations for Advancement Course No. 3/67, which is due to commence on 8th May, 1967, although this selection is not yet confirmed.)

During the last four months the average waiting time on the roster, from application for Advancement course to starting the course, was six months for Leading Wren to Petty Officer Wren, and sixteen months for Wren to Leading Wren. Four more Advancement Courses are planned for 1967, giving a total of 48 places.

Advancements

During the past four months, there were four advancements to Petty Officer Wren Radio Supervisor, and seven to Leading Wren Radio Operator/Radio Operator (Morse).

The Advancement Courses this term have included:

No. 1/67: L/Wren C. M. Sims, L/Wren (M) P. Pearson, Wrens D. E. Asquith, E. S. Charlton, L. J. Taylor, H. J. Biggs, S. C. Rowan-Robinson, C. V. Norman, V. S. Wilkes (M), J. M. Hull, J. Edwardes, and R. A. Evans.

No. 2/67: L/Wren P. E. Gray, L/Wren (M) C. M. Todman, L/Wren Martin, L/Wren N. Stuart, Wrens H. Robinson, C. A. Arrowsmith, P. M. A. Loughlin, P. M. Viney, J. N. Barnett, K. P. Hanna, M. Middleton and F. A. Cook.

Releases

L/WRO Brown, W. E., *President*; L/WRO Melhuish, J. A., *St. Angelo*; WRO Burke, C. M., *President*; WRO Haig, C. M., *Seahawk*; WRO Hall, K. E. W. (nee Payne), *Heron*; WRO King, V., *Heron*; WRO Light, C. I., *Victory*; WRO Ogden, G. D. (nee Kilburn), *President*; WRO Wood, A. (nee Danby), *President*.

Engagements

Wren Egerton, D. E., *Mercury*, to AB Erskine *Caryfort*.

Wren Howard, S. E., *Mercury*, to Mr. Fisher, Merchant Navy.

L/Wren Moffat, P., *Rooke*, to RO1 Tubb, *Rooke*.

HMS Mercury WRNS

Wren V. S. Wilkes, on Advancement Course No. 1/67, attended the Inter-Service Shooting

championships on 13th March, 1967. Wrens Cubitt and Walker, WRO 10/66, went to the Command Badminton Trials on 14/15th February.

The *Mercury* WRNS hockey team has been doing well and has remained unbeaten so far this term.

Seven out of ten Wrens in class WRO(M) 4/66 are taking part in the *Mercury* entry for the RN Drama Festival, "The Children's Hour", which will be put on at the end of March.

Last term a very successful Wrens' Dance was held at Soberton Towers to celebrate Hallowe'en and it is hoped that the dance being arranged for the end of this term will be equally popular.

Drafts

PO Wren Wilson: temporary loan to *Mercury*, then *President*.

Wren B. E. Kelf: to *Mercury* X Section.

Wren J. M. Bennett: to *Mercury* X Section.



"That's Zotto the tattooist — He's got designs on me!"

TARE SOUP

Now there's a dish you cannot miss,
Alluring as a Chief Wren's kiss;
ZFX sauce from you-know-who;
Tears from ZA improve the brew.

A QRT from in the Smoke,
Like Chili, makes your voice a croak!
An oz of ZAH is fine,
To keep the customers in line;

And if they try to frappe thista,
Raw ZUI tastes much bet-ia.
ZP, ZH, they all are keen,
To supp the VZC and dream

Of perfect tapes from our CX,
Which Allies take without reject,
So: To enjoy this dish correctly,
Have it for your lunch in Netley!

LEADERSHIP SCHOOL

by LRO(W) T. D. TOY

"You have been selected for Course No. XLR. . . Joining Instructions and a Copy of the Course Programme are attached."

One day most of you who achieve Leading Rate will receive an envelope containing the above invitation to savour the two week course offered on Whale Island. Many rumours abound as to the intentions of the School and in this article I shall try to give a fair and unbiased opinion of what actually happens there. The intention is not to make us all into "Anchor-Faced Robots" as many people might think, in fact with the right attitude you can derive much benefit and even surprise yourself by enjoying it.

Before actually joining, it is worth getting your kit up to scratch and replacing any items as necessary, it helps you this way because once in Whale Island anything below standard has to be immediately replaced—sometimes this can cost a small fortune.

The Course itself is divided into four main parts:

(a) *Introduction to your responsibilities*

Lectures are given on all aspects of Service Life.

(b) *Developing Sense of Purpose*

Lectures on Discipline and Leadership, Role of the Royal Navy, Aid to Civil Power and Religious Discussion.

(c) *Increasing Personal Self-Confidence*

A variety of subjects including Unarmed Combat, Survival, First Aid and Giving of Lectures.

(d) *Increasing Self-Confidence in Taking Charge*

Expedition Training, Physical Activities, Parade Work and Initiative Tasks will help improve your ability to take charge.

Basically then, all these activities are geared to develop self-confidence, instill a sense of purpose

and teach responsibilities. It is debatable whether a two week course can in fact do this, but this perhaps isn't a valid criticism as the course is really to help a man who suddenly finds himself in a position whereby he is expected to lead without any instruction whatever apart from some vague idea about "You've got your hook, you don't cook". This really isn't good enough, so before condemning it one ought to realise the problems involved. President Truman defined Leadership as "The capacity to persuade men to do something they don't want to do *and* like it". Well, that's a tall order but at least the Leadership School is filling a much needed requirement in training between Leading Hand and Petty Officer.

Each man upon arrival soon realises that a great deal of preparation has gone into the course. Lockers, beds and desks are all marked with the individual's name; the mess and the rest room are immaculate and have to be kept that way during your stay (by you, needless to say!) The course usually comprises 16 men divided into four colour teams. Points are awarded for each activity (expedition in the New Forest, swimming, lectures etc.) and also the individual can achieve qualifying marks in certain events (PT test, win the table-tennis tournament etc.), which with six passes entitles him for the award of the "Oceathlon Shield". All previous "Event Best Times" and marks are on show for all to see as is a rogues gallery of previous courses.

The staff are there to help you (except on the Assault Course) and you will find them helpful in this respect, in fact I experienced this just a little (so obligingly from the PFI (a former Mr. "Hong Kong") who very ably demonstrated various judo throws and punches upon my slight frame, still he's a fair man, you can always go back in the dog watch and attempt to throw him around the sacred mat (provided he's either drugged or suffering from broken legs).

The medical lectures were among some of the most interesting given, as was the talk given by a Drafting Officer from Haslemere who brought with him our own particular cards and even hinted at our future movements. The Padre did not attempt to force Religion down our throats and the time was well spent in an "anything goes" discussion in which we on the course forced our opinions on him for his comments.

Obviously a course of this nature arouses quite strong reactions in most who attend, very few men simply do the two weeks as if it were an everyday occurrence, so it's best to avoid the obvious complaints ("How will this make me a better sparker" etc.) and try to think of some constructive comments viz:

1. There was too much emphasis on the physical aspect, after a few days this can lead to a non-athletic type of person becoming rather disheartened (as happened on the course I attended).



"Well — are there any eggs?"

2. Although the time devoted to giving lectures was very beneficial in boosting self-confidence, further knowledge of much use could have been gained if we had been given some Instructional Technique lessons.

3. No new sport or physical activity was introduced, those who find such pastimes as football and PT not very appetizing could have been introduced to some new recreation which might have given them an outlet.

Having enumerated some of the weak points now to answer the age old question—"What's in it for me?" The answer is quite simple—it's entirely up to your own efforts as to what dividends you receive. With average effort you will definitely feel better physically after having given the body a quick de-coke and exercised previous unknown muscles; you can gain much useful information on a variety of subjects ranging from interrogation methods to survival at sea, and also get guidance in handling some of the tricky situations in which it is possible to find yourself as a Leading Rate. Overall, the course was a welcome change to me, never boring and often surprisingly interesting.

Finally, before each class member leaves the School, a Report based on the individual's efforts is read out to him (incidentally it is forwarded to your Ship for inclusion in your S.264's) and a mark out of ten is recorded (5 being average etc.) but there's really no need for despair if you score low—the only man ever to get a mark of 9 was disgraced two weeks after leaving the Island for forgery and theft!

THE BRICKWOOD FIELD GUN COMPETITION

by Sub. Lieut. D. G. Cooper (SD) (C) RN

Very soon now the inhabitants of *Mercury* will be roused at 0630 by loud gunshots, and eighteen perspiring Communicators will be seen striding along the Broadwalk with one ton of metal and wood in tow. The reason for this unusual communications activity is the annual Brickwood Field Gun Competition, which is due to take place in HMS *Excellent* on Monday, 3rd July.

The aim of this competition is to haul the gun down the track as fast as possible, overcoming numerous obstacles en route. An action is fought at the far end and the crews then retreat at full speed, pausing only to fire three shots in a rearguard action. For those who may scoff at this seemingly pointless exercise, it is worth mentioning that the whole operation requires very high standards of physical fitness, mental agility and teamwork. Last year our crews were rather unfortunate not to get into the final rounds of the competition, which was eventually won by *Collingwood* Officers in a time of 1 minute 32 seconds. *Mercury's* Red crew ran a 1 minute 40 seconds but this was just not fast enough.

All crews train for seven weeks and as is the custom of the Service, qualify for certain "perks", such as training sessions on Hayling beach and exemption from duty watches. It has been the practice to select crews from the New Entry division, but this year it is hoped to depart from tradition and select a team from the Ship's Company. Volunteers are required when training starts soon after Easter leave and anyone who would like to take this opportunity of getting really fit should contact the Field Gun training staff.



A TOKEN OF APPRECIATION

At an informal ceremony held in HMS *Mercury*, Leading Radio Operator (G) P. J. Tarrant was presented with a silver tankard on behalf of the Royal Naval Auxiliary Service (Portsmouth).

Lieut. Cdr. M. E. Hill, MVO, RN (Retd), RNXS Training Officer on the Staff of the Captain, HMS *Ferret*, said on making the presentation that it was a token of appreciation and gratitude of all members of the RNXS (Portsmouth) for the assistance LRO Tarrant had given to this voluntary organisation.

LRO Tarrant, who is at present serving in the Operational Exercise Pool, has been lent every other week during the past nine months to the RNXS. During these periods of attachment his duty has been to instruct the RNXS members, both male and female, in radio and visual signalling to a degree which enables them to crew an Inshore Minesweeper for limited operational periods.

THE NATO NAVAL COMMUNICATION TRAINING COMPETITION—1967

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

The fifth annual training competition for NATO communication operators is due to be held at the Royal Canadian Navy's Fleet School, Halifax, Nova Scotia during the week 12th to 16th June, 1967.

The aims of the competition are to:

- (i) Increase efficiency.
- (ii) Exchange views on training systems and methods.
- (iii) Foster friendship among operators and to promote a greater understanding of each others problems.
- (iv) Reward deserving personnel.

Each NATO Navy is invited to send up to four male operators to take part in the competition. The competitors should be operators under 24 years of age, or of less than six years experience in the Communication Branch. Winners of previous NATO Naval Communication Training Competitions are not, however, eligible to take part in the competition.

There will be four types of practical test, which will count as part of the official competition. These are, Flashing Light reception, Radiotelegraph reception, Radiotelegraph transmission, and Teletypewriter transmission. The flashing light reception is assessed purely on accuracy, as all competitors will be required to read the test at 12 w.p.m. The other tests, however, will be assessed both on accuracy and speed, although greater emphasis will be given to accuracy. The minimum speeds for these tests will be:

- | | |
|-----------------------------------|-----------|
| (i) Radiotelegraph reception | 25 w.p.m. |
| (ii) Radiotelegraph transmission | 20 w.p.m. |
| (iii) Teletypewriter transmission | 40 w.p.m. |

It is intended to assemble likely candidates for the individual events in *Mercury* early in May, in order to make a final selection of the best operators, and it is further hoped that at least two weeks will be available before the team leaves for the competition, to be used as a work up period so that operators can improve their standards.

The proposed programme for this year's competition is as follows:

- | | |
|------------|---|
| 5th June | Depart Dusseldorf via RCAF aircraft. |
| 6th June | Arrive Halifax. |
| 12—16 June | Competition. |
| 16th June | Depart Halifax for Montreal. |
| 16—20 June | Visit EXPO 67 (The Canada Year Exhibition). |
| 20th June | Depart Montreal for Dusseldorf. |

It is expected that the periods before and after the competition will be of a very social nature, and will give opportunities to those who have not previously

visited Canada to see something of the country, and to enjoy the hospitality that will undoubtedly be offered by our hosts.

Details concerning the individual tests that can be expected in the competition can be obtained from HMS *Mercury*, and Radiotelegraph reception exercises will be run by the Exercise Wireless Office, HMS *Mercury* and it is hoped, by Whitehall Wireless on the Area Naval Morse Broadcast.

Radio operators who are eligible by age or service, and who consider that they are of a standard high enough to be considered as likely contenders for the Royal Navy team, should have their names and the standards they have achieved forwarded to HMS *Mercury* as soon as possible.

AN HISTORICAL LIBRARY

For some years the Fleet Work Section in HMS *Mercury* has been the custodian of a library of old signal books and documents, some of which date back to 1778. This library shows the development of signalling including the early days of Wireless Telegraphy, and it is therefore of importance to historians. A number of items in the collection have been lent to the Signal School by retired officers and others.

The state of this library has recently been gone into and this revealed that the condition of some of the older books was beginning to deteriorate. After discussion with the experts at the Maritime Museum, Greenwich, it has been decided to lend all the books and documents dated prior to 1914 to the trustees of the Museum where they can receive proper care. This section of the library will be known as the "Mercury Collection" and will be kept and displayed together at the Maritime Museum.

The trustees of the Museum are evidently delighted to have the books which will thus of course be made available to a far wider public.

The remainder of the library which consists of books dated post 1913 is still held in the Fleet Work Section. It includes German and Japanese signal books of the Second World War, and although not wholly comprehensive, provides sufficient material to show the continuous development of signalling, and is available to anyone interested. To ensure that the Signal School maintains a comprehensive reference library of the post 1914 period in the future, for the use of historians or others who may need it, it is necessary to add as many signal books as possible to the collection at the School. This can be done in two ways. Firstly, by adding present day books as they become obsolete, and this is being done. Secondly, anyone who owns an obsolete and de-classified signal book and who wishes it to have a worthwhile home is asked to give or loan their book to the Signal School collection, any such books would be gratefully received and well looked after.

JACK HALL

by CRS Peichy

This term brings to an end the Drawing Office "old style" in HMS *Mercury* as Jack "Nobby" Hall leaves to retire.

Jack, an ex-Warrant Telegraphist, joined the Instructional Drawing Office a few weeks after Mr. Ness, and was the man responsible for the intricate wireless circuit drawings used in *Mercury* and Training Establishments at Home and Abroad. More than a few W/T ratings were taught the handbooks through his wall drops, and they made technical somewhat less of a mystery. Block diagrams rather than circuitry is the order now, but Nobby still took the same care as before.

His service career carried him through two world wars. Joining as a Boy 2nd Class at *Impregnable* in 1917, he served as a Boy Tel in the *Ramillies* from June, 1918. He was a submariner from 1932 to 1937. His last ship was HMS *London*, from which he was promoted Warrant Tel. in 1943. He was at the Sicily and Salerno landings, returning afterwards to act as PWTO, Naples. Demobbed in November, 1945, he joined IDO, *Mercury*.

A good innings, Nobby. May we all wish you a very happy retirement, not too much gardening or flower showing, and every good wish for the future.

DRAFTING NOTES

During 1966, 3,476 ratings were drafted from HMS *Mercury*. Approximately the same number of ratings were drafted in.

A total of 158 Drafting Preference Request Forms, Form B.45(b), were forwarded to the Commodore Naval Drafting during 1966.

On the 31st December, 1966 the result of these requests was:

69 Ratings were drafted to the Ship/Establishment they had requested for.

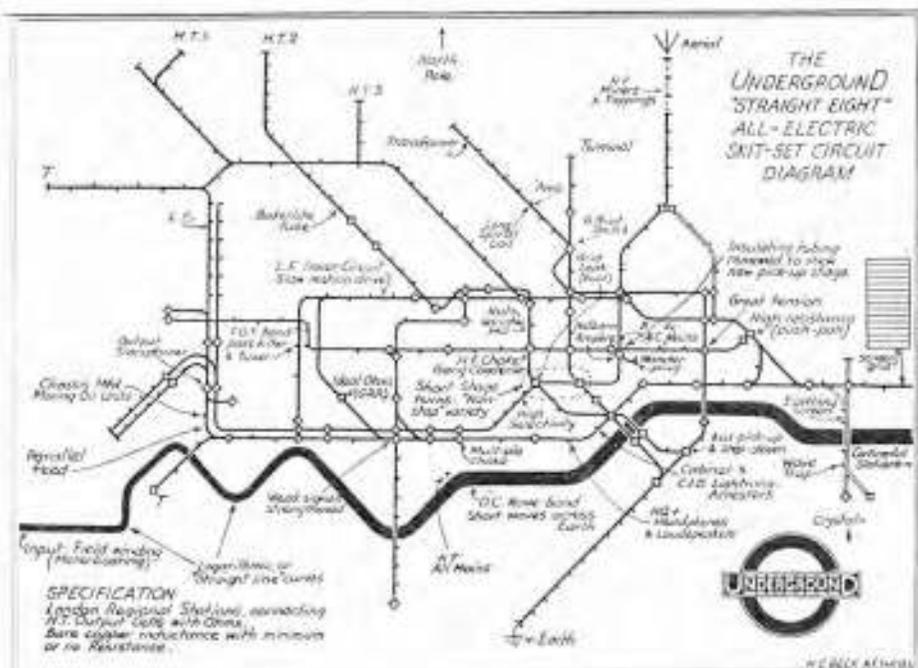
35 Ratings could not be granted a draft to the Ship/Establishment they had requested. (But see Note 1.)

46 requests were returned 'Noted', and some ratings have since been granted a draft to the place they had requested for.

Eight requests remained outstanding, awaiting decision from C.N.D.

Note 1. The main reasons why the C.N.D. could not grant requests were:

- (i) Ratings requesting when already detailed for some other Ship/Establishment.
- (ii) Ratings requesting for a type of service for which they were not due (e.g. requesting a U.K. shore billet when due for Overseas service).



This cartoon map by H. C. Beck was a burlesque of the LT Underground map drawn as a wireless receiver circuit diagram. It was reproduced in *Train, Omnibus, Tram Staff Magazine* in March, 1933. This magazine later became the *London Transport Magazine* after the formation of the LPTB.

A COMMUNICATOR'S COLUMN

One of the highlights of our past year was the visit paid to Rosyth by Lieut. Larkins during the Home Fleet assembly to hear reactions from the Fleet to the new Whitehall ship-shore RATT arrangements. Question and answer flew in quick succession and the resulting exchange was of great value not only to the Trials Section, but also, I hope, to those present at Rosyth. This incident was important because it provides an interesting example of one of our planning responsibilities and because it illustrates the value of direct contact between us and the "customer". There are countless ways in which this link is important, and we depend as much upon visits from signal officers and senior ratings as we do from visits which we ourselves pay to the Fleet. There is scarcely a single aspect of the facilities used by communicators with which we are not concerned, and to get layouts, aerial rigs, scales of allowance of RATT equipment, shredding facilities and a host of other similar matters optimised, we need both personal contact and reports on current experience.

If one takes an overall look at naval communications to see where particular effort is needed to modernise facilities one does not have to search far long to realise that it is our shore facilities that need special attention perhaps because unlike ships they have no regular refitting periods and inspections. This fact is appreciated and steps are being taken not only to improve system facilities but also the bay control and supervisory facilities that go with them. Certain of these improvements are being included in the modernisation of Whitehall Wireless.

Turning to improvements to afloat communications, we are currently assisting ASWE in certain aspects of improvements to ICS. With this end in view a questionnaire has been sent to ICS-fitted ships asking for their comment on control facilities so that we can incorporate ships comment into the new design. In a more basic vein, one is constantly struck by the number of untidy problems afloat that seem to defy treatment; portable radio stowages, V/S stores, administrative space for CRS/CCY stateboards, stationery stowages, taping facilities, etc. are a few of the many similar problems that we are tackling from the grass roots so that they will be incorporated in all new and revised ship designs.

Many senior ratings will know CRS V. Fisher. He is now working under Lieut. Cdr. Butler in the newly formed Statistical Group analysing traffic handling methods. This analysis should enable us to argue our case for improved facilities with more force and at the same time ensure that continuation of facilities under scrutiny is justified. We will need a lot of help initially from shore stations in compiling statistical records so that we can derive value from the work of the Statistical Group.

Improvements to communication facilities sometimes come from the Fleet, as has been shown by

the introduction of RATT reception, SSB voice and certain message handling techniques. Exploitation of "as fitted" equipment by ship and shore staffs is also a field of great possibilities. We were particularly interested, therefore, to hear from Commander Stanford (HMS *Beighton*) of the use being made of ISB on the Beira Patrol. This was probably the first occasion of its use by an RN frigate in company with other ships.

The past few months have brought a number of visits from signal officers and senior rates. These are always most welcome. If you have a problem concerning future radio organisation, future ship and shore layouts, message handling or traffic analysis you will find the User Requirements and Trials Section at HMS *Mercury* always ready to do its best to help. I hope this article, which is limited on security grounds to pretty basic topics will have given you some idea of our work and of the welcome officers and senior ratings will always receive when they come to visit us.

USER REQUIREMENTS AND TRIALS SECTION L.L.G.
HMS *Mercury*

WATCHKEEPER'S LAMENT

I was frankly quite astonished at this morning's
Captain's Table
When, the charges having scarcely been read out,
The Captain said "Admonished" never hearing
out the fable
Which would have got me off without a shadow
of a doubt.
No "Granny got the trains wrong" or "a
streetful of dead horses"
—My casuistry is far advanced on that.
We all know that the swansong of an old excuse
of course is
That the Captain—having used it when a
Mid,—will have it pat.

I had polished mine since Friday, quite a lively
peroration,
It would have charmed a jaunty into cells.
It was sewn up neat and tidy—a perfect
explanation
As to why it was I hadn't been on board by
seven bells.
But they didn't want to hear it, and I thought
that they were rotten,
'Till second thoughts have suddenly occurred;
Though my yardarm didn't clear it is a cert, that
they've forgotten
That I've still got a good one that I'm keeping in
reserve.

EXOD

IS SEMAPHORE REALLY DEAD?

by Sub Lieutenant (SD)(C) Worthington

DCI 65/66(U) dated 14th January, 1966.

"Experience has shown that at the present standard of 8 w.p.m., semaphore is not a practical method of communication. The teaching of semaphore at this speed is therefore a waste of training effort and for this reason the Admiralty Board have decided that training in semaphore is to cease in the Royal Navy from the date of this instruction".

No sooner were these words written than we heard the familiar cry from the Flagdeck, "Yeoman, he's wavin' again". You may well laugh, but it has been heard on many a flagdeck in recent months.

Semaphore came into being many years ago. I am not too familiar with its history, but that does not matter a great deal. Slowly through the years it was phased out of the service until the DCI quoted above was released, and the teaching of it ceased altogether.

Yet whenever two ships meet, semaphore comes into its own. And not just for those friendly "dits" between Flagdeck chums. This is particularly noticeable during replenishments with RFA's. Possibly because most of the signalmen on those vessels are ex-bunnings, but even when they are not it is still used by them. It is also used between HM ships during their transfers—to save the unnecessary clattering of the radio circuits, and when even the smallest light appears too brilliant at such close ranges. It also adds a little privacy to your conversation!

Now what is to happen when it starts to get dark? Do we revert to the signal lantern? Do we jump into the Bridge and use the local radio circuit? Not in HMS *Victorious*! Semaphore can still come out on top (even though we have to lose a little privacy!) As the accompanying photographs show, it is still possible to use semaphore even after darkness has enveloped us.

Using flightdeck wands, as used by the aircraft handlers, the Yeomen of *Victorious* find it a simple

matter to continue using semaphore during the dark hours. This method has been used on several occasions with RFA's on the Far East Station with very satisfactory results and quite a few words of encouragement from them. Whilst RFA's continue to ply their trade with the RN, semaphore can never die!

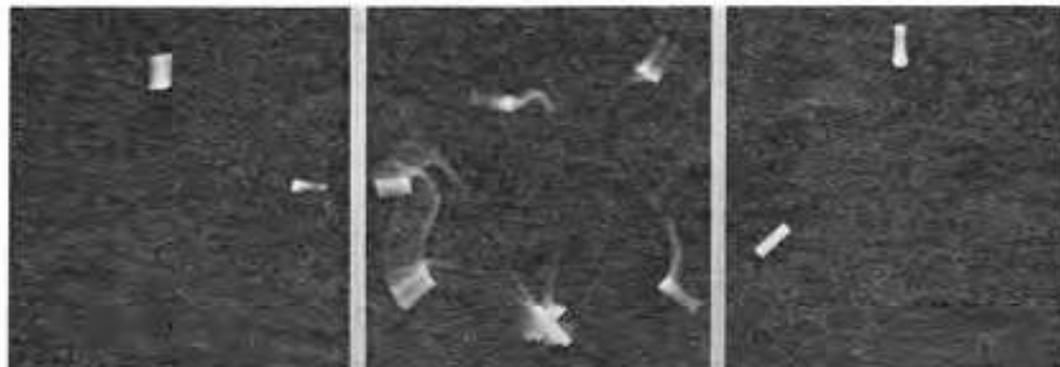
COMMUNICATION AT SEA 480 B.C.—1966 A.D.

by Mr. F. Lucas (Ex-CCY)

Communications from early times of the runner/messenger, smoke signals, heliograph and flags, etc., to the more modern and up-to-date methods, have served and will continue to serve one basic end, a means of conveying information from one authority to another.

At sea, we are able to trace back, and refer to the following naval battles, when signals of one kind or another were made:

- 480 B.C.—when Xerxes embarked in a Sidonian ship, on his expedition to Greece, quitted Therma, Gave the signal to "Get Underway" to the rest of the fleet.
- 433 B.C.—a signal to "Commence Action" made by the Corinthian Fleet when drawn up in rank against the Corcyrean Fleet.
- 429 B.C.—a strictly "tactical" signal was one made to the Peloponnesian Fleet, who had enticed the Athenian Fleet into a disadvantageous position before commencing to attack them.
- 406 B.C.—when the Athenian Fleet commander, fleeing before the Spartan Fleet who had twice as many ships, observing that the larger fleet were so spread out and without formation, immediately made the signal to "Turn About" and gave battle against a fleet who were in disorder.



First — Call the Ship

Second — Send your O-N-E
Message.

Third — Finish Off — with Kilo.

400 B.C.—here it is noted that the Phoenician Fleet raised the "Crescent and Globe" naval standard, whereas the Greeks adopted the hoisting of a "Cruciform" standard.

191 B.C.—when the Rhodian Fleet under Eudamis raised the military ensign as a signal to his un-engaged ships to come to the rescue, during his action with the Syrian Fleet under Hannibal.

The first mention, however, of a code of naval signals was that drawn up in the 9th Century A.D. by Emperor Leo VI, in his "Treatise on Tactics", which were:

39. Let there be some standard in your ship, either a banner or a streamer, or something else in some conspicuous position, to the end that you may be able, thereby, to make known what requires to be done, and that the rest may set themselves up to carry out the course of action decided upon, whether it be to fight or to withdraw from fighting; to open out to surround the enemy, or to concentrate to the relief of an endangered portion of the fleet; to slow the rowing or increase speed; to make an ambush, or, emerging from an ambush to attack the enemy; or, in general, whatever the signal that has its origin in your ship, that the others, by keeping an eye on her, may be able to execute it.

40. For in such an emergency you will not be able to make use either of the voice or of the trumpet to communicate what is necessary, because of the uproar and the tumult and the sound of the sea, and the crash of ship against ship, the noise of the oars, and above all the clamour of the combatants.

41. Further, let the signal be given by setting up the standard upright or by inclining it to the right or to the left, or by moving it twice to the right or left, or by shaking it, or lifting it up, or lowering it or altogether withdrawing it or altering its position, or by varying the appearance of the head by means of devices or colours as was the practice amongst the ancients; for in time of war they gave the signal for battle by raising what was called the Phoinikis.

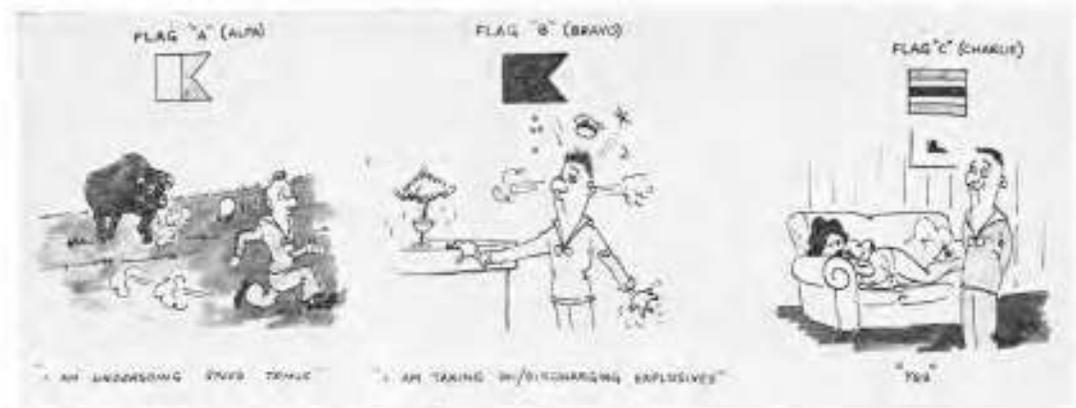
There was also what was called the "cap" raised upon a pole, red in colour, and they had some other signals which were made known in a like manner. Perhaps, however, it would be safer to make your signals by your own hand.

42. And thus, O General, let the exercise of these signals be practised, so that all the officers in command of ships under you may have certain knowledge of all such signals of the reason why each is made, and when and how, and may not fail. So that, well familiarised with the signals, they may readily understand them in time of emergency and carry out the orders indicated.

In reading the above "Treatise on Tactics", one cannot fail to be impressed by the profound grasp of the essential requirements of the subject shown by Emperor Leo. Nothing like it appeared again until the more modern times, when possibly the final words of the treatise might well have been written by Kempenfelt or other reformers of the signal systems in the RN at the end of the 18th century.

Nothing further on this subject appears until the middle of the 14th Century and from what can be deduced from this art, no progress was made, in fact on the contrary it had decidedly deteriorated.

It is worth noting that the tactics in use at this period in northern waters called for none but the most primitive signals, when at sea the fleet gathered each evening around the admiral to take their signals for the next day, and if by any chance he wished to consult his captains, or had any orders to communicate before that hour, the "banner" was taken from the aftercastle and placed half way up the mast. If the enemy was seen, the sighting ship displayed the "banner" in the top, and thereupon all ships met together to discuss what to do. Nothing could be simpler, and yet nothing, one might suppose, more inefficient in time of emergency; and far from the well practised organisation used in the Mediterranean and originated by Emperor Leo, whose method of naval warfare, more scientific than the simple melee fighting of the northern waters, had its natural influence on the method of signalling.



Surely this "treatise" on broad outline and its ultimate end suffices even at the present day, and the need for "Communication" is the same, the difference being as we know only too well, that methods are vastly more numerous and efficient.

DO YOU DIG IT?

Since *Life* commissioned in June, 1966 the Delivery Indicator Group has been used as a basis for internal message distribution. (Many will have no doubt seen it in use in shore Comms.) To use this system an extract was taken from JSP 201 of the DIGS thought likely to affect the ship. Alongside each of the DIGS was put the distribution key for the subject matter. This was made into two parts, an encode and a decode. The encode consisted of the subject, DIG, distribution key and action officer. Layout was similar to that of JSP 201. A book was then produced with instructions on its use and a copy was given to all releasing officers. The decode was much the same as the encode and based on the layout of JSP 202.

Once this system had been put into operation distribution was found to be straightforward and very easy to work. The DIG was typed in place of the normal distribution key letters and the signal was distributed to key letters alongside the DIG in the decode.

After four months of using this system several advantages and disadvantages came to light. These were:—

ADVANTAGES

1. The rating on watch was able to distribute a signal immediately without having to ask or spend valuable time over considering who should receive certain signals.
2. Communication ratings of any rate and sub specialisation can use this system efficiently with little or no experience.
3. The younger ratings do not have the onus of

responsibility of distribution. Therefore very few mistakes occur (over the past eight months a mistake has been considered something of a rarity).

4. The typing of the DIG instead of distribution key letters reduces handling time.
5. Since the ROTADEX system has been used (this is explained further on) distribution of classified messages is reduced.

DISADVANTAGES

1. Lack of flexibility. (This only occurs with inexperienced ratings, because additions can be added to the distribution if the text demands it.)
2. It will not work if the wrong DIG is used.
3. Naval matters are not particularly well covered (e.g. there is not one available for "Boat Traffic").
4. The use of RTT defeats the system.
5. The system is not mandatory inter-ship.
6. It is at present only used on a joint basis.

From this it was concluded that the advantages outweighed the disadvantages and that distribution by DIG would be continued.

After using the DIG distribution system for about three months, a ROTADEX file (a system using small cards on a roller) was obtained from "X" Section, *Mercury*. The decode was then transferred from the book to the ROTADEX using one card for every DIG. There is ample space on these cards to place all relevant information, including the Action Officer in red lettering.

A limited distribution may also be shown for signals that are classified.

The encode was re-written to conform as far as possible with the decode. This system is now the normal method of distribution in *Life* and it is considered by the communications staff as one of the best methods of distribution ever devised. Whether this system is workable in the Fleet remains to be seen until it has been used under full operational conditions.



NEW SHIP HMS INTREPID

by RO1(G) Best

By the time this article comes to press, we hope to be successfully Commissioned and afloat in the second of the Navy's new Amphibious Assault ships. At the moment we are stagnating in John Brown's Shipyard, Clydebank, waiting for the ship to be completed, accepted and commissioned, so the news as such is not of the abundant type. However, we are finding our time more than filled by running an MSO/ Enquiries Office Mail Office: Typing Pool and Removals Service.

Our Commissioning date is now 4th March. After the 6th March we hope to leave "Bonnie Drizzling Scotland" and embark upon the task of making the ship and crew fully operational. The Communications Staff at the moment comprises the magnificent number of eight, namely: CRS Weeks, CCY Brickell, RO1(T) Nicholson, RO1(G) Thompson, RO2(G) Holland, RO2(G) Dunford, RO2(G) Bradley and myself, all of whom are benignly looked after by Lieut. Cdr. Bruce-Gardyne, Signal Communications Officer.

Soon, of course, the complete crew will be joining us and from the looks of the draft chits, many corners of the "Andrew" have had "a good huck out", in fact we never knew so many "cushy" draft chits existed.

We have yet to master the secrets of a fully ICS ship, so we expect the following months are going to be a little hectic to say the least, until the day we can come up to *Mercury* and baffle the "boffins" with phrases like, "We'll have three TDAs working off the WBA on triple drive with an emission of USB", so Standby!

By the next edition we should have many tales to tell of our exploits; until then we take this opportunity to welcome our new Communications Staff, with the message "You're going East young man (whether you like it or not)"; to our sister ship *Fourless*, "Be seeing ya."

DID YOU KNOW ?

Did you know that if you take any sum not exceeding £11 19s. 10d., and providing the pence are smaller than the pounds, subtract the reverse sum (i.e. . . . £10 19s. 11d.) then add to the resultant the reverse of that resultant, the answer will always be £12 18s. 11d.?

e.g.	£ s. d.	£ s. d.
	11 19 10	3 4 1
	10 19 11	1 4 3
	19 11	1 19 10
	11 19 0	10 19 1
	12 18 11	12 18 11



RNARS

by RS W. Metcalfe (G3TIF)

Last October, RS Metcalfe (G3TIF) took over the duties of Hon. Secretary from Joe Poole (G3MRC), who expects to return to submarine service in the near future. Our thanks to Joe for all his efforts whilst in the chair and in particular for the work he and his helpers put into organising the RNARS Stand at the Exhibition at Seymour Hall in October.

At the HQ Station, work to reshape the entire look-out of G3BZU has been steadily progressing. In addition to completely overhauling the wiring and the aerial runs, the old console has been dismantled and a new one built. The latter task was carried out with the assistance of Joe Poole, Ian Howison, and a new member, Allan Nicole, whose services in the technical field are invaluable.

Basically we have provided three bays. The left hand bay contains the KW Vanguard and an HRO, whilst the main HF Bay, at the centre of the console, utilises the KW Viceroy, EA 12 and the KW Linear. To the right is a separate 160 m bay with the KW 160 and "X" receiver when available. 2m will be separate from the console.

The main constructional theme is to brighten up the bays with red and blue formica, edged and ribbed with silver beading. This has all taken time of course, but with luck the shack should be back to normal in the near future.

In spite of the construction work, we have tried to put BZU on the air during lunch hours or earlier. Regular skeds may be arranged by letter. QRQ runs have unfortunately gone by the wayside for several months but it is hoped that these will be run again as soon as possible.

News from members is sparse, although Mike Mathews (ZB2AM) in Gibraltar and Dave Davies (9H1AD) in Malta correspond regularly. Both are due home again in the near future.

Articles for the Society's News Letter are few too, and I appeal to all members who have any writing talent to send in material, technical or humorous. If we do not get more we will have to reduce the number of copies per year.

Would members try to remember their subscription date and renew as near to that date as possible. A list of paid up and overdue members will be included in the next news letter which is in the course of distribution.

LETTERS TO THE EDITOR

11 Botteslow Street,
Hanley,
Stoke-on-Trent

Dear Sir,

A Homemade Directional Aerial

Talking about aerials, what about this one?

My back bedroom is 12 ft. x 6 ft., and in each corner I have rawplugged a brass cup hook about 6 inches below the ceiling for securing my aerial.

The aerial itself is a half wave 20 dipole, made of 14g HD copper wire wound anti-clockwise on to a round wooden core some 2 inches in diameter, with allowance made for the fastening of an "egg" insulator. The winding is fairly close, and a type of spring is formed. This is then slid off the wood and a second portion is formed in a similar manner.

A "T" shaped piece of bakelite (or similar material) is now joined to each section and a piece of string taken through the two coils and tied tightly to the cup hooks, and then one "egg" insulator is secured to a cup hook. The aerial is then eased along the string, easing up the coils, until the other "egg" insulator is secured to the second cup hook. A quarter wavelength feeder, either open or co-axial, is sweated on at the "T" piece end of each half section.

The aerial is a little over 12 ft., and can be changed to opposite corners to give EW or NS direction. I have worked much DX with a Pi ATU connected to this aerial.

Yours faithfully,
GEORGE H. TAGG
G8IX—RNARS (1)

MALTA,
28th February, 1967

Dear Sir,

I have noted with interest recent correspondence in the *COMMUNICATOR* on the use of bug keys in the Royal Navy. I feel no doubt that to use bug keys on selected nets would increase circuit capacity and efficiency beyond measure.

I know there are some who think that it is beyond the capability of an RN sparkler to learn to use a bug key but from personal experience I know that any sparkler worth his salt should be quite capable of learning to use this device. If anyone doubts this I know of at least six ratings presently serving in the RN who would take delight in proving him wrong.

I feel that the use of bug keys by suitably qualified people in the RN is a possibility which, in this day and age, bears serious thought. It needs only a quick look around the HF band to see how many people in different countries are using these devices to good effect and so what have they got that we don't have? The answer to this is of course the square root of nothing. They are men just as we are and are blessed with an equal amount of grey matter.

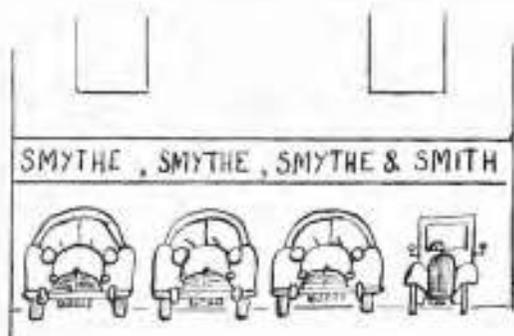
Perhaps one possibility might lie in asking our friends in *Collingwood* to consider asking their Apprentices to turn out transistorised electronic bugs as test jobs so as to build up a stock of these to issue to ships. The circuit is fairly simple and I'm sure the gash boxes of ASWE and similar establishments could provide the necessary materials.

One word of caution is perhaps necessary. An operator should not be allowed to use a bug key on a circuit until he has proved his ability to a qualified Communications Officer. Having thus qualified as an automatic key operator perhaps he may then be allowed the privilege of putting a star after his rating to indicate this fact.

The advantages of automatic keyers are many. An operator can make morse for very long periods and without the efficiency of his morse being affected at all. The EW advantages are self explanatory. The (G) specialist would be given an extra aim in life and the opportunity to prove his worth by his own efforts.

We have long enjoyed the reputation of being in the eyes of others one of the best Navies in the world as far as operating is concerned but there is a danger of losing this reputation unless we move with the times on morse circuits.

Yours sincerely,
EL BUG EDDIE



CHRISTMAS CROSSWORD

Winner: Lieut. (SD) (C) D. C. Mitchell, RN, 3 Valency Close, Northwood, Middlesex.

Runners up: Lieut. (CS) R. G. Winning, RN and RM Careers HQ 274/275 Broad Street, Birmingham 1, RS Greatrex, HMS *Warrior*.

SOLUTION

Across: 1 Imperturbable, 10 Inshore, 11 Magenta, 12 Imam, 13 Scent, 14 Laic, 17 Lee-side, 18 Top gear, 19 Student, 22 Boredom, 24 Oust, 25 Ostia, 26 Rest, 29 Emanate, 30 Asepsis, 31 Standardisers
Down: 2 Mistake, 3 Ebon, 4 Treacle, 5 Rampart, 6 Alga, 7 Lineate, 8 Disillusioned, 9 Panchromatism, 15 Miser, 16 Spire, 20 Upstart, 21 Tessera, 22 Brigand, 23 Dresser, 27 Tarn, 28 Mess.

GOING THE ROUNDS IN "MERCURY"

CHIEFS' CHATTER

The Easter Term has been a fairly quiet one for the mess, although we have enjoyed a reasonable amount of social activity.

Mess social evenings have been held in conjunction with the Petty Officers' Mess, thus enabling us to hold them at fortnightly rather than monthly intervals. To date they have been well patronised and most enjoyable.

The Christmas Ball was very successful, but as we suffered from overcrowding, we have decided to change the venue for the Easter Ball. This will be combined with the Petty Officer's Mess, and held in Clarence Pier Pavilion on April 13th. Entrance will be by ticket only.

The "Sea Dad's Trophy" evening was held on the 23rd February at the Fox and Hounds, Denmead, when we were well entertained by the Wardroom. Needless to say, the Wardroom won the trophy!

Another social event was when the Chief Petty Officers' and Petty Officers' Messes entertained the Chief Petty Officers and Petty Officers of USS *Springfield* to a social evening. This was enjoyed by all. The following day a number of mess members paid a return visit for a "dry" but excellent lunch onboard *Springfield*.

There has been quite a change around in mess members during the last few months. We have had 17 arrivals and 16 departures since our last article. Details are contained in the drafting section.

P.O.s' PATTERN

It was a relief to get Christmas over, what with the end of Term Ball, etc.

There have been a few changes in the Mess. RS(W) Collins has taken over the duties of Mess Secretary/Treasurer, for this job one has to be adept at counting tanners.

We now have one-armed bandits in the Mess; these machines have brought in a lot of money and as a result many improvements are being carried out, particularly to the dining-hall. Also Mess fees have been cut down to 5s. per month.

Socials are being run in the Mess nearly every fortnight. Last Term we had darts matches with KLG Putney, who returned the hospitality. At this stage it must be said that a lot of the credit for the running of the POs' Socials must go to CY Patterson. We were also pleased to play host to the Senior Rates of USS *Springfield* when she visited Portsmouth.

May we point out that all Communication POs are Honorary Members of the Mess and their patronage at any function would be welcome. We are doing quite well in the sporting field, especially at hockey. We also won the coveted Dart but lost the Gallon.

SIGNAL SCHOOL MESS MATTER

by LRO(T) G. R. Artingstoll

After a successful Christmas and End of Term Dance, music by the Dave Davis Commodore Jazz band and Tricia and the Southern Valley Four, we have now settled down to the Spring Term of instruction and recreation.

HMS *Mercury* has been awarded the Craven Phillips Trophy for the best Naval yacht for racing in 1966. This is the third year running that we have won it.

The USS *Springfield* visited Portsmouth on the 31st January for seven days and *Mercury* was appointed host establishment. A ten-pin bowling match was held in the NAAFI Club, Portsmouth, against the Third Class Petty Officers, and this was followed by a football match the next day. On the Thursday evening forty enlisted men attended a dance in the *Mercury* Club.

The VIP visitor this term was Bishop Tickle, RC Bishop to HM Forces. CRS Dan Maskell, the Portsmouth Command NAAFI Lower Deck representative, also visited us and discussed the possibility of installing a petrol pump to be run by NAAFI, but a decision on this has yet to be received from MOD (Navy).

On the sporting side, *Mercury* beat the Royal Marines, Eastney, 4-2 at squash racquets, and *Mercury* 'A' and 'B' teams came 5th and 8th respectively in the Portsmouth Command Junior Cross Country Championships. Our soccer team has also excelled of late by beating HMS *St. Vincent* by 7 goals to nil.

RS(Q)4 Class have now finished course. LRO(G) "Hairy Deeps" Tyson, having passed OK, is now on the submarine *Astute*. However, before leaving *Mercury*, the class found time to go on an end of course run to Southampton with other members from the Signal School mess.

The "key" jobs in *Mercury* are now being held down by LRO(T) P. J. Fairchild (i/c Employment Exchange); LRO(W) I. E. Jones (Postie); LRO(W) G. Fuller (Fire Chief); RO2(G) D. Streeter (Ship's Laundry Operator); RO1(T) J. Lord and RO2(T) Ward (Pig Farm), and RO2 K. Wharion (The Sailing Centre, Whale Island).

Recent departures from the Mess have been Phil Tarrant and Jock Armstrong to civvy street. "Sea Dad" Wally Parr is now flying his pennant in the Petty Officers' Mess, we wish him many neat tots before his retirement. RO2(G) G. Smith has volunteered for the RN experimental unit at Cambridge.

With fortnightly payments now on alternate Thursdays, we look forward to seeing many more of you in the near future while we "stanchions" take your places with our newly acquired Signal School knowledge.

MERCURY WRNS

by L/Wren E. Baker

Advancements

Congratulations are extended to the following on their advancement:

L/Wren B. Hawkins to PO Wren, L/Wren J. Richards to PO Wren, Wren Davies to L/Wren.

Marriages

Our best wishes and hopes for a happy and prosperous future to the following: PO Wren B. Hawkins and LSA Murray (4th February), PO Wren Knight and L/Cook Graham (25th March), PO Wren Petty and CPO Bates (27th March), L/Wren V. Smith and RO2(G) I. Hulse, HMS Hampshire (29th April), Wren R. Scholes and L/S Collins, HMS Vernon (10th March).

Drafts

PO Wren B. Hawkins to HMS Excellent, PO Wren J. Richards to HMS Sea Eagle, Wren G. Buttle to HMS Victory, Wren J. Wills to HMS Goldencrest.

Releases

PO Wren de Maine (24th February), NNA G. Brown (23rd March).

Sport

Hockey. Although knocked out of the Inter-Unit Cup, the team are enjoying a very successful season to date, and have won most of their games against keen opposition within the command.

Badminton. L/Wren Lusty and Wrens Lomas, Cubbitt, and C. Walker attended the Command Badminton Trials. Wren Lomas won the singles plate competition.

Shooting. Up to now the season has been going quite well. Two of our .22 shots were selected for the Off-the-Island Team which won the Inter-Command event, and the WRNS Mercury team is, at present, third in both the station inter-part and Command Inter-Unit leagues.

HOWE DIVISION

by Sub. Lieut. (SD) M. Murphy (N.E.3)

The end of the Winter Term arrived in great style when Howe Division added the New Entry trophy to their collection. RO3's Alcock, Edwards, Aitken, White, Peery, Eglinton, and Dixon all helped to gather points and to pip Pasco in an exciting final. An end of term "Thrash" of a different nature followed the boxing and the whole squadron were well entertained by "Francis Frank" and a strong supporting cast, not least among them being OA7's choir, who sang some stirring lyrics.

The Spring Term has been a successful one to date. The rugby team have managed to reach the semi-finals of the knock-out competition and the soccer team goes from strength to strength. Among their victims have been the Chief and Petty Officers and Kempenfelt, both strong teams. We hold a reasonable position in the shooting league and our hockey team alternates between success and failure. Horse riding and expediting have been severely curtailed because of the outbreak of foot and mouth



Howe Division Boxing Team.

disease in Hampshire, but we are hoping that the ban will soon be lifted.

We have said goodbye to OA6, OA7, OA11, and U22 this Term, and take this opportunity of wishing them every success in their first ships. Before Easter leave, we look forward to welcoming U2 and U3 who will, we hope, add strength to the division for the Summer Term and help us to retain our cricket and athletic trophies.

The administration of the Division has been given a boost by the addition of a Divisional Petty Officer. This post is currently being filled by RS Woodland, an instructor many ex-Howe-ites will remember.

At the end of this term Sub. Lieut. (SD) K. Snow will take over the reins of the Division and I feel sure that he will receive the same support that I have enjoyed during the past two years. I will be joining the ranks of the ex-members of the Division, but will continue to watch with interest future reports in our own magazine.

THE MERCURY "B"

FOOTBALL CLUB

by S/Lt. D. G. Couper (SD)(C) RN

The progress which the Mercury "B" Football Club has made this season in the Portsmouth League has not been particularly impressive. This may be due to the higher standard of football in Division IV or it may be that league football is so different from that played in the Service. And different it certainly is: the tackling is very much harder, every player in the team is fighting for points at every encounter and, dedicated to his weekly game, displays notable enthusiasm.

As shown in the league table below, the Signal School are safe from any threat of relegation—or, for that matter, from the glories of promotion. A notable feature of the games played has been the

way in which several were apparently thrown away in the last few minutes; games which the *Mercury* side should have won were surprisingly lost.

So much for the 1966/67 season. What about the future? The *Mercury* "B" management urgently require good footballers who are prepared to train, get fit and give up a few Saturday afternoons. Promotion to Division III is the aim for next season, although for this to be achieved the standard of football must improve. So if you are a footballer serving in HMS *Mercury* any time after July, 1967—VOLUNTEER FOR MERCURY "B" FOOTBALL CLUB.

Mercury "B" managers during the 1966/67 season were CCY Duncan, RS Taylor and CY Gaughan.

The League position of *Mercury* "B" on Sunday, 19th February, 1967 was:

Junior Division IV

	P.	W.	D.	L.	F.	A.	Pt.
Hillside	16	11	1	4	68	28	23
Vokes.....	10	10	0	0	59	9	20
Post Office.....	15	8	1	6	28	33	17
Byron.....	12	7	1	4	38	30	15
Gas Social.....	18	6	2	10	32	55	14
Soberton.....	14	5	3	6	36	48	13
Mercury "B"	15	5	2	8	35	57	12
Court Lane.....	13	4	2	7	31	37	10
Paulsgrove.....	14	3	4	7	24	39	10
Carberry	15	2	4	9	31	46	8

MEON MAID II

A long 1967 season is planned for *Meon Maid II*, beginning with a launch date in late March.

It is hoped to provide *Mercury* crews for the Dartmouth Rally (25th May), Round-the-Island (1st July), Cowes Week (29th July to 6th August), and some local regattas. Monarch Bowl races this year are all to be sailed over the weekend 23rd-25th June. Help is always needed for these races.

Some five weeks cruising and ten long weekends charters are available. Priority is to serving personnel, but pressure is heavy, and the programme must be kept full, so early application helps. Some weekends will be kept free towards the end of the year to give a chance to those, particularly if serving in ships, who cannot plan so far ahead.

Afternoon and Dogwatch sailing is planned for over 50 days during the season, from May until early October. This is an opportunity for a unique class, mess, or squadron run. Ship bookings are particularly welcome. Get your SCO to plan a department run during your refit or visit to Portsmouth. A qualified helmsman can usually be provided if necessary.

Lieut. Cdr. Laurence will again act as Yacht Secretary, assisted by CCY McLeod until he goes on draft in June. PO Porter remains in charge at the Sailing Centre.

CCY Eva, who leaves the Service in April after doing valuable work for the yacht over many



This spinnaker, bought in 1963 for £85, has proved one of Meon Maid's most successful buys. Still looking as quaint as it does in this photograph, with a great rift down its top, it was winning races when four years old, and will continue in use until late 1967.

years, was given a clock on his retirement. He was the first rating to hold the post of Yacht Officer.

Both the Wardroom and the Signal School Mess have bought copies of an attractive coloured photograph of the *Meon Maid*, taken in the Solent during 1966. Newcomers can now see what they are letting themselves in for.



The Bicycle Patrol.

CHAPLAIN'S LETTER

After an absence of eleven years it is wonderful to be back again as your Chaplain. Of course, things are not quite the same as they used to be and I do miss the old Thursday evening "hops" in the cinema and the down to earth "scrumpy" Bar. In place of these we now have the luxurious Mercury Club. Therein everything happens, e.g. Dances, Whist Drives, Variety Concerts, Social Evenings, etc. One thing, however, remains the same -- the great truth of our Christian Faith.

By the time this magazine reaches you the Church will have celebrated the Feast of the Ascension or to put it another way, "The Kingship of Christ". Our Lord's last words to his disciples as recorded by St. Matthew, were "All power is given unto me in heaven and in earth. Go ye therefore and teach all nations," and so we sing,

"The Head that once was crowned with thorns
Is crowned with glory now,
A royal diadem adorns
The mighty Victor's brow.
The highest place that heaven affords
Is His, is His by right;
The King of Kings and Lord of Lords
And heaven's Eternal Light."

Jesus Christ must reign. Other rulers and monarchs may reign, by divine permission, so to speak. Jesus Christ must reign, because He is the Eternal Son of God who has triumphed over the forces of evil. And so I say to you, with Pilate, but not in brutal mockery, "Behold your King".

First He must reign over the kingdoms of the world. He is the King of Kings and Lord of Lords. In these latter years we have seen a rise of the spirit of nationalism. The authority of the Church has been challenged, and the State has been deified and, in some nations, the State has claimed to be the ultimate and supreme authority over the body, mind and spirit of man. The Church must always oppose that claim. The martyrs of the Church through the ages for the most part have not been lynched or murdered; they have been sentenced to death by judicial authority. That was true of St. Peter, St. Paul, St. Alban and Sir Thomas More who said on the scaffold, "I die the King's good servant, but God's first". This is true of many modern martyrs in totalitarian states. Their trials may have been travesties of justice, but their deaths have been the outcome of a conflict between the State and the Church. There never will be peace and prosperity in the world until nations recognise in every sense the sovereignty of God. The Kingdoms of the world must become the Kingdoms of Our Lord and of His Church.

Secondly, Jesus must reign in His Church. In fact the Church is His special domain -- it is the Kingdom of God. The Church is the City set on a hill that cannot be hid: it should shine as a light in the world displaying those particular qualities and virtues

LOVE FOR THE CHURCH
AND HIS SUBSTITUTION



which go to make up the Christian way of life. We say in the Creed that we believe in the Holy Catholic Church. That has little meaning unless it includes loyalty. Therefore we should obey the authority of the Church. The Church, like any other Society, has a right to make rules for its members, and to expect their loyalty and obedience.

And thirdly, Jesus must reign in the human heart. The Kingdom of God is no mere outward submission, it must go to the very depths of the human heart. "The Kingdom of God is within you", said Our Lord. As children we learnt to say "Be King in my heart Lord Jesus, there's a throne in my heart for Thee". That means more than saying "Thou art the King of Glory O Christ" or "Crown Him Lord of all". He couldn't be much of a subject who stood outside the Queen's Palace and cheered and then refused to fight for his country. It means the de-throning of self and the enthroning of Christ. It means that we must be continually asking the question "Lord, what wilt Thou have me do?" It means struggling through all kinds of hardships and obstacles and to be loyal to the King of Kings and Lord of Lords.

JOHN SCOTT, Chaplain, RN

NOTES AND NEWS

Bishop Noel Chamberlain confirmed eighteen candidates from HMS *Mercury* last Term in the Church of All Saints, Catherington. This Term we are looking forward to another Confirmation in our own Church of St. Gabriel. Dr. J. Phillips, Lord Bishop of Portsmouth, has kindly promised to do this on Sunday, 9th April at 10.30.

HARVEST THANKSGIVING Services last Term raised £55 for Cancer research and £25 for local orphanages. One of the Services was held in the Saloon Bar of "The Rainbow" Tavern, Cowplain.

THE CHURCH YOUTH CLUB still flourishes and meetings are held most Wednesdays in the Church Hall at 2000. When you come back to *Mercury* a welcome awaits you. J.G.S.

FORTHCOMING COURSES AT HMS MERCURY

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

Course	Commence	Complete
T.C.I.	1st May	11th August
R.C.I.	8th May	3rd November
W.R.N.S. Adv. 3	8th May	16th June
Fleetboard Exam	15th May	16th May
C.Y.3	29th May	18th August
R.S.4	12th June	10th November
W.R.N.S. Adv. 4	26th June	4th August
R.S. (W) 3	3rd July	1st December
Fleetboard Prep Course	10th July	4th August
C.Y.4	10th July	13th October
R.S.5	17th July	15th December
Fleetboard Exam	7th August	8th August

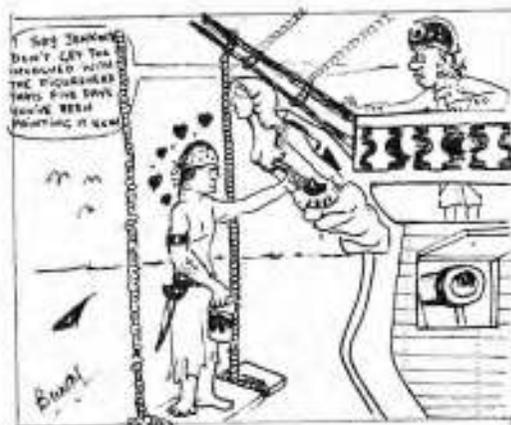
THE GENTLE ART

by M. B. Cahill

The title of this article may suggest a pastime such as knitting or rug making, but this is not so, as it is the translation of the Japanese word Judo, a sport in which I have recently become interested. Being of small stature, I have always been conscious of the "In seven days you can have a body like mine" advertisements. I am not however a gullible person and so I have never believed that my physique could ever compare with the gigantically proportioned bodies of the men who pose for these advertisements. There is alas, always the possibility that a large obnoxious seventeen stone bully may kick sand in my face and inform me that he's afraid to hit me in case I dry up and blow away. Such an event, you'll agree, must be avoided at all costs, especially in the presence of one's 'Pash'. Now if you are in this position, you are left with the following choice: either you quickly resume your seat and apologise for your rudeness or you goad the 'big lug' into fighting you and finish up in a messy pulp. Both are very unpleasant prospects, but if well versed in the art of Judo you could have retained your self respect and the respect of the current girl friend by spreading the bully all over the beach.

Judo or the "Gentle Art" originated from a form of unarmed combat known as Ju-Jitsu. This, together with Sumo Wrestling and Kendo Sword fighting, was a war-like activity used by the warriors of Japan. In fact, after fights in which one of these arts was practised, it was usual for only one of the combatants to remain alive. Chivalry in battle, around that time, was very much to the fore in Japan, and it was not considered correct for a warrior to have an advantage over his opponent; so, in the event of one man losing his weapon, his opponent would throw away his own, and the fight continued unarmed.

From this was born the art of Ju-Jitsu. It was taught by professional soldiers at the military institutions to all new-comers to the profession, and slowly it became more refined. However, Ju-Jitsu began to get a bad reputation because many of its experts began to practise it in the market-places on innocent by-standers, sometimes seriously injuring them. Then Dr. Jigoro Kano became interested in it. He studied the art under the supervision of many of the masters until he became an expert; he devised his own variation, which he called Judo. It was the same as Ju-Jitsu except that the more dangerous holds and throws were forbidden. In 1882, he founded the first Judo school—the Kodokwan School of Judo—which is now world famous. In 1901, Professor Gungi Koizumi introduced Judo into England and, seventeen years later, founded the first amateur club in Europe. This club is still the Headquarters of Judo in England and is called the Budokwai.



I joined my local Judo club a short while ago for three main reasons: firstly, to regain some of my old physical fitness—Judo demands considerable stamina and provides all round exercise; secondly, because I enjoy sports that involve individual effort rather than team effort, and thirdly, I had visions of being able to throw twenty stone lumps of aggressive flesh around like two pound bags of sugar. I have since realized my "mistake", and most of the time I have been learning to execute the various types of break falls. The aim is to go home, after an evening's session with fewer bruises than the week before. I might add that I have recently spent a considerable amount of time looking up at my opponent and asking "How did that happen?"

It is necessary to obtain a proper suit, known as a Judogi, for Judo: it consists of a pair of light linen trousers that come just below the knee and a loose jacket made of a tough canvas material. There are no buckles or buttons to cause injury, and the jacket is held together by means of a strong belt which goes around the waist twice. The proficiency of a student of Judo is graded by means of a coloured belt: White, Yellow, Orange, Green, Blue, Brown or Black, and there are twelve grades or Dans in the Black belt class. The examination for any of the seven belts can be taken in this country but to qualify for a Dan a trip to Japan is needed. There is one other belt and that is the red, of which I am a proud possessor, as it is the mark of the raw, ungraded beginner.

Judo nowadays, is basically a sport in which two people pit their skills and their wits against each other. However, in view of its origin it must be remembered that on occasions it is used both as a method of defence and of attack. Recently a newspaper article illustrated this, when a man took a swing at his wife, with the result that she was able to execute a perfect Sutemi Waza (Stomach Throw). When questioned she said that she had taken up Judo for just such an event.

Two other methods of unarmed combat which are occasionally confused with Judo are Aikido and Karate. The former depends mainly on locks against the wrist, elbow or shoulder as well as throwing techniques to render an opponent "hors de combat". Karate originated on the island of Okinawa, and relies on efficiently struck blows by the edges of the hands and feet by the knuckles and elbows. Karate students spend hours striking straw bound posts to harden the appropriate parts of the body.

Returning again to Judo, I do not recommend it to anybody who just wishes to master it to enable him to hammer his "Oppo", because it takes considerable practice to be able to apply Judo in this way and, more important, the uncontrolled use of the art can be extremely dangerous. However, to anyone seriously interested in Judo as a sport, I say to you: "Happy Randori, and Good Luck".

All the wise girls love a saver



Don't kid yourself that to be 'with it' is to be without money. You'll get far more appreciation from 'her' if you keep a bit of money for both of you in the National Savings kitty.

And where better can you place a regular monthly deposit in order to build up a useful bit of money, than in National Savings. Your money will be absolutely safe and it will earn a steady rate of interest.



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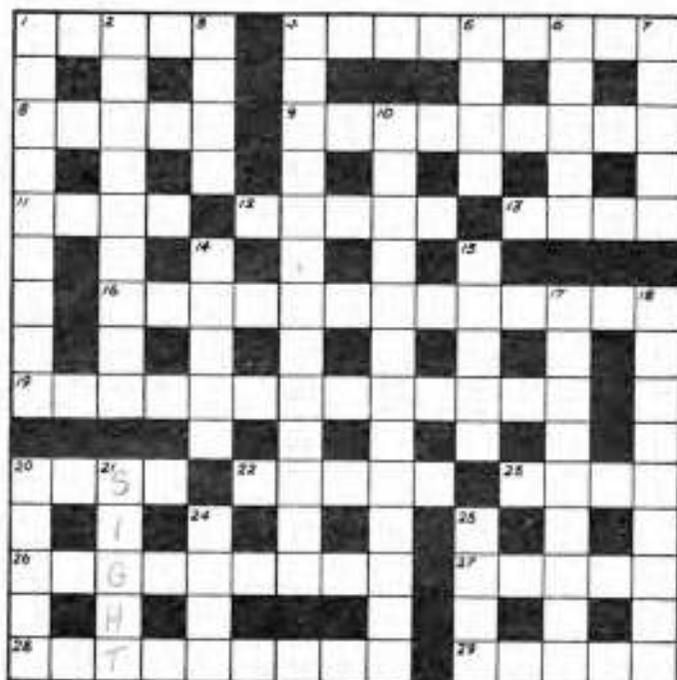
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BLOCK B, GOVERNMENT BUILDINGS, LONGDON ROAD, STAMMORE, MIDD.

SPRING CROSSWORD



by ANN JEWEL

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

CLUES

Across:

1. Don't pry about the property—you may find a drunk. (5)
4. Cable "Tree has it all" to make one famous. (9)
8. Was it messed up before in poetry, young man? (5)
9. A murder in the single state. (9)
11. Isn't it unusual to include a singer? (4)
12. "— had he learned the meaning of all winds, Of blasts of every tone;" (*Wordsworth*). (5)
13. He succeeds according to one down. (4)
16. Useful for a suspect. (4-4, 5)
19. The log there—apple, isn't it?—may do as a signal stick. (9, 4)
20. Muff a delivery and die away inside. (4)
22. Seize only the feathers of the flier. (5)
23. You French go before an Asiatic lord. (4)
26. Increase of volume leads to a chord being put around the scene. (9)
27. The ascent involved me with the doctor and a hundred and fifty others. (5)
28. List miles as immense, unlike inches. (9)
29. Sounds like a town relation. (5)

Down:

1. Tent mates will. (9)
2. It is workable. Your friend surrounds the cart with a hundred and one and causes a stir. (9)
3. Mutter uneasily, trying to hide the mystic symbol. (4)
4. The muddled route is in the can, and a small Pacific tree completes the burning. (13)
5. The titled gentleman surrounds or forms diamond fragments. (4)
6. Use a veil if you are sensitive. (5)
7. Feel derisive having concealed that you've lived longer. (5)
10. Poor silly chum. (13)
14. Hail wise Indian! (5)
15. The sailor pushes into the superior person, and becomes very wealthy. (5)
17. Reunited, I am still unlearned. (9)
18. "Yet in this captious and — sieve I still pour in the waters of my love," (*All's Well That Ends Well*). (9)
20. The point of a lens. (5)
21. Armed with a vision. (5)
24. Tax the Gael. (4)
25. Sounds as if I study the figure carefully. (4)

SHIP-SHORE NEWS

HMS AISNE

by M.U.P.

Since our last item for the magazine, many miles of "oggwash" have been sliced by our 22-year-old razor sharp bow.

On leaving Gan en route for Singapore, the following pipe was heard, "First Lieutenant speaking. There is a rain cloud following us, which will be overhead shortly. Any rating wishing to have a fresh water shower, muster on the upper deck suitably clad." Let us hope that the water situation will not be so bad in the future.

Our stay in Singapore was programmed for 14 days self maintenance, but in the event it was 57 days before we eventually slipped and proceeded to Hong Kong.

After 10 days of high life in the fleshpots of Hong Kong, we sailed to take part in our first exercise of the commission—not counting Portland! The exercise was conducted in company with *Victorious*, *Leopard*, and *Lansloff*, with *Hampshire* joining in later. The exercise included a two day interlude at Olongopo City (Subic Bay) where our host ship, USS *Mullany*, provided excellent hospitality.

At the time of writing, we are back in "Honkers", hoping that the current SMP will also be extended, if only to allow those members of the staff who have been "Requested to stay onboard", a further run ashore. The staff, incidentally, seem to have a magic touch when it comes to Fleet Club tombola, for quite a lot of cash has come their way.

Although the staff remains much the same, we are expecting Sub. Lieut. (SD) Craddock to relieve Sub. Lieut. (SD) Sayce in March and CRS Henley to be relieved by RS Denny in June. LRO (W) Neller will also be leaving us for civilian life on our return to the UK. On the professional side we have had two RO's 2 pass for LRO and four RO's 3 pass for RO2.

To conclude, the commission's "funny" by one of the RO's on Naval Gunfire Support:

"Target Sir, a tree in the wood."

"Say again?"

"Target Sir, a tree in the wood... Correction sir, INFANTRY in the wood" (blushing).

HMS ASHANTI

This will be the first article of the current commission of *Ashanti* to go to print.

At present we are just over half way through the foreign leg of our GSC, and find ourselves in Aden where most of the department have been assisting the Army in internal security duties. Recently we actually had a platoon composed entirely of Communicators, with the RS as guard commander. For four days this platoon took over the duties of guarding Aden Intelligence HQ. Others of the

department found themselves manning road blocks in Crater and in Sheikh Othman.

In spite of vicious buzzes to the contrary, we have had quite a lot of sea time (no comments please *Zulu*), the first six months of the foreign leg being spent carrying out patrols off Beira, interspersed with periods in Mombasa.

Our only run ashore besides Mombasa and Aden has been Mauritius, where, thanks to the hospitality of the staff of HMS *Mauritius* and their families, we had a great time.

Hope to be seeing some of you *Mercury* ratings next October, so please keep some "Brown Card jobs" ready.

Note to "X" Section: When asked to produce a frequency of 69Mc/s, the Radio boffins nearly had to admit defeat until someone remembered dhobey's transistor radio.

HMNZS BLACKPOOL

by Chief Radio Man J. N. Hewson

I must apologise for not having written before to say "Howdy" to all your readers. Since *Blackpool* has become a unit of the RNZN, we have had a rather busy programme, and by the time this is printed, we will be back in New Zealand and enjoying some well earned leave after our twelve month absence.

Within a couple of weeks of commissioning at Chatham, and having spent only three days at sea, we were rudely awakened with the start of the Portland work-up. After a short break for "Portland leave", which we spent in Amsterdam, the ship returned to Portland to complete her work-up. I am inclined to think that our success was largely due to the "Kiwi Rules" confusing FOST's staff.

On leaving Portland, we had done most things, and felt pretty sure of ourselves and ready to take on the Far East Fleet, so the four-week trip out through the Med. was pure relaxation.

Within the first week of arrival in Singapore, we were jolted back to reality with Captain "D's" inspection, but on the whole our introduction to the FEF was enjoyable. We were very pleased when our rugby team cleaned up the inter-Services tournament and even more so when the ship proudly hoisted the "cock" on our foremast after winning the 2nd Destroyer Squadron cup for Sportex.

At the time of writing we are enjoying a few days rest in Bangkok before returning to Singapore for an A.M.P. and this year's "Fotes". After this is over, we are off to Honkers for a rabbit run before hitting the long haul south to Kiwi land (they tell me it's a good run!)

We have learned much during our absence from home, and are very grateful to FOST's staff for the help they gave us. We are also very impressed with

the new equipment we have. It is interesting to note that the 640s performed particularly well on RADFONES, and it is maybe something of a record to have handled 95 calls to NZ in December, and to be able to work Wellington and Sydney Radfones simultaneously.

We wish our reliefs a good commish—it's all yours fellas.

RNAS BRAWDY

A Tail from Wales

This is the story of a "MUS MUSCULUS". Now, most names in these parts are descriptive. We have "Morgan the plug", who operates the telephone exchange, and "Dai the defects" whose job it is to carry out any repairs that are needed. There's "Dai the spy" of course, the local policeman, and last year we managed to get "Yanto the panto" to produce our Christmas Show. But our "MUS MUSCULUS" was simply known as Fred.

His life was only a short one, but he lived in style. His home was centrally heated—there was no shortage of food, 'standeasy' cheese rolls being popular in this department—and a little milk late at nights was usually easy to get, by nibbling through the wax carton it was left in. Evidence indicated that he had tried climbing up the side of the carton, but it had tipped over, and it must have taken him best part of that night to wash himself clean again. From then on he would nibble a hole about half an inch from the bottom of the carton, and drink what was left as it ran out.

We saw him only once or twice, and as he ran faster than us, and knew all the bolt-holes in our somewhat ancient building, he never really got in our way. Until, that is, the day he nibbled through a full carton of milk, flooding the bench and all the books on it. That, decided the girls in the office, was the last straw. Fred must be evicted. The story of the high life he was leading gained colour as the days went by, culminating when someone insisted that the evening before, he had invited most of the inhabitants of the Admin building across for 'five-a-side' football. The game had apparently kicked-off just after Pipe-down, and had lasted well into the night.

So, eviction plans were made. Traps were obtained and, suitably baited, were ready for placing in the most likely spots to prevent any further disturbances at night. But fate took a hand. That same afternoon, the words of Robbie Burns were brought to mind—"The best laid schemes o' mice an' men gang aft a-gley". Our plans, and no doubt Fred's plans too, came to nought in one swift moment.

Fred took refuge during his wanderings, in the 618 Power Pack, and forgot the golden rule "Look before you leap". In the twinkling of an eye it was all over. No more high life for him, and no more disturbed nights for us. Perhaps he was still suffering from a milk-induced hangover, or maybe he was simply too



tired after a night of 'five-a-side' football. Whatever the cause, he forgot an important fact which all who live the high life in this modern electronic age should remember. **MAN OR MUS MUSCULUS—SORRY MOUSE—ELECTRICITY CAN KILL!**
COMMEN

HMS FIFE

by CRS D. L. Anderson

The ship has now been in commission for nine months, and apart from clocking up an extra few thousand miles by way of the Azores, Gibraltar, Plymouth and the Portland exercise areas, the department have yet to be closed up under full operational conditions for any length of time. However, the staff have had the opportunity of operating all our equipment and consequently gaining valuable experience.

The trip to the Atlantic was primarily to test out the radar sensors connected with ADA, to see how they would react to ANAPROP. No doubt every communicator is aware of the phenomena called ANAPROP, but one can imagine what the rest of the ship's company, including numerous civilian representatives from various contractors, thought when the all too frequent pipes were made indicating that we were still chasing the elusive "thing"—the majority said that we would probably find the said Miss Anna Prop by arrangement with Mr. Eddy Current over the Isle of Wight—on our return!

Our scheduled visit to the island of Madeira was unfortunately called off under very secret circumstances. Rumours were rife throughout the ship, until it was officially announced over the closed circuit television by the Captain, that we were to act as an escort to HMS *Tiger* during the talks between Mr. Wilson and Mr. Smith. In fact, at one time during a light jackstay transfer, most of the ship's company had a close up view of the discussions through several of the *Tiger's* wardroom scuttles. The view was, however, slightly obscured by a haze of smoke, no doubt caused by the heat of the argument or

perhaps by a certain gentleman in the process of flashing up a pipe!

On completion of our assistance duties with the *Tiger*—the press incidentally had described us as a frigate, the mystery ship and a few other wild descriptions—none of which was true, we had 48 hours in Gibraltar, where some of us were fortunate in meeting up with old friends from *Mercury* in the Commcen and in various quarters of HMS *Rooke*! One impression of Gibraltar we gained, was that in the course of purchasing our 'rabbits'—resale price maintenance was very much to the fore. The age old bartering method had been largely done away with. On our return to U.K. by way of Plymouth, we found to our delight, an excellent letter from the Prime Minister, in which he expressed his gratitude and thanks for our help, and regret that he did not have the time to come aboard and say so himself.

Since Christmas leave, we have unfortunately been tied to Pitch House Jetty, apart from a few day running trips. Such has been our permanency in this berth, that had we been here during the summer season, many tourists and visitors may well have taken the first left at Kings Stairs, and visited us instead of that other 'non ICS ship'—HMS *Victory*!

Our only real break from Pitch House Jetty has been a five-day North Sea trip, during which the sea very kindly produced a force 10 welcome for us to add to the realism of the war exercises that were carried out for 48 hours. The staff tasted for the first time, the joys of the modified two watch system—previously known as the American "chow to chow" type.

Since our last article we have seen the departure

of CCY Freeman—who seems to be unable to dodge the world of distribution techniques, the only difference now being that he supervises newspaper distribution in his newsagents instead of signals in an MDC.

We close this article in the hope that our next one will indicate how we successfully defeated our sister ship HMS *Glamorgan*, in a day long Olympiad, in which the Communications department is well represented.

HMS GANGES

Other ships and stations write about exciting and unusual happenings, whilst we sedately remain much the same, fulfilling a necessary and interesting part in the conveyor belt from school to sea. Although the older members claim that everything was better in their days, we still manage to produce a large number of successful candidates for *Mercury*. Although change is necessary to keep pace with the more technical requirements of this day and age, our aim at Shotley is still perfection, and progress is constantly being made in this direction.

New methods of instruction are being introduced here, the latest of these being the Parkes Sight and Sound Videomatic typing teacher. CY Beard has the challenging task of getting this method underway. This scheme is expected to produce efficient touch-typists in a much shorter period. As far as morse is concerned, repetition remains the best method, but we eagerly await something better.

Whilst other branches at *Ganges* enjoy one week's sea training as part of their syllabus, this has not



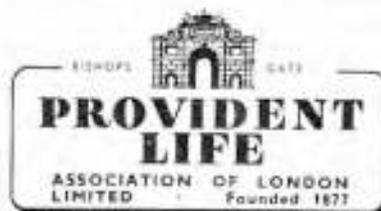
JROs Mansfield, Deer and Wymant-Morris operate the "shore station" during the visit of *Miner III*.



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been possible for JROs' classes due to the detrimental effect on their Morse and typing training. However, the recent visit of HMS *Miner III* gave us the opportunity of sending three communications classes to sea for the day. By establishing a shore station in the Signal School, it was possible to carry out some very successful exercises. Although the Morse was slow and the procedure was enough to turn an instructor grey, the juniors obtained some very useful practical experience and voted it one of the most interesting and instructive parts of their course. A direct outcome of this experiment is that JROs will now have priority for day trips in visiting ships. Not every day, we regret to say, was an outstanding success, however, as one of *Miner III's* signals showed—"Ship rolling heavily. All class seasick. Returning to harbour". It is of little comfort to a green faced JRO to tell him that Nelson was also seasick.

Work is progressing in the Signal School to provide a static display in the form of a mock-up of a typical communication layout in a ship and, with the use of models, a display to show the communications required by a force at sea. This, we hope, will help to stimulate the junior's interest when he begins to feel, as he sometimes does, that life in the Communication Branch is all Morse and typing.

Next term will see the departure of our SCO, Lieut. Cdr. R. L. Copp, to pastures new with FOSM. Although he has spent less than the normal period in *Ganges*, just a little over one year, he has certainly made his mark on JRO training, and will long be remembered for his good work and tenacity as the "White Squadron Officer". We wish him every possible success in his new appointment and look forward to welcoming his successor, Lieut. Cdr. J. P. G. Bryans, in May.

CY Carson had some very bad luck recently when he broke his arm in two places whilst playing soccer for the Petty Officer's mess. He is now giving his celebrated impression of a very famous admiral, CY Beard, LROs Elms and Wakefield have represented the establishment at rugby, and given a good account of themselves. RO Burt has played basketball for *Ganges*, and one or two have played darts for a local drinking pavilion. Otherwise we have been fairly quiet on the playing fields, leaving the majority of the sports to the juniors, whose exploits would take pages to tell.

The beginning of the term saw the departure of CRS Barratt to HMS *Juno* and a seagoing draft is also looming 'Victoriously' for CRS Bernard, whilst CRS Foote and RS Witcher leave us soon for the fleshpots of Singapore and Hong Kong respectively. LRO Elms has now left us for the outside world, and LRO Gray for HMS *Dido*. Joiners include CRS Humphreys, CCY Webb, CCY Wright, RS's Whistlecraft, Laybourne, Rockett, Netherton, Dunne and RO2 Podd. Finally, LRO Williams departed at the beginning of the term for a CY course, and we look forward to welcoming him back, as a CY, in the near future.

GIBRALTAR COMMEN

by CRS M. J. Matthews

The fact that for the past two years we have been enjoying one of our driest and sunniest spells of weather, may well provide the tourist agencies with the material needed to attract more visitors to Gibraltar, but to us "rock scorpions", the lack of rain brings problems. We are entirely dependent on rain for all water supplies on the Rock but the local council did try to alleviate the problem by buying water from some "well watered" European country, and having it shipped here by tanker. Alas, the first tanker broke her back off the Channel Islands, and the second had her cargo condemned due to contamination. As luck would have it, nature then stepped in and provided, for free, some of the much needed liquid. After two weeks of rain we are slightly better off, but with the prospect of another long dry summer ahead this relief is likely to be temporary.

Our "deceptive" calm was shattered early last December when, out of the blue, Gibraltar became the centre of the world's news with the meeting in *Tiger* between the British Prime Minister and Mr. Smith of Rhodesia. Mother Nature decided to play her part too, by ruffling the normally calm seas to add to the politicians' problems!

The festive season passed in its usual way and soon we found ourselves in 1967 and another year begun.

The Royal Naval Theatre Club took part in the Gibraltar Drama Festival and staged "Hiss the Villain", a typical Victorian melodrama, complete with "green faced" villain, innocent young girl, etc. The cast included two Communicators, Lieut. Cdr. Ekins (the BCO) and Leading Wren Radio Operator Todman. This production was so successful that the group carried away the first prize in the Festival, and one of the cast also received the prize for the best supporting actor.

Five Communicators were amongst a party of officers and ratings to visit the Sierra Nevadas for the annual skiing expedition, in January. They were PO Marshall, Leading Wren Todman, and WROs Craggs, Paynter, and Middleton. When the party arrived, they were disappointed to find that there was little snow around, so they filled in time mountain climbing and generally enjoying the vast open spaces not available on the Rock. However, a blizzard soon changed the scene and they were able to get down to skiing.

A film company engaged in producing the latest James Bond saga, "You Only Live Twice", has been taking "on location" shots off Gibraltar. These have involved HMS *Tenby* and the submarine HMS *Aeneas*, together with several Wrens from *Rooke*. PO Thomas was the lucky person to be actually included in a scene for the film. She appears marooned in the wide ocean in a dinghy with little hope of rescue—until it just so happens that a submarine surfaces right underneath her dinghy. Typical James Bond stuff, and bound to sell!

The Communicators are still the main source of manpower (and woman power) for most sporting activities undertaken in the name of *Rooke*. In addition, the Commcen runs its own football team, with varying success, and several Communicators are to be found in the outstations team which operates under the eagle eye of their trainer/selector/manager RO Tom Bethel. LRO Southard has represented the Navy at soccer, and only recently returned from Casablanca where he took part in a match against the Royal Moroccan Navy.

Hockey is the game that the girls seem to revel in, and under the keen guidance of Third Officer Sellers, they have proved a gallant band of opponents against both female and male opposition.

Our usual quota of exiles has returned to the United Kingdom. The last few months have seen Third Officer Sellers, CCV's Wice and Bellamy, RSs Johnston and Burnett, LROs Larter and Hancock and ROs Croucher and Bennett returned to CND's "available list". We wish them luck in their next draft.

HMS GLAMORGAN

by T.E.H.

Since our last entry, much water has passed under the bridge. Day by day we approach the ultimate of becoming a proficient unit of the fleet, and with the commissioning of *Intrepid*, we can no longer call ourselves the newest ship. Indeed, we are fast joining our sister ship *Fife* in becoming rather old!

Just before Christmas, we made a valiant attempt to visit Cardiff, but force 11 storms in the Bristol Channel made this impossible and at 0200 one blustery morning, the Captain was forced to turn about and head into the Atlantic to ride out the storm. All this with just our emergency H.F. transmitter, supplemented by a C.H. borrowed from the Royal Marines—something for which we shall be eternally grateful.

After Christmas leave, whilst alongside in Portsmouth, we completed our HAT on our new gear, and then off to sea in the Channel areas to try



"Listen!! I've been a Communications Officer for three weeks, so I know what I am talking about, Chief".

it out at sea. The capabilities of ICS have astounded the younger members of the staff who watched with something akin to awe as the CRS nonchalantly contacted stations as far afield as Singapore, Cape, Canberra, etc.

We have now returned to the cold comforts of FLJ for further HAT's and Easter leave before venturing forth to have another crack at the Bristol Channel for our Cardiff visit. This time we hope to make it.

What does the crystal ball hold in store? We hope to be able to tell you of this in the next edition. Meanwhile it is nice to find out that the rumour that *Fife* has become an overflow for RNB is completely unfounded!

HMS GURKHA

by LRO(G) Jenkins

Since we last wrote, the *Gurkha* has been suffering from stomach pains. The main cause is engines and gearbox, so we have spent a few days occasionally "steaming" up and down the Forth to rectify the trouble. This has not given us much chance to try out our new equipment, but we have set watch on everything possible in an endeavour to satisfy ourselves. We have come across numerous problems, but these are put down under the collective title of "teething troubles"—if this was literally so, I am sure that the dentist would commit hari-kari.

We hope to make Portsmouth long before this edition is published. If not, our staff and equipment should be 100% by the time we do arrive (well, 99%).

The senior members of the staff wish to thank *Mercury* for sending copies of exercise pamphlets. We will not print what the junior ratings said.

Finally, congratulations to LRO(T) Jordan, RO2(T) Nash, and RO2 Long who have or are about to become, married since Christmas.

The Staff and I wish you all a Happy Easter.

HMS HAMPSHIRE

by A/LRO(T) P. G. Dexter

With the MCO calendar reading "Pompey minus 46", the second commission is very nearly over so we thought we would get in one last article before handing over to our reliefs.

On completion of Pacific exercises we began our eagerly anticipated visit to Melbourne during "Cup Week". The Australian hospitality lived up to its high reputation, and everyone voted the visit a great success.

On leaving Melbourne we had a couple of days at sea in order to recuperate and prepare for the visit to Adelaide. Here it took us nearly 24 hours to find legal loopholes in the peculiar South Australian licensing laws (6 p.m. closing), but it really was not necessary as the Adelaidians soon set out to prove they could match, if not better, the hospitality shown to the ship's company during the Melbourne visit.

On conclusion of this visit we had to leave Australia to take part in more exercises, but we noted that our arch-rivals, *Kent*, managed to have a convenient breakdown which enabled them to remain an extra day in Perth.

The voyage to Singapore was via the Sunda Straits, but only a few days were spent there before we sailed to Hong Kong for the Christmas period. After a short maintenance period in Singapore in the New Year, we sailed for Manila for a six days visit in company with *Leopard* and *Llandaff*.

From Manila we proceeded to Hong Kong again to embark the first phase of the new commission. CRS Hayward left us after 4 years onboard, and CRS Newton took over the weight of the (G) department. On leaving Hong Kong the "buntings" had their moment of glory when we flew the paying-off pennant. Everything went well until they pulled it too close to the funnel and burnt it in half!

Now in Singapore for the last time, we are in the middle of the Harbour Training period for our final exercise on the station, and applying those last minute dabs of paint prior to our long journey home (Who was the RO3 who dropped a pot of white paint over the Chief Yeoman's bunk and locker?).

HMS KENT

by Invicta



HMS "Kent" leaves Sydney, Australia, ("Victorious") in the background.

Since our last article in *THE COMMUNICATOR* *Kent* has been in the Far East, and busy visiting many parts of the Station in a relatively short period of time. Our first stop at Singapore lasted only six days before we were whistled off to Tokyo with COMFEE for a week's visit. On leaving Tokyo, we made the acquaintance of an angry young lady, typhoon "Helen", closely accompanied by her sister "Ida", and when we reached Hong Kong, learned of the havoc they had caused among the people whose hospitality we had enjoyed only a few days previously. The ship's company showed their sympathy in the form of a collection which was sent to the Mayor of Tokyo's Relief Fund.

Our stay in Hong Kong was brief before sailing for Australia, taking part in exercises of various types en route for Sydney, where our 14 day stay was a roaring success. The residents all but killed us with their kindness and hospitality, 'grippos' being the order of the day. One member of the department stayed behind when we sailed and one chose a less conventional overland route while the ship sailed to Fremantle. RO2(T) McGivern formed one of the crew of the ship's Landrover, who drove across the desert to meet us some 2,000 miles further west, and it was a very sun-tanned and dusty bunting indeed who awaited us on the jetty. Fremantle and Perth contrasted sharply with Sydney, as they are more like 'frontier' towns, but the natives were no less friendly, and at least one member of the staff was reluctant to leave.

We then returned to Singapore for our essential docking and defects period, which provided opportunities for three to pass for LRO (Scott and Mould for (G), King for (T)) three to take the subspec course for (T) and four for (G) at STC Kranji, for others to have some station leave, and for those left in *Terror* to play sport, especially to take revenge twofold on *Hampshire* at soccer, which is of particular interest to us in the communications department as the ship's team is comprised of over 50 per cent Communicators. We have been unable to equal *Hampshire's* boast in the last edition for shooting down PTAs as we understood PTArmigans were out of season (what shocking sportsmanship!)

Our docking period is now over and we are busily preparing for our forthcoming inspection by FO2, and later, we hope, a super cruise home. Finally we would like to wish CRS Early good fortune in his retirement, May it be as pleasant in reality as it has been in prospect.

KRANJI W/T

No one at Kranji doubts that Somerset Maugham did a commission here, and as a result wrote "Rain." In the usual optimistic British manner, we were all reckoning on the current monsoon having "had its time" after four hours without rain. Then the heavens opened, and before a single "wanchai" could be put up, we were marooned. It wasn't so much the water, waist high at the junction, which worried us, but the strange insects and small animals which began seeking higher ground—with their first stop in the OIC's house. With the road transport effectively stopped, it was a case of watch-on, stop-on. Emergency rations had to be opened to feed the people trapped in the camp and as these included a large number of local civilians, the sight of pork sausages, steak and kidney pies, and corned beef was not very amusing. The children had some fun though, they did not arrive home from school until 2230.

The following day we were not so cheerful. We had NO water! Not only had the water drained from the roads, but also from our fresh water tanks—a

state of affairs which lasted for four days. The swimming pool was never so well patronised (no, not for drinking!).

By the time this goes to print, CRS Huggett will have left us. The station has benefitted enormously from his efforts.

We have been trying, in various ways, to improve the service which Kranji provides and our thanks must go to the customers who have assisted in, put up with, and criticised our endeavours. A number of ships have sent communication ratings to have a look at the station, and this always helps to promote understanding.

In the training world there has been a steady flow of classes. Very soon work will begin on the extension to the STC. This will give us a more up-to-date equipment holding, and should enable classes to gain even more value from the instructions.

The Theatre Group produced a fine entertainment in the form of a pantomime. Considering that they re-built the stage, fixed their own lighting, and wrote the script themselves, their efforts were even more impressive.

Other activities over the Christmas period included the usual Children's party and a dance. But the new venture, the Boxing Day soccer match, Wardroom versus the Rest, was something of a killer. Captain Garson, present incumbent of No. 1 bungalow, gave the Wardroom a slight advantage, but some hours later, the OIC was heard to mutter that even once a year was too often. The sight of attacking forwards in a set scrum formation being repelled by XO with a golf club, and LO with a hockey stick was clearly too much for him.

The beginning of a new financial year roughly coincides with the end of the heavy rains, so there is a blossoming of new work and a smell of fresh paint. Chinese New Year celebrations are only now beginning to close, and the air is still rent with exploding crackers each night, so that new arrivals begin to think that they have arrived on the set of "55 Days in Peking".

Kranji covers a wide area. We are within striking distance of the Kranji War Memorial, an RAOC depot, an Army Transport Depot, and a Rifle Range. The OIC has been questioned on services at the War Memorial, told by a helicopter pilot that the "Chopper" was in the vehicle park, and asked to arrange a short course with the SLR. It would be inaccurate to say he never turned a hair!

DETACHED DUTIES IN KHARG ISLAND

by RS Parkes

A journey of 1,000 miles, by sea, land and air, took the Communicators of HMS *Fearless* from Mombasa to the Persian Gulf, to take part in Exercise "Midlink Nine".

After a not uneventful trip we arrived at our destination, the Imperial Iranian Naval base on Kharg Island.

Our first task was to set up an MSO, Radio Room and message handling organisation, and a watchbill, to commence with the afternoon watch of that day, only two hours away. However, all hands turned to and the immediate problems were settled. A three watch system was worked with a twenty-four off. In addition to the *Fearless* party, Iranian Communicators and one American communications officer constituted the exercise team and shared the watches. We found the Iranian Communicators tremendously keen and after initial ups and downs things went smoothly and continued to do so for the rest of the exercise.

Our biggest domestic problem related to food; for instance, it was only through the generosity of RCT *Arizzo* that we obtained a plentiful supply of tea, coffee, milk and sugar.

Off watch we explored the Island, which is also an oil port, but whose history goes back some 6,000 years, with fossils to prove it.

Food for thought is the fact that according to the Iranians it is now the year 1345 — how do I convince the Paybobby (1966 version) that he owes me 621 years backpay ...?

MALTA COMMEN

The period between the last article and this one has been especially busy in many ways. The political situation has obviously increased the work load quite a lot. However, we have not allowed it to interfere with our normal day to day activities.

The rugby team has been doing very well and has suffered few defeats. They have been led by LRO Eveleigh, who shortly leaves us. Their main claim

to fame is that although they may not win them all, at least they turn out and have a go.

Soccer continues to thrive with each watch able to field its own team. Two teams are entered in local Service leagues and have had mixed success. One of the highlights of the season was when a Commcen team turned out against Valetta Vanguards, a team of good reputation, and beat them 3-2 before a large crowd in the Empire Stadium. The first XI are through to the final of the inter-part knock-out and the second XI are in the semi-final of the Associated Plate competition.

The Officer in Charge heads the squash ladder, and some twenty players regularly compete.

We play many other sports too, including tennis, badminton, shooting, cricket, and golf. So if you want to exercise your teams while passing this way just say the word.

Car rallies have proved very popular. Third Officer Burch's departure on the eve of the third "Commcen Monte Malta" brought loud wailings from her crew who had won the two previous events. The rallies are held at night about once a month and show lots of people parts of the island they never thought existed.

The Christmas pantomime was a great success, with Communicators featuring in many of the roles. The Officer in Charge played one of the lead parts, and Sub. Lieut. Davies who wrote the panto and executive managed it, was Buttons. It would be quite wrong to expand on the story because it is a known fact that Sub. Lieut. Davies has carefully retained all costumes, scripts etc., against the possibility of putting the same show on in *Mercury*. Some £190 were taken, and out of the profits an outboard



Cast of the Lascaris Pantomime "La Cinderella" — spot the Communicators!

motor is being given to the Sea Cadets and £35 has already been given to the Sea Rangers.

While welcoming Third Officer E. Williams into the family circle, we regretfully say goodbye to Lieut. Fletcher and Sub. Lieut. Davies who will be leaving us in early May. They have been heard discussing such things as automatic changes of the guide, obviously very important since they are travelling home to UK overland in Formation One.

The fine weather is almost with us and the resumption of the weekend trips to Sicily is keenly anticipated. We hope that Sub. Lieut. Davies' relief as Sports and Entertainment Officer has a watchkeeping ticket!

HMS MANXMAN

by CCY A. C. Chambers

Having established ourselves in our true role as Forward Support ship, "Mother Manxman" and her chicks have traversed quite a lot of the South China Seas. Of all the runs we have had, Hong Kong is still top of the bill.

The run down after confrontation is reducing the numbers of the Inshore Flotilla. We were very sad to see the New Zealand contingent leave the station, and will be again when we lose the Australians. It has been a pleasure having them with us.

The amount of signal traffic has reduced considerably since the return to normality, but a particular signal worthy of note was one which bore no less than eight reference date time groups!

Since our last entry, *Manxman* has had another glamorous role to play—this time as a film star. Being one of the few remaining ships with an open bridge, she was chosen to take part in the TV film covering Admiral of the Fleet Lord Mountbatten of Burma's life story. We were very proud of the honour.

This will be my final entry to THE COMMUNICATOR

from this draft as I am to be relieved by CCY Cooper in the near future, so the staff and I wish all ex IF communicators the very best wherever they may be.

HMAS MELBOURNE

by CY Ivol (RN Loan)

At last we have got round to sending a contribution from the flagship of the Royal Australian Navy, though, at present, being over-run with "dockies" and their miscellaneous equipment, our appearance is not that of a flagship, but that of a ship in the middle of a refit here in Garden Island. Next month after weeks of concentrated effort to get the ship up to scratch we will be ready to face our work-up in the Jervis Bay area, which is about 100 miles south of Sydney. Having been through one work-up period on HMAS *Duchess* at Jervis Bay, I found it very reminiscent of Portland, both by virtue of the weather and by the amount of work we got through in such a short period.

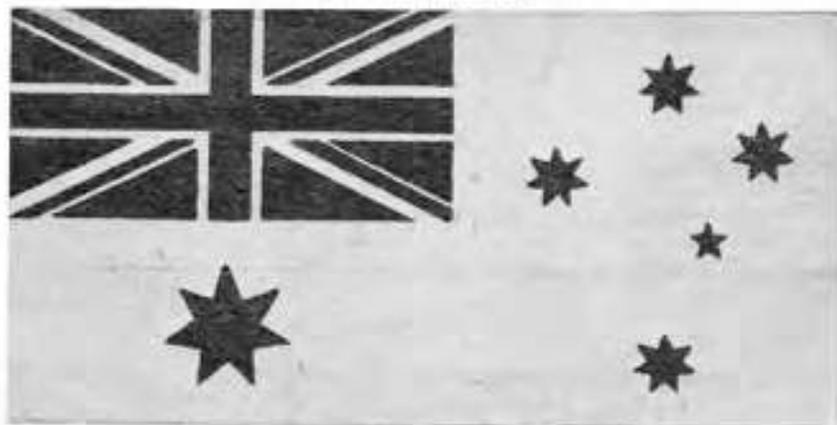
Life with the RAN is very similar to RN service, each Service having its own idiosyncracies. Basically there was no difficulty in transition from RN to RAN, the biggest problem being to acquire a quick and thorough knowledge of the local situation, in which RAN comms orders were a great help and good reference.

The equipment on board *Melbourne* is mostly of RN origin, with the flag-decks laid out for ease of handling and speedy flaghoisting, the large open flag-lockers being a decided advantage, reducing the numbers to man the locker efficiently to two signalmen. Twenty-inch SPs, with the exception of *Duchess*, are non-existent in the RAN and this should be borne in mind when using one to call Australian ships.

Main topics of conversation throughout the fleet at the moment are the new Australian ensign

THE NEW AUSTRALIAN ENSIGN

From 1st March 1967



The Stars are blue on a white background

coming into use on 1st March, and the two DDG's—*Perth* and *Hobart*—purchased from the United States. The DDG's are very well laid out, but as with all new ships some teething troubles were experienced. These were very soon ironed out, however, and now *Perth* and *Hobart* are effective members of the Australian fleet.

Visual equipment on the DDG's is very good, with the XEON SP, worth particular mention, being easier to read than the ten-inch SP in the harsh sunlight experienced out here.

Melbourne's programme will take us up to the Far East in the next few months and we look forward to working with the Far East Fleet and participating in the fleet exercises.

For a point of interest I have included a sketch of the new ensign to enable you to keep up to date and not to be too alarmed when it is first seen on the 1st March.

NLO MOMBASA W/T STATION

by LRO(T) A. A. Elms

For various reasons it is over a year since Mombasa W/T contributed an article. The Beira patrol has given us a dramatic increase in signal traffic and we now average fifty signals a day. The permanent staff to cope with this traffic are RS R. E. Thomas (to be relieved by RS P. G. Haines in April), LRO(G) R. E. Pickering and LRO(T) A. A. Elms (to be relieved by LRO(T) D. Boyes in June). For the last twelve months we have been greatly assisted by a succession of additional RO(G)s (two at a time) and by ships taking guard for us when in Mombasa.

We were all delighted when we learned that the Royal Naval Liaison Officer, Lieut. Cdr. G. C. Roberts, had been selected for a "brass hat". Our very sincere congratulations to him.

Life is not all work, even with the increased activity here, and this is a splendid RA draft with lots of sunshine and superb beaches.

Our best wishes to all our friends in UK.

HMS ORPHEUS

by RS J. A. Coomber

Thinking that it was high time you heard from the Submarine branch prompted us to contribute our little bit. For far too long now we have coughed up our half-dollars towards the Editor's Retirement Fund, only to discover that there were no entries from Submariners.

To read *THE COMMUNICATOR*, one gets the impression that either the RN does not have any submarines, or possibly (and more likely) we are of a lower caste and therefore should be left well alone. The real reason, however, is that we are kept far too busy at sea to be able to spare time writing (that is what we tell our "birds" at any rate!)

To read all about this complex equipment you chaps use nowadays induces mixed feelings—envy and fright mainly! With our 623, 619H, and 696 we have troubles enough, so we won't try and baffle you with any technical rhubarb.

For those of you who are thinking of joining us in submarines, and for those of you for whom "draftie" is doing the thinking, the following points may be of interest. The work is hard at times, and the hours are often long, but to compensate for this we get lots more "akkers", all drafts are "married accompanied", and in general we have an easy life where "bull" is concerned.

With *Orpheus* in particular, runs ashore are few and very far between—though we do hold hopes of getting one before we pay off in June. Also, being



based at Faslane isn't the grandest thing you could wish for. We get sub-zero temperatures for nine months of the year and rain for the remaining three. It is often a relief to get to sea.

All the communication staff are, to some extent, employed on the *Orpheus* attack team—modesty alone prevents us saying that we are virtually the backbone of it. So, if you ever get "sunk" during an exercise with us, you will know where the blame lies. Also, like most submariners, we have a finger in most pies. Unlike our General Service counterparts, our world does not end at the W/T Office door.

Currently our staff is as follows: LRO Catherall, RO2 Christian, RO2 Mooney, RO2 Money (RAN) and myself, all under the able management of our Communications Officer, Lieutenant A. Wainwright, RN (part-time Navigator).

In closing we would like to bring the attention of all GS LHOWs to a problem we all too frequently meet: please do not use 4340 Kc/s as a Ship/Shore circuit when operating with us.

A happy Easter to all Communicators. If you are in our vicinity, come round.

Editor's Note: The only reason for the apparent neglect of this important arm of the Service is the lack of contributions from them hitherto. We are delighted to get this article from Orpheus, and hope that other submarines will follow suit.

HMS PUMA (1964-66)

by RO1(G) Chaston

It has been a good two years, varying between fun and hard work and I think most of us have enjoyed ourselves.

Puma commissioned on 30th October, 1964 and we soon found ourselves in the wintry wastes of Portland. However the work-up was interrupted by a round Britain "Meet the Navy" cruise of about six months' duration, during which we appeared on most regional TV programmes, and in numerous newspapers, and visited over thirty towns in Britain. Mine was the enviable job of travelling by road all this time, sleeping and eating in hotels and boarding houses. We had a Vauxhall Victor as transport, and carried a Type 622 in the boot to provide communication with the ship when required. Strangely enough we achieved some good results with it, but I'll never forget the time in Ayr when, in the pouring rain, I was forced to flash the ship with the car's headlights!

Then back to Portland to finish the work-up, and after leave we sailed from 'Guzz' for our proper prowling province, the South Atlantic. We made a few stops on our way south but I think the best welcome we received was at little Ascension Island where we were almost overwhelmed with hospitality.

At last we arrived at Simonstown, but not for long. Two weeks later—Easter weekend—we were relieving *Berwick* in the Mozambique Channel. We remained on patrol for about a month then made a visit to Mauritius, where we were very well enter-

tained by the staff at HMS *Mantillus*. LRO(T) Elder took this opportunity to spend a week's leave with his brother, CY Elder.

Then back to patrol and afterwards a six-week rest at Simonstown which included the usual exercise with the South African Navy. Apart from the Cape area we saw nothing of South Africa as we were urgently required in the Falkland Islands, which were being invaded by Argentinian extremists. We stayed there for a few days, then picked up our programme again and took part in exercise "Austral" with the Argentine Navy.

We then continued northwards, making short stops at Mar Del Plata, Rio de Janeiro, Salvador, Dakar and Gibraltar and were back in 'Guzz' for Christmas.

HMS SIRIUS

A new "Dog Star" is shining. The new *Sirius* commissioned in Portsmouth Dockyard in June last year. After the normal tuning, trials, and tests we sailed for Portland and carried out the full work-up programme.

On completion of the work-up and a maintenance and leave period, we sailed for our foreign commission on the 28th November. However, instead of proceeding directly to our destination, the Far East, we were detained on the Middle East Station to carry out Beira patrol duties. Although the patrol itself can be boring, the ship organised a comprehensive programme of quizzes, competitions etc. which ensured that time did not hang heavily on our hands.

Before our next patrol we are scheduled to pay a visit to the Seychelles. The natives there are reputed to be exceedingly friendly! We will let you know!

A dreaded "Lurgy" called Infective Hepatitis (Jaundice to you) has been playing "ten little nigger boys" with the department. To date, we have left LRO Bearcock and RO2 Jefferies ashore in the hospital in Beira. LRO Bearcock has now been flown home to the UK, and it is expected that Jefferies will follow him.

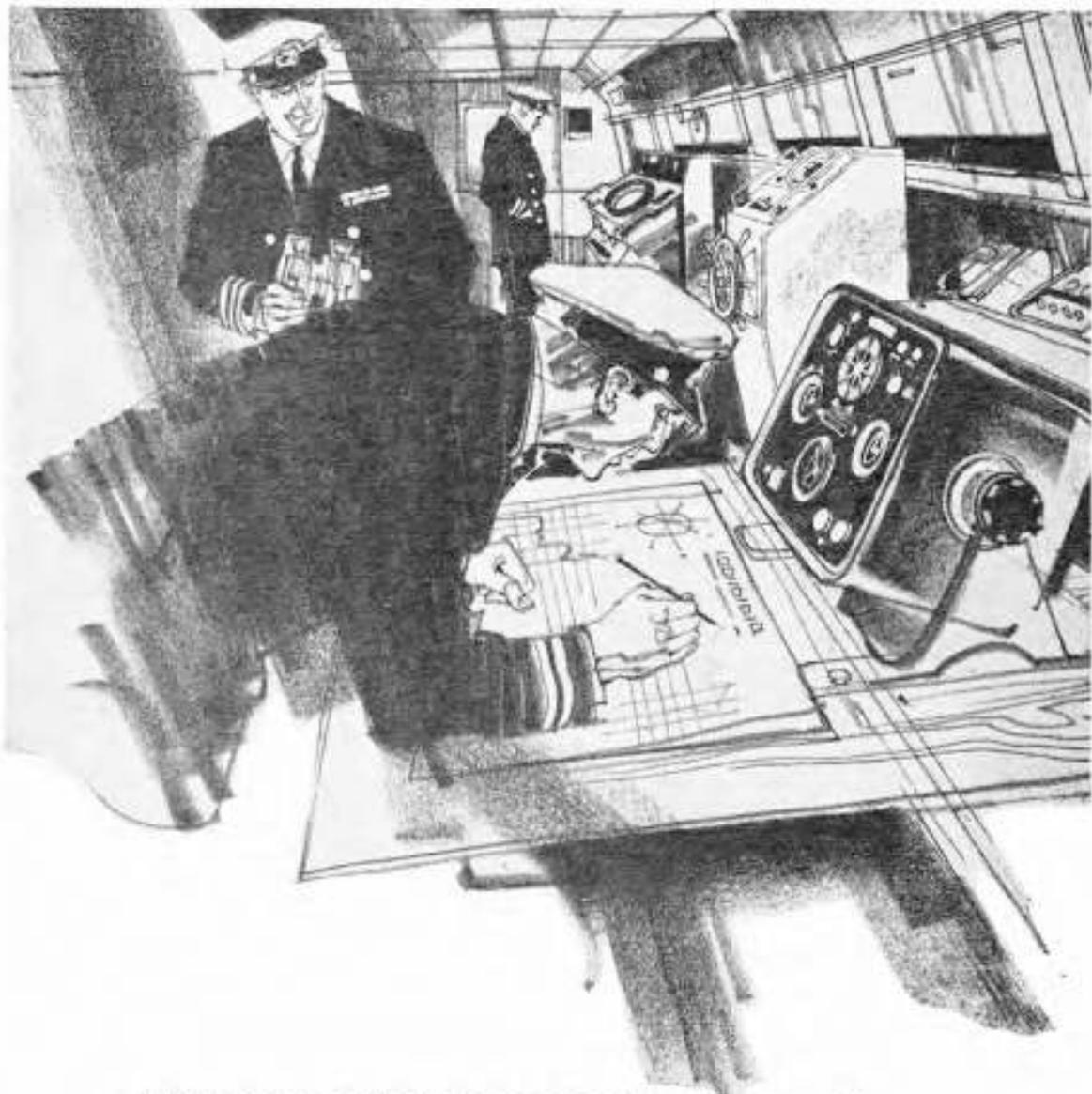
Contrary to various press reports, we categorically deny that we are either a submarine or a tug, nor did we escort the *Tiger* during the Mr. Wilson—Mr. Smith talks, and we have not towed *Caprice*!

HMS TAMAR

by C. R. R.

Far from home as we are, no sooner do we receive the latest edition of *THE COMMUNICATOR* than we have to prepare an article for the next. It must be the approach of my pension that makes time seem to pass so quickly. However, with the help of LRO Warner and RO1 Griffiths, I am striving to make the deadline.

The principal change since our last article is, as forecast, an increase in the number of visits by ships from the Far East Fleet. It is no longer a case of



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them confronting Indonesians, but rather of us confronting familiar faces in the China Fleet Club.

From a personal point of view, these visits are always looked forward to with keen anticipation as we tend to get so out of touch with the happenings in the rest of the world. When we hear of some of the advanced techniques being used in other parts of the world we realise, regretfully, that, with our existing equipment and our staff limitations, we cannot hope to compete.

The visits naturally increase our work load, and presently we are in three watches to cater for the needs of perhaps our largest gathering so far. We have not yet failed to provide any reasonable service asked for by a ship, but occasionally one will ask for a little too much. Thankfully Communicators are generally an understanding lot and are prepared to compromise.

Victorious and her group were with us during the Christmas period for a brief respite from exercises in the South China Sea. Our Communicators' soccer team thrashed theirs, which is probably the reason why they did not communicate with us when they left!

We currently have *Firth* alongside, carrying SM7, accompanied by *Auriga* and *Oberon*. These have been joined by *Hampshire* and *Atene* and the Amphibious Group consisting of *Fearless*, *Balwark*, *Chichester* and *Loch Fada*.

This appears to set the pattern for the rest of the year and, all in all, it has frightened our "dry" roster staff who did not realise that there were so many ships!

THE MSO

by CY Barnett

We have had a dreadful winter, the water in the Peak Fire Station buckets froze, everyone bought fur-lined car coats, the air conditioning units were switched off all day, and we are all thankful that Spring is finally here.

We have had our usual quota of the fleet in, especially over the Christmas period. HMS *Fearless*, complete with a dozen different Joint Service authorities, presented a few teething problems in routing to start with, but everything is running smoothly now, and she should give us no further trouble. The regular visitors to Hong Kong, *Balwark* etc., have all paid their usual welcome calls.

In the last article I wrote that the blue suits were being taken out of store and that red badges were being sewn on. Well for 'out' and 'on' read 'in' and 'OFF'!

Sport still plays a large part in our lives out here. The CRR 7-a-side soccer team is perched on the top of the league with the MSO side in third position. The MSO team also managed to beat a star-studded *Firth* 2nd XI side 1-0 which was a considerable achievement. In addition to soccer, we look forward to challenges from visiting ships in any game at any time. Be it cricket, water polo, hockey, swimming,

banyans, soccer or what, we will guarantee to fit you in and give you a good run for your money.

Commodore F. D. Hafford, the Commodore, Hong Kong, will soon be sailing homewards and is being relieved by Commodore T. H. P. Wilson. The BCO is due for relief at any time now, and Lieut. Cdr. Dobson will be arriving to take over the reins. The rest of us will be left here to sweat away another summer, but time goes quickly and, provided one is occupied, pleasantly. So keep your eyes on the preference drafting cards and join us in this RA's paradise.

Kung Hei Fat Choy in the Year of the Ram from *Tamar* MSO.

HMS TENBY

by RO1(G) S. C. Pimblott and
RO2(T) M. K. Williams

Time was not wasted in getting us back to sea after our Christmas leave period. With muttered curses and cries of "I didn't want to go on draft", we left Guzz for a two day shakedown period in the Channel on 17th January. On the 23rd January we watched the shores of UK fade in the distance as we headed for the Mad in the teeth of a force 10 plus, Gib, and the prospect of a weekend's rest, was welcomed by all, especially one of our new JRO's who shattered the 'Doc's' theory, and proved that seasick pills do not do any good in a force 10.

Now the Cadet training programme really gets underway. This often creates lots of work for our understaffed department which consists of RS Mathews, LRO Appleby, RO1 Pimblott, and RO2 Andrews on the W/T side, and CY Flower, and and RO's 2 Williams, Took, and Lovelady on the V/S side, the whole being assisted (sometimes) by RO2(U) Sloan and JRO's Carter and Jennings. We must not forget the cadet training yeoman, CY(TC) Verne.

Being in the Dartmouth Training Squadron sometimes has it's compensations. The highlights of the present cruise being five days in Istanbul followed by visits to Patras in Greece and Palermo in Sicily before a 10 day AMP in Malta and return to UK via Gib in time for Easter. It is hoped to spend the summer cruise in Canada, so now is the time to get the draft chits in for the DTS.

Being basically a training ship, we often hear such gems as the Duty Communications Cadet who asked the Yeoman if the Jack was bent on for colours at 0900—at the time we were about 50 miles from the nearest point of land, and steaming at 20 knots. The classic of the cruise, however, did not come from the cadets. A JRO was responsible for this when, armed with a job card, he approached the CRE and asked him for the loan of three REM's to assist him in unshackling the 640 for use in the exped party's seaboot.

By the time this goes to press we will be safely back in UK ready for the start of next term, new cadets, and maybe a couple of draft chits.



Courage

is the Word for Beer

HMS VICTORIOUS

by LRO(G) I. Bloomer

It seems incredible that it is a full year since I last entered an article for this magazine. The old adage about "Water under bridges" seems to be very true in this instance.

We all started off with a feeling of uncertainty, I think, but the time has now come when I can safely say (mentally crossing my fingers) that *Victorious* Comms. department can hold down anything that is thrown its way, from supplying one member for "tween decks party", to another for a "Cascomex" with our Army counterparts. We have maintained our air of serenity. Only slightly ruffled at times by discovering that, that 640, 'allegedly' on CW, was actually in the ISB(SC) position! Oh, horrors! The UHF set that was talking down a *Boccaneer* has disappeared in a cloud of evil smelling smoke!

On the whole, this year on board Britain's second strike carrier has been a real eye opener. My simple ideas on what the layout of such a carrier was, were rudely shattered. As most of you will have come across us in your various perambulations around the globe, no doubt you share the supposed common feeling of "Oh, God, not her again!" As Sub Lieutenant Worthington pointed out in the last edition, had any of you bothered to come onboard, you would have seen the immense difficulties under which we labour at times.

The first, and probably the deciding factor, is our acute shortage of man power, which sometimes reduces us to a state of 'head-scratching' to find sufficient numbers for the odd circuits that invariably fly our way. Next on our list of "Cor, really" type exclamations, is our complex, over-crowded (minute, even) Wireless Office. The planners, odd creatures, decided to name this cubby hole the 'Bridge' Wireless Office (notwithstanding the fact that it is actually 5 decks below the bridge!). Into this ridicu-

lously small space they crammed all the gear imaginable. With more than eight hodies in there at once, getting from the BX Bay to the CCX board is a major expeditionary feat! So, when you give vent to, "Where the . . . has she gone?" Spare a thought for the H.F. team rushing about half a mile to swing off a transmitter, and the *RSOW* doing his "Batman" act through the ensuing crush. Thirdly (not really having a swing at the Ops. Room chaps—sterling fellows!), we have the never ending cry of "Check Raspberry Cubi" or "My transmitter's gone off". Most of our working day is spent rallying round to check on those erring Marconi brain-children. We now have leg muscles that do credit to the proverbial long-distance runner!

We had a bash, on our way out to the Far East, at the "Vixen II" organisation. Perhaps it was because the flight deck people always wanted the aerials lowered, or perhaps, we were not really "with it". Anyway, the resultant confusion sent us scurrying back to good old Malta ship-shore!

Our arrival at S.N.B. heralded the descent of FO2FEF and the associated ensemble. On our looking back at those first few months of carrying the Flag, we often wonder how we actually maintained our (already hairline) sanity. The signal traffic flow almost traversed the bounds of the impossible. Coupled to the increase of messages flashing about the 'ether', we had great fun during various "nice" exercises. For these little excursions into the realms of fantasy, the department broke into two watches, adding a few more grey hairs to CCY Wright's tonsorial artistry, and making CRS Excell's cranium look even more like a landing strip for Canberra jet bombers. Considering that, at one stage, we handled almost 500 signals in one day, we think we haven't done too badly.

It must be mentioned that we are using up stocks of SCO's rapidly, Lieut. Commanders Bruce-Gardyne



Communications Department, and the Communications Staff of Flag Officer, Second in Command, Far East Fleet.

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and Penny respectively! The latest addition to our fold is Lieut. Commander Gallagher who has taken the reins firmly in hand. Taking up the slack are Lieut. Commander Riggs and Sub Lieut. Worthington. The SCO also has a reputation to maintain, being the ship's P.R.O. In this gargantuan task he is aided and abetted by CY Underwood. The climax of the Pacific exercise was our long awaited visit to Australia, where the SCO came into his own, issuing millions of publicity pamphlets proclaiming the versatility of *Victorious* and our various escorts. To say that some members of our gathered throng left their hearts "Down Under" would be a gross exaggeration. (Along with our wallets, sense of patriotism, and promises of diligence, we note!)

In the field of promotion, we have met with considerable success. Most of our ROs 3 (too numerous to mention by name) have passed the examination for RO2—thanks to the staff at Kranji for their efforts, we know how their patience must have been stretched. LRO Morris has ably vaulted the fence by provisionally passing for CY. Our condolences to LRO Hardy who was so narrowly pipped at the post for RS. ROs 2 Downey, McNichol and Mason have also disappeared into the examination world—missing a month at sea too, we note! We wish them well. We are also strengthening

Kranji's defences with ROs 2 Grattan, O'Harrigan, Lawman, Richards and McCallum who are trying to enter the ranks of the initiated (G) and (T). Let's hope they make the grade.

In conclusion, albeit a communicators magazine, a word of thanks to the pilots of 801, 893, 849 and 814 squadrons, who have afforded us hours of entertainment, I think we fully realize the importance of maintaining a force such as ours at sea.

If any of you, like me, shudder with horror at the dreaded words, "For *Victorious*, draft", let me put you at your ease. With the last 18 months safely over, without any major mishaps and using the 'gear' they insist we chug along with, I feel confident that future Vic Comms. ratings can progress even further. Do not despair, there is always the 618 and the "Steam" broadcast to fall back on.

(R02215Z March)

FM HMS *Euryalus*

To *Mercury*

BT

Unclas RTT for Editor of THE COMMUNICATOR.
Working up, no fun, no news, no time, no kidding.
But watch this space for account of next run ashore.
BT

COMMISSIONING FORECASTS

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

<i>Dundas</i>	...	A/S Frigate, L.R.P. Complement at Gibraltar. (a) LFS (b) HSS.
<i>Natal</i>	...	GP Frigate, 4th May. Phased recommission. (1) (2) Portsmouth (a) GSC Home/Far East. (b) HSS.
<i>Keppel</i>	...	A/S Frigate, 9th June. Commission (Londonderry Squadron). (1) Rosyth (2) Gibraltar (a) HSS. (b) PS (Trials).
<i>Danae</i>	...	GP Frigate, June. Trials crew at Devonport (Commission September) (a) PS, (b) PS (Building).
<i>Juno</i>	...	GP Frigate, 15th June. Commission, (1) Chatham. (2) Southampton (a) GSC Home/Far East. (b) PS (Building).
<i>Hampshire</i>	...	G/M Destroyer, 15th June. Recommission (Phased). (1) (2) Portsmouth (a) GSC Home/Far East. (b) GSC Home/East of Suez/Home.
<i>Diamond</i>	...	Destroyer, 7th July. Trials crew at Chatham (Commission 18th August) (a) (b) PS.
<i>Aurora</i>	...	GP Frigate, 13th July. Recommission (Phased). (1) (2) Chatham (a) GSC Home/Middle East/Home. (b) HSS.
<i>Zulu</i>	...	GP Frigate, 27th July. Recommission (Phased). (1) (2) Rosyth (a) (b) GSC Home/Middle East/Home.
<i>Diamond</i>	...	Destroyer, 18th August. Commission. (1) (2) Chatham (a) GSC Home/Far East/Home. (b) PS Trials.
<i>Jaguar</i>	...	A/A Frigate, 3rd August. Trials crew at Chatham (Commission 29th September).
<i>Decoy</i>	...	Destroyer, 15th August. Commission. (1) (2) Portsmouth (a) GSC Home/Far East/Home. (b) PS.
<i>Argonaut</i>	...	GP Frigate, 17th August. Commission. (1) Portsmouth. (2) Hebburn (a) GSC Home/Far East/Home. (b) PS (Building).
<i>Victorious</i>	...	Carrier, 31st August. Commission. (1) Portsmouth. (2) Portsmouth (a) (b) GSC East of Suez.
<i>Puncheston</i>	...	CMS, 9th September. Recommission 9th MCM Squadron. (2) Bahrain (a) (b) FS Middle East.
<i>Llandaff</i>	...	A/D Frigate. Recommission (Phased). (2) Singapore (a) (b) FS Far East.
<i>Delight</i>	...	Destroyer. Recommission (Phased). (1) (2) Devonport (a) GSC Home/West Indies/Home. (b) GSC Far East/Home/Mediterranean.

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COMMUNICATION GAZETTE

APPOINTMENTS

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

Name	Rank	Whence	Whither
ALLAN, R. M. ...	Lieut. Commander	Maidstone	CICC West
ARMSTRONG, J. G. B. ...	Lieut. Commander	Mauritius	CINC CHF
ASHMORE, E. B., CB, DSC ...	Rear Admiral	Assistant Chief of Defence Staff (Signals)	Flag Officer, Second in Command, FEF
BERYON, S. F. ...	Captain	RNLO Canberra	DDNS
MISS A. J. M. BOURNE ...	2/O	Terror	Mercury
BRIGGS, W. G. ...	Lieutenant (SD) (C)	FOAC	Heron
BROGAN, T. T. ...	Sub. Lieut. (SD) (C)	Penston	Woolaston
MISS M. J. BURCH ...	3/O	St. Angelo	Rooke
CARTER, W. J. ...	Sub. Lieut. (SD) (C)	Aisne	Dolphin
CHRISTIE, G. ...	Lieutenant (SD) (C)	Mercury	CINC Naval Home Command
CLARKE, P. A. ...	Lieutenant (SD) (C)	Bulwark	FOAC
CLINTON, T. E. ...	Lieutenant (SD) (C)	Mercury	O/c STC Devonport
COLLINS, C. S. ...	Sub. Lieut. (SD) (C)	Mercury	Llandaff
CRADDOCK, J. A. ...	Sub. Lieut. (SD) (C)	Mercury	Aisne
CREMER, D. H. ...	Lieut. Commander	RNC Greenwich	MOD
DAVIES, B. A. ...	Sub. Lieut. (SD) (C)	Hermes	Mercury
MISS R. DERWENT ...	2/O	Mercury	Sewern Division, RNR
DIBBLE, R. K. ...	Lieutenant	Mercury (Long Course)	Ajax
DORSON, D. ...	Lieut. Cdr. (SD) (C)	FO Medway	Staff of Commodore Hong Kong
DREYER, J. C. ...	Lieut. Commander	Mercury	HMY Britannia
DYKIS, J. E. ...	Lieutenant	Mercury (Long Course)	Galatea
EDWARDS, E. ...	Lieutenant (SD) (C)	Heron	June
EDWARDS, J. R. ...	Lieutenant (SD) (C)	Mercury	Whitehall W/T
EVELEGH, M. C. ...	Commander	DCW	London
FINDLAY, J. M. ...	Lieut. Commander	DNS	COMFEF
FREEMANTLE, D. J. ...	Lieutenant	Mercury (Long Course)	Mercury
GOACHER, M. ...	Sub. Lieut. (SD) (C)	Excellent	Carysfort
GORDON, A. M. ...	Sub. Lieut.	Mercury	Intrepid
GOUGH, E. ...	Lieutenant (SD) (C)	President	Mercury
GRANT, I. F. ...	Lieut. Commander	President	COMAF
GREEN, R. J. ...	Lieut. Commander	Sea Eagle	Mercury
HALES, R. G. ...	Sub. Lieut. (SD) (C)	Mercury	Whitehall W/T
HARRIS, D. A. ...	Lieutenant, RAN	Galatea	Revert, RAN Service
HEARD, T. P. ...	Lieut. Commander	Mercury	RNC Greenwich
HERRON, R. A. C. ...	Lieut. Cdr., RAN	Aurora	Revert RAN Service
HEWITT, E. M. G. ...	Lieut. Commander	Warrior	CINC AFMED
HILL-NORTON, N. J. ...	Lieutenant	Mercury (Long Course)	RAN Exchange Service
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HOLLAND, R. ...	Sub. Lieut. (SD) (C)	Blackwood	Goldcrest
HORNE, J. B. R., DSC ...	Commander	DNSY	ACR
JARMAN, J. R. T. ...	Sub. Lieut. (SD) (C)	Ark Royal	Mercury
JUPP, F. A. ...	Lieut. Cdr. (SD) (C)	Sheba	Mercury
KNOCKER, A. J. S. ...	Lieut. Commander	Mercury	DNS
MISS E. D. LACHLAN ...	3/O	Eastney	Mercury
LOYD, G. C. ...	Commander	FCO, FE	Victorious
MACINDOE, D. ...	Sub. Lieut. (SD) (C)	Lochinvar	Mercury
MCCULLOUGH, E. W., MEM ...	Lieutenant (SD) (C)	ACR	Raleigh
MCDERMOTT, J. H. ...	Sub. Lieut. (SD) (C)	Terror	Wolverton as 1st Lieutenant
MCLEAN, T. B. ...	Sub. Lieut. (SD) (C)	Corunna	Lochinvar
MUNRO, P. O'D. ...	Sub. Lieut. (SD) (C)	Mercury	Hermes
NICOL, J. Mc. M. ...	Sub. Lieut. (SD) (C)	Mercury	Eagle

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PORTER, A. H. Lieutenant (SD) (C)	Mercury	Sheba
PURVIS, J. W. Sub. Lieut. (SD) (C)	Houghton	FOST
REITH, K. Lieutenant (SD) (C)	STC Malta	Ganges
RIGGS, J. J. Lieut. Cdr. (SD) (C)	Victorious	Warrior
SAMPSON, F. Sub. Lieut. (SD) (C)	Mercury	Plover
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SNOW, K. G. Sub. Lieut. (SD) (C)	Caprice	Mercury
SOMMERVILLE, I. F. Captain	Triumph i/c	President
STACEY, W. L. B. Sub. Lieut. (SD) (C)	Leverton	Walkerton
STANLEY, R. A. Lieutenant (SD) (C)	Goldcrest	ACR
TULLIS, G. M. Lieut. Commander	Lanton i/c	Fiskerton i/c
VEAL, J. Lieutenant (SD) (C)	Torquay	Mercury
WEBBER, P. C. Sub. Lieut. (SD) (C)	Russell	Dartmouth
WILETT, W. B., OBE, DSC Lieut. Commander	CINC Naval Home Command	Britannia
Mrs. E. I. WILLIAMS 3/O	Drake	St. Angelo
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WOOLEY, R. J. E. Lieut. Commander	President	Warrior

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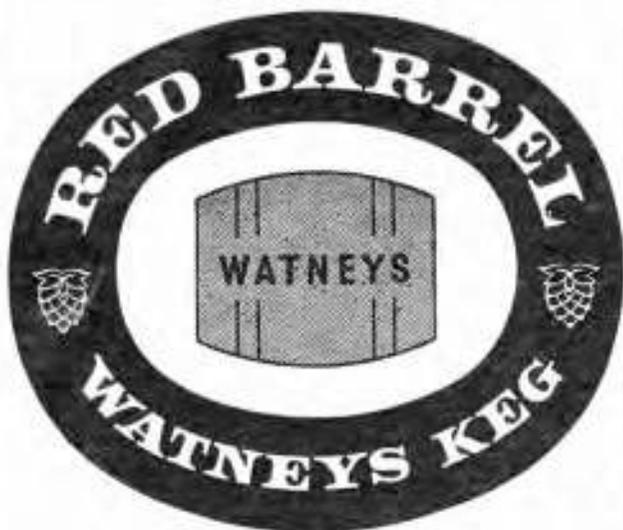
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DRAFTING

Only names that have been included in articles from ships and establishments and not printed elsewhere in the magazine are shown here. Please forward any drafts you wish shown in our next edition with your article for the Summer edition. Individuals may write to the Editor direct if they so desire.

Although every effort 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
ALDERSON	RD1(G)	Mercury	Verulam
ALDERSON	CRS(W)	Galatia	Mercury
ALEXANDER	RO2	See Eagle	Hardy
ALLPORT, D. T.	LRO(G)	Mercury	Prover
ALLUM, D. G.	LRO(T)	Mercury	Intrepid
ANNIS	RO2	Mercury	Whitehall W/T
BACK, P. M.	RO2	Mercury	Echo
BAILEY	RS	Mercury	Release
BARDS	CH EL	Devonshire	Mercury
BARNWELL	RO2(T)	Mercury	Hecate
BARRATT	CR5	Ganges	Juno
BAVINGTON	CRS	Mercury	Terror
BARWICK	LRO(G)	Mercury	Terror
BETTS, R. G.	RO2	Puma	Mercury
BISSELL	RO2	Mercury	Wakeful
BODDY, J.	RO2	Mercury	Rapid
BRAY, G. W.	RS	Tamar	Mercury
BROAD, R. E.	RO2(G)	Mercury	Londonderry
BROWNS, V.	RO2(G)	Mercury	Shoulton
BRUNNING, A. N.	RO2	Dido	Mercury
BURBULE	CR5	Mercury	St. Angelo
BUSSELL, T. J.	RO2(G)	Mercury	Sheridon
BURHOUSE	RO2	Mercury	Tamar
BURKE, G.	LRO(G)	Mercury	Malcolm
BURKE, G. T.	RO2(G)	Mercury	Cochrane
BURNETT, R. A.	RO2(G)	Mercury	Forest Moor
BUFFERY	CCY	Mercury	Aarona
BURNETT	RS	Victory	Mercury
BUTLER, G. A.	CCY	Aleksander	Mercury
CANNON	RO2	Mercury	Tartar
CARMICHAEL, E. N.	RO2	Pellew	Mercury
COFFIN	CR6	Tiger	Mercury
CARTER, M. A.	RS	Faale	Warrior
CARTLEDGE, R. S.	RO2(G)	Mercury	Drake
CHADWICK, L.	RO2	Mercury	Monkton
CLAPTON, B. P.	RO2(G)	Mercury	Intrepid
CLARK, M. J.	RO1(G)	London	Mercury
COCKETT	RS	Ursa	Mercury
COLLINS	CCY	St. Angelo	Mercury
COOPER	RO2	Mercury	Tamar
CORRIGAN, J. P.	LRO(G)	Echo	Release
COWLEY	RS	Dainty	Mercury
CRADY, J.	RO2(G)	Mercury	Defender
CRISP, S. L. B.	RO2(G)	Mercury	Intrepid
CROPLEY, J. E.	RO2(G)	Mercury	Dido
CUCKOW, B. F.	LRO(G)	Tiger	Mercury
CUMMINGS, M.	LRO(G)	Whitehall W/T	Mercury
DALLAS	CY	Mercury	Adrian
DAVEY	RO2	Mercury	Rocks
DAVIES	RO2	Mercury	Triumph
DEANE	RS	Mercury	Britannia
DEAR	RO2(W)	Mercury	Oystre
DENKORSH	RO1(T)	Mercury	Intrepid
DOPSON	RO2(T)	Mercury	Puma
DUNCAN	CCY	Mercury	St. Angelo
DUNNE	RS	Mercury	Ganges
DUNSTAN, E.	LRO(G)	Belton	Release
EDWARDS, M.	RO2(G)	Mercury	Britannia
EDWARDS	CY	Mercury	Intrepid
EDWARDS, J. C.	LRO(G)	Victory	Mercury
ELLAM, P. J.	RO2(G)	Mercury	Forest Moor
ELMS	LRO	Ganges	Release
ELSON, I. J.	LRO(G)	Hermes	Mercury
ELYDNE	RO2	Mercury	Terror
EVA, G.	CCY	Mercury	Pension
EVANS, D.	RO2	Mercury	Dido
FARNS	LRO(T)	Mercury	Whitehall W/T
FARRELLY, J. T.	RO2	Mercury	Intrepid
FAWCETT	RS	Mercury	Mauritius
FISHER, V. G.	CR5	RNR Div Solem	Mercury
FLACK, S. T.	RO2(G)	Mercury	Release
FOORD, W.	LRO(G)	Mercury	Oystre
FOOTE, D.	CR5	Ganges	Terror
FORSYTH, D. R.	RO2(T)	Mercury	Intrepid
FOURACRE	CY	Mercury	Puma
FRASER, T. A.	RO2(G)	Tarrar	Mercury
GANNETT	CY	Eagle	Mercury
GALLOWAY	CY	Mercury	Exchange service, Kenya
GARRAD	CR5	Torquay	Navy
GEORGE, D. J.	RO2	Torquay	Mercury
GIBB, J.	RO2(G)	Mercury	Mercury
			Intrepid

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GLORINDEN	RO2(W)	Mercury	Terror
GOOCH	CRS(W)	Mercury	SD School
GORWILL, R. A.	RO2(G)	Mercury	Juno
GRANT, I. A. C.	RO2	Eagle	Mercury
GRAY	LR0	Gungah	Dido
GREAFREN, A.	RS	Warrior	Release
GREEN, A. R.	RO2	Cambrian	Mercury
GREENAWAY	CRS	Mercury	Kent
GRIFFITHS, D. P.	LR0(G)	Terror	Mercury
GUNDELL, C.	LR0(G)	Mercury	Grimwille
HALL	CY	Victory	Mercury
HAMILTON, C. E.	RO2	Scarborough	Mercury
HARRIS, R. M.	RO2(G)	Tamar	Mercury
HARRIS	LR0(G)	Mercury	Whitehall W/T
HARRIS	RS	Victory	Mercury
HARROW	RS(W)	Mercury	Sea Eagle
HASKY	CPO MA	Ark Royal	Mercury
HAYLICK, R. K.	RO2(G)	Aetona	Mercury
HOWARD	CY	Mercury	St. Angelo
HOWE, P. C.	RO2(G)	Galatia	Mercury
HUX	CRS(W)	A.F.M.D.	Mercury
HUGHES	RS	Mercury	Victory
JACKSON, A.	RO2(G)	Mercury	Forest Moor
JACKSON	CCY	Mercury	Aix
JAMES	RO2	Mercury	Eskimo
JENNINS, R. D.	RO2	Mercury	Osprey
JONES, D. K.	RO2(G)	Mercury	Hermes
JONES, H.	RS	Mercury	Mascitis
JORDAN	CRS	Frodostridge	Mercury
KEANE, P. J.	RO2(G)	Mercury	Whitehall W/T
KENNETT, F. J.	CRS	Mercury	Attached Royal Corps of Signals, Caterick
KERR	RS	Mercury	Diana
KERR, D. G.	RO2(G)	Mercury	Dido
LANGLEIGH	RO2(W)	Mercury	Acetusa
LATON	RO1(T)	Mercury	Monkton
LAWLER, J. D.	RO2(G)	Mercury	Ashton
LAWSON	RO2	Mercury	Cochrane
LEAHY	RO2(T)	Mercury	Rooke
LEDGARD, G. T.	RO2	Mercury	Forest Moor
LENNON	CY	Falmouth	Mercury
LEWIS	LR0(G)	Mercury	Barnham W/T
LILL	RS(W)	Mercury	Tamar
LIPSCOMB	RS	Mercury	Release
Lomas, F. W.	RO2(G)	Mercury	Puma
MADCRON	RS	Victory	Mercury
MAYMAN	CPO SA(S)	Goldcrest	Mercury
McKAY	CRS	Mercury	RNR Dis Solam
MCGHEVRAE	CCY	St. Angelo	Mercury
MACKENZIE, G. A.	RO2(G)	Mercury	Argonaut
MCGLENNAN, B. F.	RO2(G)	Mercury	Mauritius
McNEVIN, V. R.	RO2(G)	Terror	Mercury
MCRORERT, M. A.	RO2	Eagle	Mercury
MEACER	LR0(G)	Mercury	Whitehall W/T
METCALFE, F. P.	RS	Mercury	Intrepid
MIDDLETON	CY	Mercury	Terror
MORGAN	CCY	St. Angelo	Mercury
MORRISON	RO2(G)	Mercury	Whitehall W/T
MURPHY	RO2	Mercury	Euryalus
NASH, J. M.	RO2(G)	Mercury	Terror
NASH	RO2(G)	Mercury	Dolphin
NETHERTON	RS	Mercury	Gungah
NIXON, K. F. W.	RO2	Cambrian	Mercury
O'BRIEN	CCY	Mercury	Eagle
PAINTER, D. G.	RO2	Eagle	Mercury
PAIGE, D.	RO2	London	Mercury
PALMER, W. R.	RO2(G)	London	Mercury
PAHREN, C.	RO2(G)	Mercury	Whitehall W/T
PEARCE	CCY	Mercury	Rooke
PAYNE, P. I.	RO2(G)	Mercury	Whitehall W/T
PHILIPS	CRS(W)	Mercury	SD School
PEARSON	LR0(T)	Mercury	Relemlies
PERRY, G. J.	RO2(G)	Mercury	Ulster
PHILLIPS, B. C. W.	RO2(G)	Mercury	Mauritius
PITMAN, B. R.	RO2	Barwick	Mercury
PEARCE	RS	Mercury	Hardy
POULSON, N.	RO2	Puma	Mercury
POWELL, C. E.	RO2	Mercury	Jullia
PHOENIX	RO2	Defender	Mercury
RAWLINGS, R. A.	RO2(G)	Mercury	Drake
REID, G. A. M.	RO2(G)	Mercury	Terror
REISS, I. J.	RO2(G)	Mercury	Intrepid
RELFH	LR0(G)	Mercury	Warrior
RITZLER	RS	Londonderry	Mercury
ROBERTS, C. G.	RO2(G)	Tiger	Mercury
ROGERS, M. R.	RO2(G)	Mercury	Whitehall W/T
ROGSON	RS	Mercury	Argonaut
ROSS, G. W.	RO2	Mercury	Wolverton
ROCKSTON, W. J.	RO2	Mercury	Flower
RUDOLF, A.	RO2(G)	London	Mercury

Name	Rate	Whence	Whither
RUST	CCY	Mercury	Albion
RUNDLE	CCY	Centurian	Mercury
SACKET, G. R.	LROCT	Mercury	Victory
SACKBILD	CY	Mercury	Falmouth
SEVERN	RO2(G)	Mercury	Mauritius
SHARMAN, A. W.	LRO(G)	Victory (FSL)	Mercury
SHUKER	CRS	Mercury	Dido
SHARP, M. J.	RO3	Ghurka	Loch Fuad
SLATTERY, D. M.	RO2(G)	Natal	Mercury
SMITH	RO2(T)	Mercury	Duncan
SNAPE	CRS	Mercury	Terror
STANDING	CY	Puma	Mercury
STEPHENS, D. A.	RO2(G)	Jafar	Victory (FSL)
STEVENSON, R. L.	RO2(G)	Mercury	Fakenham
STOKES	RO2(G)	Mercury	Wolverton
SYKES, D.	RO1(G)	Mercury	June
THORPE	CRS(W)	Berwick	Mercury
WALTON, M.	LRO(G)	Mercury	Recluse
WATERMAN	CY	Mercury	Intrepid
WATSON	RO2	Mercury	Mauritius
WALKER	MAA	Ark Royal	Mercury
WEST, B.	RO2(G)	Mercury	Decoy
WHITSHO, R.	RO2	Tiger	Mercury
WIDSON	CPO MA	Mercury	Intrepid
WIDDISON, T. W.	RO2(T)	Victory (FSL)	Mercury
WIGLEY	W MECH	Mercury	Agincourt
WILLY	RO2(T)	Mercury	Whitehall W.T
WILLIAMS, H.	RO2(G)	Mercury	Whitehall W.T
WINGETT	RS	Victory	Mercury
WITCHER	RS	Ganges	Lamar
WOOD	LROCT	Mercury	Royal Arthur
WOODCOCK, B.	RO2	Mercury	Mercury
WOODLAND, J. L.	RO2(G)	Mercury	Defender
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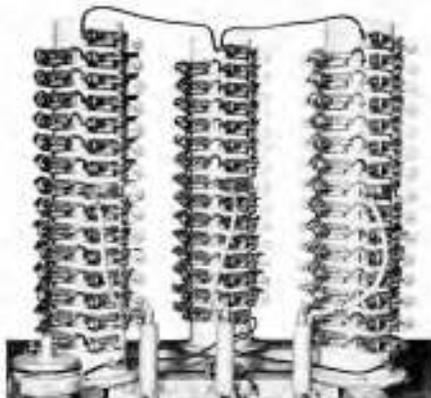
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