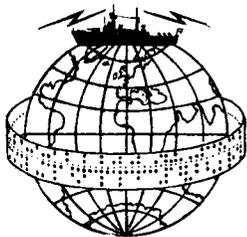


GARDNER

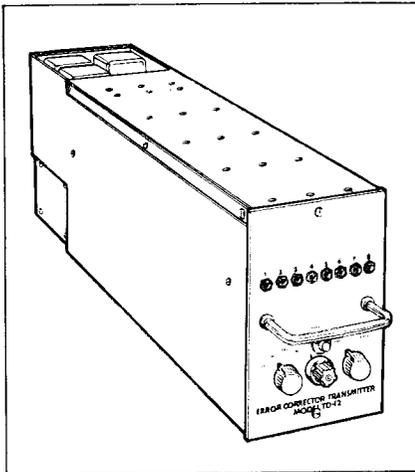
THE COMMUNICATOR



VOL 18 · No. 6

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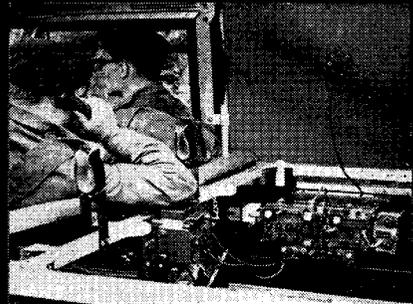
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THE COMMUNICATOR

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

WINTER 1967

VOL. 18, No. 6

CONTENTS

	<i>page</i>		<i>page</i>
EDITORIAL	281	RN W/T STATION, KRANJI, CHAPTER 2	290
EAST OF SUEZ	281	GOING OUTSIDE?	293
OPENING OF TARE AT WHITEHALL WIRELESS	282	GOING THE ROUNDS IN "MERCURY" ...	295
A STICKY END	283	WRNS NEWS	298
COMMISSIONING FORECASTS	283	SHIP-SHORE NEWS	301
SATELLITE COMMUNICATIONS	284	WINTER CROSSWORD	303
TRAINING AND ADVANCEMENT NOTES ...	287	NEWS FROM THE RESERVES	321
FORTHCOMING COURSES AT "MERCURY"	287	COMMUNICATION GAZETTE	323
THE SOUTH ATLANTIC AND SOUTH AMERICA STATION	288	DRAFTING	327

<i>Editor:</i>	Lieutenant Commander C. W. WILLIAMS, RN
<i>Asst. Editor:</i>	Sub Lieutenant (SD) (C) C. H. WALKLETT, RN
<i>Corrections:</i>	Mrs. C. W. WILLIAMS
<i>Treasurer:</i>	Sub Lieutenant (SD) (C) G. A. STRATTON, RN
<i>Business, Production and Advertisement Manager:</i>	Mr. EDGAR SERCOMBE, 44 Abbots Ride, Farnham, Surrey.

CONTRIBUTIONS

All MSS, photographs and cartoons should be sent to the Editor at HMS *Mercury* as below. These will be returned to the sender only if asked for and responsibility for them cannot be accepted by the Editor. **Contributions for the Spring, 1968 (21st Birthday edition) must be in the Editor's hands 26th February, bulk orders by 10th March.**

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Cheques and/or Postal Orders should be made payable to and sent to:
The Editor, THE COMMUNICATOR, HMS "MERCURY", East Meon, near Petersfield, Hampshire.

ANYONE FOR EXPED ?



Courtesy—Warner Pathe

RAQUEL WELCH

EDITORIAL

The continuing supply of articles for publication is much appreciated. However, we could still do with a lot more material of technical interest.

Please note that the closing date for our next (21st) Edition is *February 26th*. We are still scratching around for ideas to mark this special anniversary issue and would welcome your assistance.

We wish our readers a merry Christmas and all the best in 1968.

EAST OF SUEZ

by Michael Frayn

Reprinted with the kind permission of The Editor, "The Observer".

An Extract from the signal log of HMS *Ubiquitous* on passage in the Indian Ocean.

—CINC Singapore to *Ubiquitous*: Urgent amendment sailing orders. Courtesy call South African ports cancelled. Reembark all coloured personnel and Chinese cooks debarked in anticipation SA visit and alter course forthwith for Aden. Render all necessary assistance required by local civil and military authorities to maintain order during disturbances.

Report position and estimated time of arrival Aden.

—*Ubiquitous* to CINC Singapore: Your signal received and understood. Wilco. My position 3.15 N 79.44 E. Estimated time of arrival Aden—early June.

—CINC Singapore to *Ubiquitous*: Cancel my last signal. Re-debark Chinese cooks and proceed with all possible speed Hong Kong make show of strength during civil disturbances. Equip shore patrols with anti-riot weapons. Stand by to take over Hong Kong—Kowloon ferry service from strikers.

Report position and ETA Hong Kong.

—*Ubiquitous* to CINC Singapore: Wilco. Have fetched round to take up easterly course and my position is once again 3.15 N 79.44 E. ETA Hong Kong—Tuesday week.

—CINC Singapore to *Ubiquitous*: Most urgent. Abandon course Hong Kong and make all possible speed Gulf of Aqaba. Stand by southern approaches to Strait of Tiran outside territorial waters establishing British presence but in view delicate situation in area establish it with maximum circumspection.

Report position and ETA Tiran.

—*Ubiquitous* to CINC Singapore: Wilco. Have come round on to westerly course again and am back at 3.15 N 79.44 E. ETA Tiran—mid-June.

—CINC Singapore to *Ubiquitous*: Note amendment previous signal. In view local customs and feelings debark Jewish personnel before proceeding Tiran.

—*Ubiquitous* to CINC Singapore: Wilco. In view

possible Papal pronouncement on situation advise whether should keep RCs below decks.

—CINC Singapore to *Ubiquitous*: Urgent amendment previous signals. Re-embark forthwith all Jewish personnel debark coloured personnel and proceed with maximum dispatch Macao. Establish British presence outside territorial waters in support British consul. Report ETA Macao.

—*Ubiquitous* to CINC Singapore: Wilco. ETA Macao uncertain but expect to be back at 3.15 N 79.44 E. in approximately 10 minutes.

—CINC Singapore to *Ubiquitous*: Urgent re-amendment to amended orders. Political situation United Nations re Aqaba question makes immediate courtesy call African port essential. Debark all white personnel and proceed forthwith Mombasa.

—*Ubiquitous* to CINC Singapore: Wilco. Advise whether Chinese cooks classified white or coloured in Mombasa.

—CINC Singapore to *Ubiquitous*: Correction. Proceed Shanghai establish discreet British presence in support two British diplomats being glued by crowd. In view local sensibilities re defectors re-debark Chinese cooks again.

—*Ubiquitous* to CINC Singapore: Wilco.

—CINC Singapore to *Ubiquitous*: Cancel last signal. Proceed at once Gibraltar make discreet show of strength outside territorial waters off Algeiras.

—*Ubiquitous* to CINC Singapore: Show of strength impossible without full complement Chinese cooks.

—CINC Singapore to *Ubiquitous*: Re-re-embark Chinese cooks forthwith. Astonished not re-embarked already.

—*Ubiquitous* to CINC Singapore: Wilco. Advise whether should circumnavigate world eastabout or westabout.

—CINC Singapore to *Ubiquitous*: Westabout calling at Malta for major refit. Imperative you reassure local population HM Government still using base.

—*Ubiquitous* to CINC Singapore: Wilco. Have kept helm hard over and am almost back at 3.15 N 79.44 E again.

—CINC Singapore to *Ubiquitous*: Correction. Proceed eastabout via North-West Passage so as pass Iceland protect British trawlers suffering harassment Icelandic gunboats.

—*Ubiquitous* to CINC Singapore: Wilco.

—CINC Singapore to *Ubiquitous*: Your signal very faint.

—*Ubiquitous* to CINC Singapore: My signalman very dizzy. But British presence at 3.15 N 79.44 E almost overpowering. Situation here entirely under control.

—CINC Singapore to *Ubiquitous*: Well done *Ubiquitous*. But in view general world feeling debark all personnel with British nationality before proceeding further.

THE OPENING OF TARE AT WHITEHALL WIRELESS

by Lt. Cdr. J. Pearce, R.N.

Mr Maurice Foley, MP, the Parliamentary Under Secretary of State for Defence (Royal Navy), officially opened the Telegraphic Automatic Relay Equipment (TARE) at Whitehall Wireless Station on Wednesday 11th October 1967.

The TARE installation is phase one of an extensive modernisation programme for Whitehall Wireless. The second phase will include a new ship room for broadcast, RATT Ship/Shore and stand by manual positions for point to point services. This TARE is an ATS 102 supplied and installed by the Integrated Electronics Group of Standard Telephones and Cables Ltd. (STC). It has the capacity for 102 incoming and outgoing lines but initially only 36 duplex lines will be connected. Transmission speeds over external lines can be up to 100 w.p.m. (75 bauds) but the transfer speed within the ATS 102 is 83,000 w.p.m. (50,000 bauds) which results in a very low "cross office" time. Associated with the TARE is the Message File and Retrieval System (MFRS) based on a PDP 8 computer. This system will record on magnetic tape all transmissions out of TARE and provide, for re-run purposes, a copy of any message on demand.

Each watch of the TARE operations team will consist of:

TARE Supervisor—Radio Supervisor
TARE Supervisor's Assistant—Petty Officer
Wren Radio Supervisor

Journal Patrol—Leading Radio Operator

Local T/P tail operator—Wren Radio Operator

With a dayman Chief Radio Supervisor in charge. The maintenance of TARE will be provided by civilian TG III's on shift work and the communication facilities control is close to the TARE Supervisors console.

At the time of writing the TARE is working in parallel with the Whitehall Wireless manual system and is monitoring all in-coming and in-station lines. This means that all traffic through the manual system is additionally passing through the TARE and, although out-going lines are not connected, full operational conditions are simulated. By the time you read this it is hoped that TARE will be operational. However the MFRS system will not be ready until early 1968.

An old Whitehall hand cannot fail to be impressed by the decor of the new station. Light, airy rooms with soft pastel shades are a far cry from the dingy old yellow washed rooms of yore. Before rushing to amend your drafting preference card you should know that the TARE has been justified on the grounds of savings in personnel. It is expected that it will save in the order of 100 communication personnel at Whitehall Wireless and reductions will begin after 3 months operational experience of the system.



Mr. Maurice Foley, MP unveiling the commemorative plaque to open the Whitehall Wireless TARE.

A STICKY END

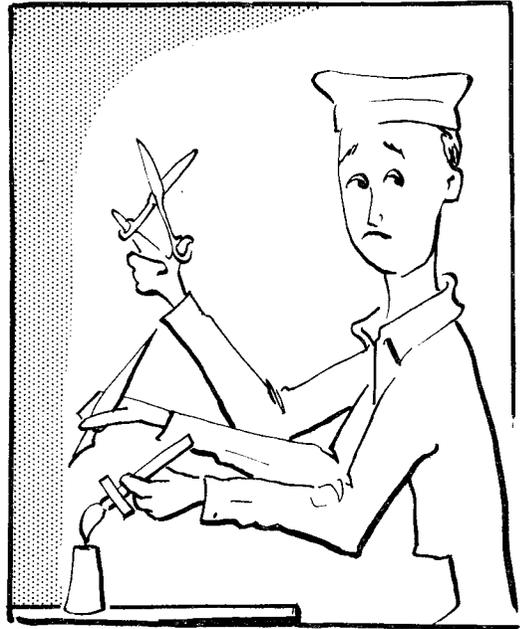
by Lt. Cdr. Ellis, R.N. (Rtd.)

Admiralty Fleet Orders in the "S" series were introduced into the Service some 50 years ago, and then comprised two books of a permanent nature with a series of Orders of a temporary nature issued as and when required. Both Orders were issued in letterpress and in bound-book style and were edited, produced and distributed by the then Editor of Fleet Orders (EFO).

Due to the rapid growth of naval communications over the years the number of permanent books has considerably increased bringing in their wake an ever increasing load on the resources of the Director of Naval Signals (DNS) and EFO (Now Editor of Defence Council Instructions, Navy (EDCI(N))). Moreover, the constantly changing pattern of naval communications has necessitated the issue of a very large number of corrections to these Orders. As bound letterpress books the issue of a steady stream of corrections has meant that, besides imposing a very heavy load on the User in the insertion of cut-out and manuscript amendments, the books themselves have rapidly become so changed in content from the original that it became essential to revise them at frequent intervals. Such revisions are both costly and time consuming to DNS and EDCI(N).

In view of the foregoing DNS has initiated action for a radical change in the procedure for producing these Orders (RN Signal Orders (Main Books)) by converting them into loose-leaf books from bound

books, and using litho means of reproduction instead of letterpress. Thus, in the near future, it will be possible to issue corrections in the form of new pages, with the margin side-lined to indicate the precise portion amended or added, and to stop sending out corrections which need:



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, Type of service.

<i>Appleton</i>	...	CMS. 7th February. Recommission. (2) Bahrein. FS Middle East.
<i>Rothesay</i>	...	AS Frigate. 15th February. Trial Crew. (1) Portsmouth (2) Rosyth Commissions 25th April for GSC Home/FE/Home.
<i>Yarmouth</i>	...	AS Frigate. Trials crew. (1) (2) Portsmouth. Commissions 6th May for GSC Home/FE/Home.
<i>Exmouth</i>	...	AS Frigate. 22nd February. Trials crew. (1) (2) Chatham. Commissions for special trials 25th April.
<i>Dundas</i>	...	AS Frigate. 28th February. Trials crew (1) Portsmouth (2) Trials crew at Gibraltar. Commissions 21st June for Londonderry Squadron.
<i>Fearless</i>	...	Assault Ship. 29th February. (1) (2) Devonport. HSS/FS East of Suez.
<i>Lincoln</i>	...	AD Frigate. 29th February. Trials crew. (1) (2) Devonport. Commissions 2nd May for GSC Home/FE/Home.
<i>Bidleston</i>	...	CMS. 21st March. Trials crew (1) (2) Rosyth. Commissions 16th May for HSS with 1st MCM Squadron.
<i>Ajax</i>	...	Frigate. 28th March. Recommission (Phased). (1) (2) Chatham. GSC West of Suez/East of Suez.
<i>London</i>	...	GM Destroyer. 25th April. Recommission (Phased). (1) (2) Portsmouth. GSC Home/East of Suez.
<i>Leopard</i>	...	Frigate. June Recommission (Phased). (1) (2) Portsmouth. GSC Home/East of Suez.

SATELLITE COMMUNICATIONS

by Inst. Cdr. P. J. d'Authreau, RN

Today if a businessman in London wishes to telephone New York the GPO may route his call by conventional means, or by use of the Early Bird satellite which can handle about a half of the present transAtlantic cable traffic. There is also great interest in satellite communications for military purposes, and the Royal Navy has an experimental seaborne terminal in HMS *Wakeful* known as NEST (Naval Experimental Satellite Terminal).

Limitations of Conventional Methods

The ever growing volume of communication traffic, both commercial and military, has led us to examine the limitations of conventional methods of communication over long distances. In the Royal Navy the most widely used method of course is HF radio, but channel capacity is severely limited by the crowded conditions of the band. At the present moment there are over a quarter of a million registered users in the HF band, of which Service allocation is only a small fraction of the total. Even with the use of a single sideband transmission this allocation is insufficient to meet the growing requirement for traffic. Moreover, the total number of channels available using HF depends on the diurnal, seasonal and yearly (sunspot), variations in the ionosphere. The eleven year sunspot cycle in particular gives a two to one variation in the use of the bandwidth for long distance communication. At the moment we are approaching a maximum in sunspot activity so the number of available channels is increasing, but after 1968 sunspot activity will reduce, and less channels will be available, even though there will continue to be a growing demand for traffic.

Reliability on long distance HF Propagation is poor. In addition to the hour by hour irregular variations of the ionosphere, which are partly unpredictable, sudden ionospheric disturbances and magnetic storms disrupt sky wave communications. Reception is also subject to severe fading due to multipath propagation or short term ionospheric variations. Double sideband transmissions also suffer from selective fading.

From the military point of view, another disadvantage of HF is that an atomic bomb exploded at high altitudes will cause very intense ionisation resulting in HF black-out.

Scatter propagation is another method of long distance radio communication. There are two types of scatter propagation, ionospheric scatter using VHF, and tropospheric scatter using UHF. Ionospheric scatter requires repeater stations at intervals of about 800 miles with high power transmitters (1-50 kW).

The energy is transmitted to the ionosphere where it is scattered so that part of it returns to earth and is picked up by the receiver. The disadvantages of this method are first the number of repeaters required,

and second that the bandwidth available is very narrow, only capable of supporting one voice channel. On the other hand this method is very reliable. Tropospheric scatter uses UHF or SHF, again with high power transmitters (1-100 kW). In this case energy is scattered by the troposphere, which is closer to the earth than the ionosphere, so that repeaters have to be spaced more closely together than in the case of ionospheric scatter. The usual distance is between a 100 and 200 miles. Tropospheric scatter systems are able to support many more channels than ionospheric scatter systems but again suffer from the disadvantage of the necessity of providing repeaters, e.g. it is not possible to establish long distance communications over the Pacific using tropospheric scatter because there are not enough islands in the right places.

Advantages of Satellite Communications

Satellite systems possess enormous bandwidths, so that eventually hundreds of voice channels will be accommodated on one satellite circuit. Reliability will be extremely high as the satellite link does not depend on the variations of the ionosphere. From the security point of view satellite communications should be satisfactory for military use as it is possible, but difficult to destroy a satellite by rocket fire. It will be particularly difficult to destroy an entire system in the case of systems employing a large number of satellites. It is possible to jam ground stations, but this again will be difficult. In addition, a satellite system will be immune from DF.

Active and Passive Satellites

An active satellite contains a transponder which receives the signal transmitted from the ground terminal, amplifies it and re-transmits it on a different frequency. On the other hand, passive satellites merely act as reflectors of the radio waves. Passive satellites include the moon, "space junk", reflecting spheres, and copper needles.

Moon Bounce is a satellite system used by the US Navy. The moon can be used as a passive satellite when it is visible above the horizon from both terminals. It can thus be used to clear low priority traffic, but requires high powered transmitters and large steerable aerials at each terminal. Space junk consists of dead satellites launched for some other purpose, burnt out rocket stages etc., which orbit the earth indefinitely, and in ever increasing numbers, providing a system of reflecting objects at no cost. The strength of the reflected signal however is low, and this is not likely to be anything more than a back-up system.

Passive satellites can be launched for the specific purpose of reflecting signals. Echo 1 consisted of a balloon 100 ft. in diameter which was coated with a thin layer of aluminium, launched in 1960 into a circular orbit at an altitude of 900 miles. Eventually it became deformed in shape, giving a scintillation in its reflected signal. Its successor was Echo 2, launched in 1964, which was larger and had a reinforcing structure to prevent deformation, but was considerably heavier than its predecessor. In both cases

the strength of the reflected signal was very low, and little bandwidth could be provided. A stronger reflected signal was provided by the US Air Force project West Ford. This consisted of a belt of copper needles which was launched in such a way that a ring of about 30 miles thickness circled the earth at a mean altitude of 2,000 miles. However this system suffered the disadvantages that as the needles travelled at different velocities they gave different Doppler shifts to the radio waves that they reflected. This shift was up to 5 KHz. Another disadvantage of the copper needles was that of multipath effects arising from differences in time of arrival of the signal after it had been reflected by different needles.

Active Satellites

An active communication satellite system is more expensive to inaugurate and maintain than a passive system, but as the repeaters can amplify the signal, the effective re-radiated power is considerably greater than any of the passive systems, and a much larger number of channels are available.

There are a number of choices of orbit available, which involve compromise between a number of conflicting factors. One of these is the height of the orbit chosen. The higher the orbit the greater the coverage of the earth's surface, so fewer satellites are required for world wide communication. 2,000 miles is the lowest useful height. On the other hand, the higher the orbit the smaller the pay load for a given rocket booster. Another complication is



that below 5,000 miles an active satellite cannot long survive the radiation environment and for optimum service the minimum height should be at least 10,000 miles. The orbit may also be in a number of different directions. A Polar orbit is useful for communication between two points of the same order of latitude, e.g. London and New York. An Equatorial orbit is preferred for two terminals of the same order of longitude. It is also possible to launch a satellite on an inclined orbit between the polar and equatorial directions.

A satellite may have a controlled orbit so that its position at any time is known in advance. In this case power is required to operate its motors for station-keeping purposes, which adds to the payload. Alternatively satellites may orbit in random positions with no station-keeping facility. In this case they are lighter, but more are required in the set and there are difficulties with transfer from a setting satellite to a rising one, as this means moving a heavy aerial through a large angle, so giving a break in service.

If a satellite is sufficiently high above the earth in an equatorial orbit it will rotate with the same angular velocity as the earth, so will always appear to be in the same place above the earth. This makes acquisition by ground station easy but the height required is very great (19,323 nautical miles). 3 equidistant satellites of this type are sufficient to cover the communication between all points on the earth's surface, except in the Polar regions. The Syncom satellites are of this type. Syncom 1 was launched in February, 1963 but was a failure. It was followed by Syncom 2 in July, 1963, over the Indian Ocean, and by Syncom 3 in August, 1964 over the Pacific. Syncom 3 was used to transmit television pictures of the Olympic Games from Japan to the USA

In 1965 Early Bird was launched to take up position over the Atlantic, and is still in use today for commercial traffic. In January, 1967 Intelsat-2 went into position over the Pacific, and a sister satellite will join Early Bird over the Atlantic. Next year will see the launching of the first of six Intelsat-3 satellites, each with a capacity of about 5 times that of Early Bird, or $2\frac{1}{2}$ times the capacity of all the transAtlantic cables.

All these are commercial satellites. The present military satellites are near-synchronous, that is they are not quite at synchronous height and so do not appear to be stationary over the earth, but move slowly across the sky taking about 2 or 3 days between rising and setting time. A number of these satellites have been launched and the satellite aerial on board *Wakeful* has to track each individual satellite as it crosses the sky. These satellites do not have station keeping facilities, so reducing the payload.

The Satellite Communication Link

Due to the enormous distances involved, the ground station transmitter may work at a power

level of 20 kW, but the received power at the ground station receiver may be as low as a tenth of a billionth of a watt. The amount of power gain that the satellite can give to the signal is therefore of great importance. The satellite transmitter's power supplies are derived at present from solar cells with storage batteries. They convert about 10% of the light energy from the sun into electrical power. A satellite weight of 100 lb. gives a power output of about 3 watts. In future, when larger satellites become available, nuclear power sources will be used. A nuclear power source of 1,000 lb. with a capacity of 3 kW has been constructed.

As all power must be carefully conserved, aerial design is extremely important, both in the ground terminals and in the satellite itself. The ground terminal aerials are dish shaped, about 40 ft. in diameter in the case of the military shore installations. At sea, of course, the dish size has to be drastically reduced, and that installed in HMS *Wakeful* has a diameter of only 6 ft., with a consequent reduction in the signal strength delivered to the receiver.

The satellite's aerial is also directional and therefore the satellite has to be stabilized, at present by a gyroscopic spin method.

As the signal strength at the ground receiver is so low, consideration of noise becomes very important. Noise may be external, i.e. received from the sun, the stars etc., or internally generated in the receiver. The first stage of the receiver, therefore, has to be a

lower noise amplifier. This is usually a parametric amplifier, cooled to a very low temperature by circulating liquid nitrogen. To avoid external noise, the aerial must be pointed away from the sun or from large stars.

The frequency chosen for a satellite communication systems depends on several factors. It must of course be high enough to penetrate the ionosphere on the way from the earth stations to the satellite and return. It must also be high so that the aerial systems can be large compared with its wavelength, to give good directivity. On the other hand, too high a frequency results in heavy absorption by the atmosphere, and a compromise is reached by choosing frequencies with the 1-10 GHz band.

The Interim Defence Communication Satellite Programme

The IDCSP is an American inter-service project to test global communications in the military sphere. The Royal Navy is participating in this project, with the ship-borne terminal in *Wakeful* carrying out tests with a shore-based satellite communication terminal at Christchurch, which is manned by naval personnel. The 6 ft. diameter aerial has auto-tracking facilities, and is stabilized by a specially designed gyro system. The lessons learnt from these experiments will make it possible to fit satellite communication terminals in major fleet units, so partly replacing HF and greatly extending the range and use of long distance voice radio.

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Only candidates who have reached the above standard need apply and previous applicants should not re-apply,

Starting pay at age 21 £833, at age 25 and over £1,035 rising to a maximum of £1,402 (National Rate) per annum. On 1 January, 1968 and back dated to the present time the salary at age 25 and the maximum will become £1,040 and £1,425 per annum respectively. Adequate allowances are paid whilst overseas.

All first appointments are on a temporary basis and candidates must be prepared to undergo a medical examination.

Candidates and both their parents must have been British subjects at all times since their birth.

Write giving age, qualifications and experience and quoting O.T.67/3 to the

**Personnel Officer, DIPLOMATIC WIRELESS SERVICE
HANSLOPE PARK · WOLVERTON · BUCKS.**

TRAINING AND ADVANCEMENT NOTES

Supernumeraries Training Officer

Fleetboard Preparation Courses

As the number of ratings remaining eligible for these courses is now very small it has been decided not to run any programmed courses during 1968. Applications may still be made to HMS *Mercury* for the course which will be run if and when sufficient applications are received. A DCI will have been issued by the end of the year.

Fleetboard for Leading Rate

The number of Fleetboards to be held in *Mercury* during 1968 have been increased and the provisional dates are as follows:

16/17th January	2/3rd July
6/7th February	6/7th August
12/13th March	10/11th September
2/3rd April	8/9th October
7/8th May	5/6th November
11/12th June	10/11th December

Applications for these boards should reach the C-in-C Portsmouth on forms S442 at least 3 weeks before the date of the board.

The dates of the Boards to be held at the STC *Devonport* are:

13th March 11th December 7th August

Further details are available from the Officer in Charge STC *Devonport*.

Advancement to Radio Operator 2nd Class

There are still many RO3's who reach the end of their service qualifying time for advancement without attempting the examination for RO2. This means that until they do pass the examination they lose seniority and a chance of an increase in pay. Although Divisional Officers and Senior Rates can help by keeping a watchful eye on the seniority of RO3's: **IT IS THE RATINGS' OWN RESPONSIBILITY TO REQUEST TO BE RECOMMENDED FOR RO2 BEFORE THE END OF HIS QUALIFYING SERVICE** which is:

EX Juniors (U) 12 months from the date of being rated RO3

EX Juniors (O) and Adult entries 15 months from the date of being rated RO3 less any accelerated advancement gained by all entries.

An RO3 who finds himself approaching the end of his qualifying service period and has not taken an RO2's exam., should request to be recommended through the normal service channels.

The moral is, don't wait until it is too late, make sure you are up to standard and put your request in.

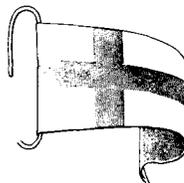
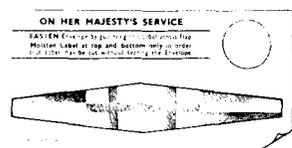
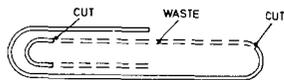
FORTHCOMING COURSES AT HMS MERCURY

Course	Commences	Completes
SSG 1	8th January	15th March
SST 1	8th January	1st March
SSW 1	8th January	15th March
WRO(M) 1	8th January	12th July
RS 1	15th January	14th June
RSW 1	15th January	21st June
WRNS ADV 1	15th January	23rd February
SSG 2	22nd January	29th March
CY 1	22nd January	3rd May
SSW 2	22nd January	29th March
SSG 3	5th February	11th April
SST 2	5th February	29th March
SSW 3	5th February	11th April
WRO(M) 2	12th February	16th August
WRO 1	19th February	17th May
RS 2	26th February	26th July
SSG 4	4th March	24th May
CY 2	4th March	14th June
RSW 2	4th March	9th August
WRNS ADV 2	4th March	11th April
SSW 4	11th March	31st May
RCI	18th March	27th September
SSG 5	18th March	7th June
WRO 2	18th March	14th June
SST 3	25th March	31st May
SSG 6	1st April	21st June
SSW 5	1st April	21st June
WRO(M) 3	1st April	18th October
CY 3	6th May	2nd August
SST 4	6th May	28th June
RSW 3	6th May	11th October
RS 3	13th May	11th October
TCI	4th June	27th September
RS 4	1st July	29th November
EWI	16th September	22nd November

A one week refresher course followed by examination of RO2 commences on the 1st and 3rd Monday of every month.

EDITOR'S NOTE:—Readers are reminded that for a variety of reasons some of the courses may be cancelled or others added, and dates may well change.

Build your own Tufnell hoist by Lieut. J. W. Ash,



THE SOUTH ATLANTIC AND SOUTH AMERICA STATION

by Lt. Cdr. W. L. Payne, RN

At the close of the day on Thursday, 11th June, 1795 a British Fleet of nine ships under the command of Admiral the Hon. Sir George Elphinstone anchored in Simon's Bay. So began the Cape of Good Hope Station and the direct connection of the Royal Navy with South Africa. For the next 172 years, except for two short breaks, a Commander-in-Chief flew his flag in the Cape.

Prior to the Great French War many ships of the Royal Navy had called at the Cape to procure water, fresh provisions and facilitate the recovery of their crews from scurvy but they were merely passing by on the way to and from the East. It was not until after the revolutionary armies of France had overrun the Netherlands and forced the Dutch into an alliance that the danger of the Cape of Good Hope coming under hostile control was apparent. Admiral Elphinstone, who later became Lord Keith, took the strategically well-placed Dutch naval station in the name of the Prince of Orange who had been exiled.

The Royal Navy naturally had a most profound influence on the social life of the Cape. As early as 1799 a ball for the inhabitants of Cape Town was given aboard HMS *Sceptre* only three days before she was wrecked in Table Bay with the loss of over 300 lives. Admiralty House always ran a good second to Government House as the mecca of Cape Society and at times has been even more popular in public estimation.

In 1802, after nine years of war peace was made at Amiens and Cape Colony reverted to the Batavian Republic. The evacuation did not however take place until 1803.

Even before the returning ships reached home war broke out again and the whole process had to be repeated. While the Battle of Trafalgar was being fought a convoy further out in the Atlantic was on its way to reoccupy the Cape of Good Hope. Being the summer season the fleet under Commodore Sir Home Popham put into Table Bay and in January 1806 the second occupation was completed. The important Cape sea route was once and for all in safe hands.

For the next few years ships on the station were kept fully occupied protecting richly laden vessels, principally of the East India Company from French commerce raiders based on Madagascar, Mauritius and Reunion.

Under the Vienna Settlement Great Britain restored many of the conquests she had made all over the world. But amongst those we kept were Malta, Mauritius and Ceylon and we paid the Dutch six million pounds to keep the Cape of Good Hope.

It was about this time that the development of Simon's Town as a permanent naval establishment began. There already existed storehouses for rope, timber, tar and paint, spare anchors and sails,

victualling stores, storage for masts and yards, carpenter's and blacksmith's shops, a cooperage yard and adequate space for sail repairs. A substantial hospital was built and Admiralty House was bought. The sail loft, which is now the Dockyard Anglican Church, was constructed and further developments included housing, offices and harbour installations.

After 1815 operational activity eased but did not cease. The Navy was weary of war but still had to ensure peace throughout the world—not only because of the British high-minded motive for the good of mankind but primarily because peaceful conditions are essential for a nation of shopkeepers. New and bigger markets were necessary to absorb the increasing volume of products of the Industrial Revolution which was just getting under way. The most promising of these markets was in the Orient and the only road was round the Cape.

The detention of Napoleon on St. Helena meant a continuous patrol round the island to prevent his escape until his death in 1821. The island's resources were not sufficient for the sudden increase of population and all food and other material comforts had to be imported from South Africa.

Further demands on the Fleet were the support of the Army in the eastern Cape and the suppression of slavery which called for a large number of small vessels and constituted a hard school for young officers and men alike. Ship's boats, commanded by teenage Midshipmen, were often sent off for weeks to discover the slaver's hidden depots in the fever-ridden rivers of the east and west coast of Africa.

Surveying, too, was a full time job to prevent the several shipwrecks caused by hopelessly inaccurate charts. The position of Port Elizabeth, for instance, was found to be one whole degree of longitude in error!

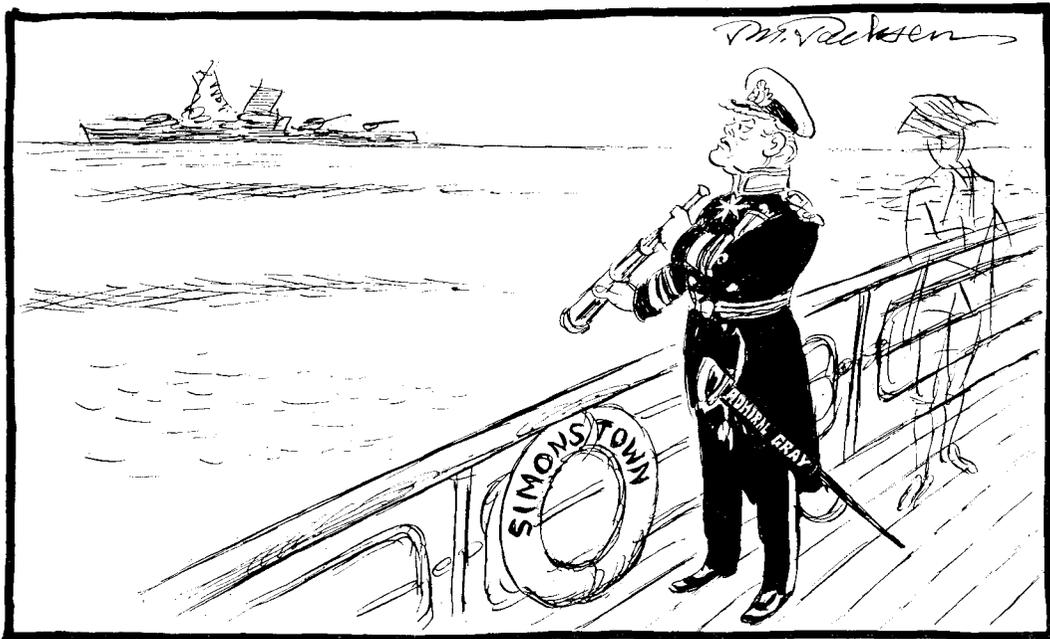
All these operations were made much easier by the advent of steam which came into general use as an auxiliary to sail in smaller ships in the 1840's. But the losses from disease were very high—on one occasion the gunboat *Lynx* returned from a trip up the Niger with only four of her company able to walk ashore.

In 1857 the command became the Cape of Good Hope and West Coast of Africa Station but reverted to its original name in 1903 by which time the Anlgo-Boer War was at an end. During that campaign the Navy spent a lot of time up-country in Natal manning signal stations and armoured trains and assisting in garrison duties.

By 1902 further extension of the original dockyard site had become impossible and a new one, comparable in quality if not in size with any in the world, was built at the south end of Simon's Town. It was completed in 1910.

At the outbreak of the First World War the Germans had several cruisers on the high seas and the Cape became one of the most important bases for the swift and successful operations against these commerce raiders. Naval forces were also required

Shade of Nelson "Pity he hasn't a blind eye".



"Reproduced by kind permission of the Editor Cape Argus."

The cartoon above was prompted by the U.K. press leak of the threatened closure of the South Atlantic and South African station.

to cover the expeditionary force to South West Africa but after Sturdee's defeat of von Spee at the Battle of the Falkland Islands in December, 1914 the Navy had a quiet war in this part of the world.

In 1919 the name of the command was changed to the Africa Station and after the outbreak of war in 1939, when the Commander-in-Chief was ordered by the Admiralty to move his headquarters to Freetown, the name was changed for the fifth time to the South Atlantic Station.

In the Second World War commerce raiding was again a feature of naval operations in this area and the closing of the Mediterranean increased the importance of the Cape as the focal point on the trade route to the Far East and as the only route for the reinforcement of the Middle East. In December, 1941, when Japan came into the war, the strategic situation completely changed and the Commander-in-Chief once again set up his headquarters in Simon's Town. At the same time a combined maritime headquarters was established with the South Africans at Youngsfield.

The station was not again renamed until 1956 when with the abolition of the America and West Indies Station the Commander-in-Chief was given responsibility for the major portion of the waters surrounding South America and the title was finally changed to the South Atlantic and South America Station. It was the largest naval command area and covered sixty million square miles of ocean.

When the Simon's Town naval base was handed

over to the South African Government in 1957 the Commander-in-Chief moved his headquarters, HMS *Afrikander*, to Youngsfield and a new Admiralty House was established in Wynberg Park.

At 6.28 p.m. on Tuesday, 11th April, 1967 the flag of Vice Admiral Sir John Gray, the last Commander-in-Chief, was finally struck and responsibility for the station was divided between the Home and Far East Stations.

On the afternoon of April 28th at an impressive ceremony in Simon's Town Dockyard, The Queen's Colour of the late South Atlantic and South America Station and two former King's Colours were embarked for the United Kingdom in HMS *Lynx* the last station frigate. The Queen's Colour has been laid up alongside that of the old East Indies Station in St. Martin-in-the-Fields.

Thus a long period of British Naval history came to an end.

PUZZLER

by RO2 Jackson

At a family reunion there were 2 Mothers, 4 Sons, 3 Grandchildren, 4 Fathers, 3 Sisters, 2 Grandfathers, 2 Sisters-in-law, 5 Brothers, 7 Cousins, 2 Brothers-in-law. What is the least number of people there could be present?

(A brother could also be a father, a father and a mother must have at least one child present). Answer next issue.

RN W/T STATION KRANJI

by Herbert W. Radwell

Chapter 2

SINGAPORE, SUNSHINE AND SECURITY

Kranji W/T Station is situated among the rubber and pineapple plantations on the North West shore of Singapore Island. Beyond the marshlands to the north are the Johore Straits. A causeway across the Straits permits rail and road traffic between the island and the mainland of Malaya.

PO Tel. H. Spicer and myself joined the W/T Station on 6th November, 1939. We were later joined by PO Tels. G. Gardner ex HMS *Grasshopper* and J. Watson ex HMS *Kent*.

Kranji was the site of the Receiving Station. The high powered W/T transmitters, operated by remote control from Kranji, were at Suara, situated five miles away inside the Naval Base.

Both stations were then in a transitional stage of increasing services on the air from peace to a war-time basis. We four new arrivals were to take over the duties of Petty Officer of the watch vice Leading Telegraphists. The Officer-in-Charge at the time was Lieut. Cdr. Grove-White, RN.

Additional Marconi SWB transmitters were installed at Suara. American AR88 and HRO W/T receivers, obtained on a local purchase order through an agency in Singapore, were flown in from the Philippines and installed at Kranji.

Lieut. Cdr. Grove-White had unbounded energy and enthusiasm supervising the installation of this new equipment and their respective aerials. Whenever a new transmitter and aerial became operational he would request the use of an RAF aircraft and then fly around the island to plot polar diagrams of its radiation.

The Chief and PO's quarters consisted of a single-storey bungalow type building with a dining room in the centre, single berth cabins on one side, and a dormitory for up to six single beds on the other side. Annexed to this building was a billiards room and outside this, a hard tennis court. On the ceilings were fitted large two-bladed electric fans and over each bed was rigged a very fine mesh mosquito net. The shower baths and galley were at the rear of the building.

Members of the mess before our arrival were CPO Tel. 'Jock' Hutton, i/c general Station Administration, CPO Tel. Charles Peck, i/c Special Duties RN, Section Sergeant Major Fred Southwell, i/c Special Duties Royal Signals, Flight Sergeant Gilbert, i/c Special Duties RAF, PO Tels. Power and Cope, Technical Duties, and not forgetting 'Lady' the station pet bitch.

The majordomo was a Chinese 'boy' Ah Joo (pronounced R.U.). He carried out the duties of mess waiter, tea boy, bed maker, cleaner, lime juice maker, errand boy, in fact anything required of him and he always gave service with a smile.

The junior W/T ratings employed on operating duties lived in a two-storied building. They had their

own billiards and recreation room, beer bar and tennis-courts. The Special Duties ranks and ratings lived in a wooden building with an Atap (dried palm leaves) roof. This building was affectionately called 'The Ranch'.

The total European staff was approximately thirty including the Officer-in-Charge. Supporting these were Malayan Telegraphists, Teleprinter Operators, Tape perforators, Transmitter-head operators, Loggists, Telephone operators and Tamby's (messengers). Four European Singapore Police kept duty at the Station main gate. These in turn were supported by Indian Constables of the Singapore Police, who also patrolled the perimeter. On the main gate there was a Malayan scroll 'Kami Chekap Kapada Dunia' meaning 'We speak to the World'.

In the European quarters, all cooking and domestic services were carried out by male Chinese civilians under the control of a Chinese Comprador (General Catering Agent). The Comprador was paid the ration allowance of each European rank and rating on a monthly basis. He then supplied the food, arranged all menus and paid his staff.

Labourers on the station were Indian coolies under the supervision of a Mandore (Chargehand). These Indians were very caste conscious and would not perform any task below the status of their caste. The lowest caste Indians, the Tamils from southern India, were the only caste to take on such duties as cleaning drains and lavatories.

The station boasted a football field and swimming pool. These had been excavated voluntarily by ranks and ratings of previous commissions and were a great contribution to our keeping fit. By virtue of some official paper work CE-in-C had the necessary concreting to the base and sides of the pool done and it was put on the plans as a fire fighting static water tank.

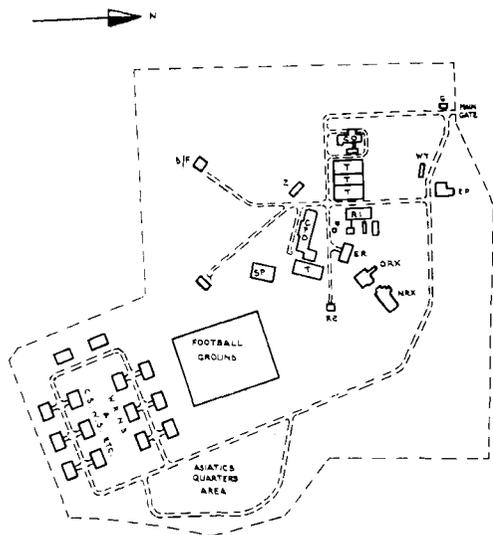
Watchkeeping duties were on a twenty-four hours on, twenty-four hours off basis; i.e. watch on, watch off for twenty-four hours and then twenty-four hours off duty completely. After making up for lost sleep on my days off, I still had time on my hands.

Singapore City was fourteen miles away down the Bukit Timah Road (pronounced—Bookit Teemer Road) and one could not afford to go there too often. The rate of exchange was now 2/4d to the Straits Dollar.

On the island are many beautiful coloured butterflies and moths to be seen, particularly the Atlas moths with transparent 'windows' on their wings and measuring up to ten inches from wing tip to wing tip. I then decided to collect and preserve butterflies and moths as a spare time hobby.

A butterfly net was easily made with mosquito netting and a couple of canes. Sheets of card, envelopes, pins, a hypodermic syringe and a bottle of Formalin completed the necessary equipment to make a start.

In Noel Coward's song it says 'mad dogs and Englishmen go out in the mid-day sun'. As a com-



R.N. W/T. STATION, KRANJI.
SINGAPORE 1942

KEY

R1	RATINGS QUARTERS	G	GUARD ROOM
R2	RATINGS & RATINGS S'S	CO	CO'S RESIDENCE
CPO	CHIEF & P.O.'S QUARTERS	WT	WARRANT TELS RESIDENCE
OF, YPL	SPECIAL DUTIES OFFICES	EP	EUROPEAN POLICE
SP	SWIMMING POOL	T	TENNIS COURTS
ORX	W/T RECEIVING ROOM PRE 1942	NRX	MCCLELLAND'S RECEIVING ROOM 1942 (REINFORCED CONCRETE BUILDING)
ER	ENGINE ROOM		

promise, being myself a mad Irishman, I did just the same thing. I enjoyed the rambles through the rubber plantations and away off the beaten track in search of the varied species of butterfly. Sometimes as I passed through a native Kampong (village) the natives would have a giggle, probably thinking I was crazy.

On the station, all of the Malayan operators could read, write and speak English perfectly, so I decided to learn to speak Malay. It was not to be an extensive vocabulary, but I learnt enough to let them know in their own language that I would not stand for any nonsense or slacking whilst I was in charge and to thank them and praise them when they did a good job. They had more respect for me in return.

There is one word in the Malay language which every European on the Island knew, and used all too frequently. This word is 'Tiadapa'. It means 'Don't worry', 'Never mind' or 'Forget all about it', according to the context.

'Tiadapa' was the general attitude of mind of them all. This word should, in my opinion, go down in history. There was a war on in Europe but it was too difficult to comprehend this in far away Singapore. Everyone had been given to understand that Singapore was impregnable and secure, even if there ever was an attack made upon it, so tiadapa!

Food was plentiful. There was no rationing, whilst supplies of fresh meat, butter, wheat, fruit and

vegetables arrived regularly from Australia and New Zealand.

The fact that there was a war on struck me forcibly when I received news that my youngest brother and brother-in-law, both serving alongside each other in the Rifle Brigade, had been killed at Calais. The Regiment was there fighting a rearguard action whilst the bulk of the British Army were being evacuated from the beaches of Dunkirk.

About the middle of 1940 Lieut. Cdr. Grove-White, RN was relieved as Officer-in-Charge by Lieut. Cdr. McClelland, RN. We later learned that Lieut. Cdr. Grove-White had been killed in North Africa.

In Singapore the sun shone beautifully every day. All over the island there were the usual tennis and swimming parties, film shows of the latest releases from America, dancing at the 'Happy World' and 'New World' dance halls where there were Chinese hostesses available at ten cents a dance. As a European, one could expect to receive monthly invitations to a 'Hari Besar' (social evening and pink gin party) from the many European group organisations there. For the European, life was sweet!

Until late in the year when the northeast monsoon season sets in there is little rainfall. Then it rains to such an extent that the gutters in Singapore are constructed at various depths between two and five feet deep to cope with the flow of water into the drains and to prevent flooding.

In October 1940 I was promoted CPO Tel, and took over the duties of station administration. This entailed maintaining naval discipline amongst the naval staff, organisation of the watches, control of all station monies and keeping accounts for audit, transport officer, personnel manager to Asiatics, first-aid duties, etc., and keeping the Officer-in-Charge always in the picture of day to day events.

One thing I learned that is not in the first-aid book. This was, if ever the Indians injured themselves (they often cut their feet with their grass cutting Parangs) it was not enough only to clean and dress their wounds. They would never leave me until receiving a dose of castor oil. Something to do with ridding themselves of the devil, I believe. The victim would then place the palms of his hands together bow gracefully, and then walk backwards out of the office uttering 'Salaam Sahib'.

Having settled down in my new job I learned the names of all the station staff, including the Chinese, Malays and Indians. It was very interesting going around them all, getting to know them better, their way of life, their different characters and their general outlook on life. An extreme amount of tact had to be used with the Asiatics. They seemed to regard me as an unofficial welfare officer. Should they have an increase in family they thought it naturally followed that they would get an increase in wages. Such was not the case.

At the end of 1940 quite a lot of constructional activity began to take place on the station. A new road was constructed from the main gate eastwards,

terminating in two loop roads, one to the east and one to the southeast. On completion, new buildings were erected alongside the road. It was obvious we were to have a big increase of staff.

Whilst this work was proceeding a new reinforced concrete W/T receiving building was commenced to the northeast of the existing building. At the same time, additional special listening stations were being established in the Cocos or Keeling Islands, in North Borneo, and up country in Malaya. These latter stations were to be manned by Civilian Shore Wireless Service staff. Lieut. Cdr. McClelland had a very busy time during this reorganisation and planning and, as is usual, the paper work took up the greatest part of his time. His wife helped as his secretary.

Mid 1941 saw the large influx of staff to the station. Additional Naval, RAF, Royal Signals and CSWS personnel arrived. These included some RNZN Telegraphists. Then came thirty Wrens, headed by Second Officer Betty Archdale, one time Captain of the British Women's cricket team that toured Australia. In support of these Wrens came a Nursing Sister QARNNS. Before leaving UK the Wrens had been promoted to Chief Petty Officer. The reason? Because of the very specialist duties for which they had been highly trained!

We already had junior male ranks and ratings on the station with exactly the same qualifications and with more experience. Whatever the reason, human nature being what it is, courtships very soon got under way between junior ranks/ratings and CPO Wrens. Everyone was allowed to wear civilian clothes off the station, so what did it matter. Personally I went 'blind', my job was to see work ran smoothly, and it did.

I had to engage Chinese Amahs (maids) for the female staff, and additional Indian labourers, whilst the Comprador had to engage additional male Chinese cooks and domestics. All in all, the total station staff had now increased to approximately 300.

Betty Archdale and myself shared the Administrative Office. She was a big built, tall matronly type of woman with short bobbed hair. One could well imagine her as being capable of swiping a cricket ball to the boundary, or even for six! Initially, I advised her on the watchkeeping organisation and then suggested, six Wrens to a watch, four watches, and six Wrens as day workers and 'stand - ins' whenever any of her watchkeepers were unable to cope. It worked satisfactorily.

I was well acclimatised to the tropics but realised it takes a long time, especially for a woman, to get used to an average temperature of 85°F. with a high percentage humidity and remain fit doing day and night duties month after month.

My own duties now, with all this extra staff, engaged me up till after midnight daily to cope with it all. The Officer-in-Charge then made a request to C-in-C China for additional administrative staff to

relieve me so that I could get back to technical duties.

Out of this request came Lieut. Cdr. Sandwith, RN called off reserve in East Africa, Commissioned Master-at-Arms Lee, RNZN, called off reserve in Wellington, NZ, Surg. Lieut. Corcoran and Petty Officer (Regulating) Elbro, from ships already on the Far East station. Events were such that I was never entirely relieved from administration duties.

Also, new arrivals were Warrant Telegraphist Larkman for technical duties and Station Officer Amos i/c CSWS staff, both from UK.

In the naval base there were two RN Chaplains, one C of E and one RC for the spiritual needs of shore based naval staffs. Only one, Father Cuninghame, the RC Chaplain ever came up to Kranji to conduct services when he was free to do so. He would also come often to the Chief and PO's mess of an evening for a chat and a game of cards, followed by a sing-song. His favourite party piece was 'Phil the Fluter's Ball'. Before coming up he would ring me on the 'phone saying 'You provide the beer Chief and I'll provide the whisky'. He was good fun, a typical Irishman and very popular with one and all. I should also mention Surg. Lieut. Corcoran who hailed from Southern Ireland. He used to drop in with a bottle of 'mountain dew' also on these occasions. He too was full of life. 'Dead Surgeons are no ruddy use in war' was one of his witticisms.

My 'Ladybird' pal Harry Spicer had blotted his copy book by getting into trouble with the station police; deprived of one good conduct badge he was sent home. Later he went down in HMS *Beverley* when sunk. George Gardner ex *Grasshopper* was next promoted CPO Tel. and joined the transmitting station at Suara. John Watson ex *Kent* was the only one of the original four still carrying out Petty Officer of the Watch duties. He was on the same turn of duty as was the Wren he was courting and was quite happy to be left with it that way.

By now I had collected five cases of butterflies. Then one day the Mandore came to me with a cobra caught on the station grounds. I took all these to a Japanese taxidermist, had the butterflies classified with their Latin names and had the cobra mounted on a plinth in a poise as though ready to strike. These were intended to be presents to my young daughter when I arrived home.

On the station, more activity! Underground air raid shelters were now being excavated. Obviously things were hotting up, or were they? Nothing like this was going on elsewhere on the island. The RAF stations still only had a small quota of Australian Brewster Buffalo fighters. There were no reinforcements of men or equipment arriving elsewhere.

In November 1941 the new W/T receiving building, named 'McClelland' after the Officer-in-Charge, was nearing completion. An air raid siren and look out post were installed on one of the tall lattice masts at Kranji.

On 2nd December, 1941 HMS *Prince of Wales*, Vice-Admiral Tom Phillips and Captain Leach, RN and HMS *Repulse*, Captain Tennant RN, arrived in Singapore.

The early morning of 8th December, 1941 put the air raid siren into operational use for the first time. The Japanese bombers, coincident with Pearl Harbour activity, came over and dropped their first bombs on Singapore. So now we knew, the war had well and truly come to us!

(To be continued)

GOING OUTSIDE?

If you are shortly leaving the Royal Navy and wish to maintain your contact with the Communications Branch, what better way is there than to join the Royal Naval Reserve.

In nearly every large town in the country there are Wireless Training Centres where reservists keep up to date in communications and at the same time enjoy a good social life.

If you live in the London area why not come along for a chat to the training centre of the No. 1 Wireless District at the South West Tower of the Old Admiralty Building, overlooking the Horse Guards Parade. The centre is open on Tuesday, Wednesday and Thursday evenings from 1900. If you would like a brochure on the RNR or the address of your nearest training centre and live out of London, please write to: No. 1 Wireless District RNR, South West Tower, Ministry of Defence, Old Admiralty Building, London S.W.1.

SNIPPET

FM HMS Dark Hero
TO Mod Navy
Info WPS Southampton
RTT. Request two in number Baby Blake WC's be removed from Dark Intruder for Dark Hero.

APOLOGY

Shortage of space compels us to hold over some articles and illustrations to the next edition.

BRIEF PAUSE

All is silent in the TRC
Look what TARE has done for me
Tape Racks empty, all forlorn
Automation at last is born.
The boys and girls will not get vexed
Or worry over garbled text
Good procedure in line one and two
Is enough to see the signals through



“Thirty bob, Carnaby Street.”

SUMMER CROSSWORD

Winner: CRS W. Taylor, RN and RM Careers Office, 55 Bridge Street, Northampton.

Runner up: F. D. Cawley, Freshwater, Isle of Wight.

SOLUTION

Across: 7 Private property, 8 Wearing, 10 Coheres, 11 Tenor, 12 Edict, 14 Tinct, 15 Ewer, 16 Ache, 17 Seam, 19 Lamp, 21 Solid, 22, Booby, 23 Swarm, 25 Directs, 26 Dogstar, 27 Sticking plaster..

Down: 1 Friendly society, 2 Avarice, 3 Stunt, 4 Donor, 5 Reverie, 6 Stretcher bearer, 9 Gear, 10 Coda, 13 Tweed, 14 Thumb, 17 Silence, 18 Mews, 19 Lard, 20 Possess, 23 Stoic, 24 Mould.

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Triumph Herald 12/50	£9 . 17 . 6	„£17 . 0 . 0
Ford Anglia Estate	£10 . 10 . 0	„£17 . 5 . 0
Austin 1100 Countryman	£10 . 10 . 0	„£17 . 5 . 0
M.G. 1100	£10 . 15 . 0	„£18 . 15 . 0
Austin 1100 (Auto)	£10 . 15 . 0	„£18 . 15 . 0
Cortina Estate	£12 . 2 . 6	„£19 . 0 . 0
Ford Corsair (Manual)	£12 . 2 . 6	„£19 . 0 . 0
Ford Corsair (Auto)	£12 . 15 . 0	„£19 . 15 . 0
Ford Zephyr 4 (Mk3)	£13 . 15 . 0	„£20 . 7 . 6
Austin 1800	£13 . 15 . 0	„£20 . 7 . 6
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GOING THE ROUNDS IN MERCURY

CHIEF'S CHATTER

Since the last issue a number of social functions have been held, all of which were well attended, particularly by guests, but a better attendance by members would be much appreciated for future occasions.

A very popular barbecue was held on the lawn outside the accommodation block on 26 July. Already many requests have been received to have a re-run next summer and a bid has been made for the loan of a marquee.

The Summer Dance held in the Mercury Club on 15 August proved highly successful.

The Third Annual Re-union of Chief Communicators took place on 16 September. Attendance was well over the one hundred mark. Among those who attended was Mr. C. King, aged 78, from Bristol, an ex-Chief Telegraphist who joined the Royal Navy in 1907 and who was one of the first members of the wireless branch founded during that year. We were disappointed to learn that the West-country contingent could not attend after all but we look forward to seeing them next year. A most enjoyable evening was held by all when events of the '30s and before were hotly under discussion.

The Silver Dart was easily recaptured by the Petty Officers on 21 September before some of our members had recovered from the Re-union night. We shall recover the trophy next term without a doubt.

At the time of writing there are no fewer than 18 NATO members in the mess. To entertain our friends from overseas a "NATO Night" was held on 18 October, when, despite the new drinking law, beer-drinking competitions were still popular.

On Thursday, 9 November it is planned to hold the first Cocktail Party in the mess when some 250 are expected to be present.

The Christmas Dance will be held at the Rock Garden Pavilion, Southsea on Thursday, 21 December.

This year the Children's Christmas Party is being organised by the Mercury Club and held there on Tuesday, 19 December.

We are shortly to lose our hard-working Treasurer who is going to study work. We are fortunate indeed that his departure coincides with the arrival of CRS John Hilder who will prove a very able relief at tanner-counting. Many thanks Arthur for a job very well done—our best wishes go with you.

Since the last issue news has arrived of the award of the B.E.M. to CCY P. Holdsworth to whom we extend our hearty congratulations.

Recent Movements

INS: CCY's Hunter, Soden, Buffery, Wright, CRS's Holding, Henley, Hanson, Collins, Colbourne, Oxborough, M. E. C. Parker, Hilder, P. Morris, Rowney, K. Jackson, Perkins, Buchanan, Edwards, George, Gray, McMinn.

OUTS: CCY's Crook and Gatward (pension), Watson, M. Jones, Butler.
CRS's McWalter and Sydes (pension), R. S. Parker, Banwell, Mullin, Alderson, Childs, Gray, Robinson.

Short visits by

CCY Wagstaffe.

CRS's A. D. White, Borman, Rogers, Buick, J. Morris.

RNR CRS's Haylett, Karsten, Fisher, Sylvester, Bond, Ager, Grayson.

NEW ENTRY SQUADRON SPORTS

Sport in the New Entry Squadron has followed the usual pattern since the last issue of this magazine.

The biggest event was the Olympiad versus HMS *Raleigh* which unfortunately saw the Squadron soundly beaten in all but the athletics meeting which we won by a wide margin. However, the trip west was enjoyed by all. A return match on home ground will be staged in the Spring of 1968, and it is hoped that we will gain our revenge.

Inter-Part hockey and soccer have proceeded at a good pace, and a cock-o-squadron has been organised by the P.T. Staff. To date the soccer has been won by Knowles and the hockey by Howe. The rugby competition has only just started.

At the time of writing, the preparations for the Inter-Part cross country are well advanced and it is hoped that Howe Division, who have 6 members in the establishment team, will win for the New Entries.

During this time, Knowles is reduced to two classes, and Anson to four. However Knowles has been well represented in the world of establishment soccer and rugby recently, and it is hoped that five classes joining in November will put Knowles back in the running for honours.

Other sports have been well attended including badminton and squash for which the Squadron now has its own equipment.

Two new sports have been introduced to the squadron. Orienteering, conducted by the PTSO himself, is proving popular. Maybe not so popular is judo which is conducted with tender care by PO Smith. Several New Entries have suffered such



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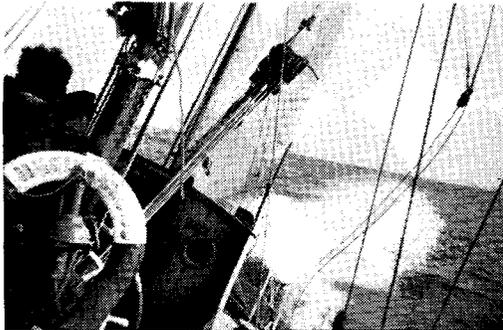
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things as sprains, twisted arms and fractured collar bones etc.

Weekend sport has suffered lately from a spell of atrocious weather, but continued support is required. If it is wet on a Saturday, there is always the Sunday afternoon. Your health and your divisional reputation is at stake so turn out and take part.



'Scooping it up'

NEW ENTRY SAILING

by Cy Hulbert

This term we have been fortunate, in that we have had the use of two yachts, *Meon Maid II* the *Mercury* yacht and the command sail training yacht *Marabu*.

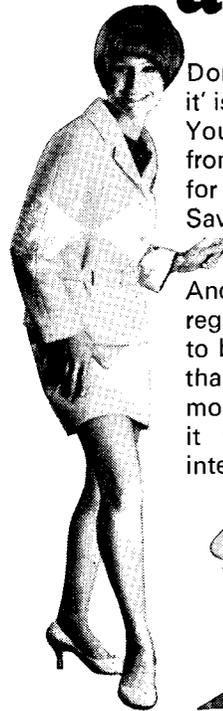
With the advent of the new divisional activity system, new entry classes have had the opportunity of an afternoons cruise in the Solent on Mondays and Thursdays in *Meon Maid II*.

Further to this, many classes have enjoyed the two-day trips aboard *Marabu*. These trips were designed to familiarise new entries with coastal pilotage in navigational waters. Leaving early on Tuesday mornings, we usually slipped from *Excellent* sailing centre by about 1000, giving a full days sailing in the Solent. Most nights were spent in Cowes or in Yarmouth, where the early hours of the morning were spent 'cleaning ship'. Slipping at first light, we headed out to sea, for another full days sailing, returning to Portsmouth on the Wednesday evening. The trips gave very good value in general seamanship, including watchkeeping and the art of living together in a confined space; it also helped to bring out any leadership potential.

Marabu is one of the 'Windfall' yachts, having been brought back from Germany at the end of the war. Built in 1935, she was sailed regularly by Hitler's Marshal of the Luftwaffe, Goering. Four feet longer than *Gipsy Moth IV* at 57 feet, she weighs 27 tons, and is rigged as a Bermudan ketch. She has twelve berths, a versatile Enfield diesel engine, and is easily recognised by her gold and black striped spinnaker.

Both boats are now out of the water, with a long refit ahead, after a very successful racing season. More exciting things are planned for next season, with the possibility of longer training cruises.

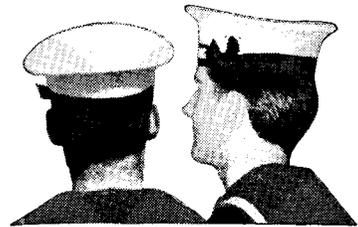
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WRNS Pin Up



Robert Goulet

CALLING ALL WRENS

by C/Wren RS J. Norman

If you ever have the urge to travel and find out what life is like in the 'Not so Far East', volunteer for a year in Mauritius. A WRNS unit has been established here for almost eighteen months now and is here to stay. At the moment the complement is made up of one C/Wren RS, one leading Wren RO, and eight WRO's. Our numbers are to be increased shortly to include another three leading Wrens and ten WRO's. We will also have amongst our ranks a regulating PO Wren and a Wren writer to add to variety.

If you know nothing at all about the island and imagine it to be a tropical paradise, let me briefly put you right.

Mauritius is a small island covering an area of approximately 800 square miles, situated 500 miles east of Madagascar. It is a place of many contrasts, being of volcanic origin. Wherever you may be travelling, you will always be surrounded by acres of sugar cane and ranges of mountains rising in the distance. If you like water sports, there are many superb beaches for swimming all year round. There

is a marvellous sea bed if you are keen on the idea of skin diving. We have a thriving sub-aqua club here which runs the occasional expedition to the off-shore islands. The island is surrounded by coral reef which keep out sharks, although the occasional one may be seen. There is also a sailing school for those interested in getting their helmsman's ticket.

Weather-wise, we have a good six month's summer from October to March, but the winter pours in (literally) around May to September. People imagine that a tropical island does not get cold, but winter nights here are very cold and wet.

Here at HMS *Mauritius*, there are facilities for almost every sport imaginable, and with the arrival of more Wrens, perhaps we shall be able to participate in some of these.

The Wrens are employed in the Comcentre, mainly typing into TARE, since we are almost completely TARE connected to all outstations. We work the usual system of 48 hour watchkeeping and everyone is kept fully occupied most of the time.

The necessity of the Beira patrol has had its affect on Mauritius, in that we have visited by one of HM ships roughly every six weeks. Long may this continue.

So, if you are interested in a draft to Mauritius, volunteer now, and remember to bring those winter woollies!

WRNS

Wren Radio Operators' Advancement

At the end of October, 1967, the Advancement 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: 130

During the past 5 months the average waiting time on the roster, from application for Advancement Course to starting the course, was five months for Leading Wren to Petty Officer, and one year five months for Wren to Leading Wren.

The final Advancement Course planned for this year is Advancement 6/67, commencing on 6th November, 1967.

Advancement Courses

The Advancement Courses this term include:

No. 5/67: L.Wrens W. P. B. Brookes, H. J. Biggs, Wrens L. A. Hayes (M), P. Turner, M. G. Speed, A. Flatt, M. A. Stephen, S. M. Mitchell, P. Heslop, B. J. Shaw (M), D. L. Matthews.

No. 6/67: L. Wrens E. A. F. Thomson, J. Ricketts, G. F. Barrow, C. J. Norman. Wrens C. B. Aitken, B. Nicholson, M. M. Apperson, C. M. Hewitt (M), S. M. Rogers (M), E. Hole, C. M. E. Henshall, J. S. Jordan.



WREN PENNY INSPIRES THE SHIRALEE

Joining the WRNS because she wanted to see "Life" Wren Shaw has now found herself the inspiration for a disc by The Shiralee pop group. Known to her friends as Penny she met Bernie Shaw the writer for the Shiralee in the President Club. He was so taken by her that he wrote a tune that he entitled "Penny Wren" which has been used by the group as the 'B' side of their latest release "I'll stay by your side".

PICK OF THE CLUBS

by Secretary

In the West End of Swinging London, the home of the swinging chicks, one can find the home of swinging lovelies their equal quite hard to beat. It is impossible to praise enough these mini-skirted, calf-booted females, the pash. of every matelot worth his salt. To watch their gyrations for 5 hours almost non-stop, is both breathtaking and exhausting. Not only do they thoroughly enjoy themselves, but pass on this with-it touch in such ways as suggesting disc titles to their current pop group idols. From time to time they ring the changes from with-it gear to anything for a gigg'e rig, Tramps outfits or Fancy Dress. Time, money and effort put into these occasions must be considerable if the results are anything to go by. Their activities are not confined to wriggling to the sound of the Liverpool beat, but take in such diversions as throwing a crafty dart, or table tennis. Not unnaturally they earn their living, but in a way

far removed from beat and swinging night spots. Most, but not all spend the day feeding punched tape into auto heads or sit pounding a teleprinter. In fact one might say they are Healey's little girls for they are part of the Defence Communication Networks System and are more commonly known as RO WRNS.

Here then are some facts about our own London Nighterie, The President Club which is situated at Furse House. Come sir, every Communicator has heard of Furse House—37 Queens Gate Terrace, Kensington, S.W.7.

Members

All RN Ratings, RM Other Ranks and WRNS Ratings borne on HMS *President* books, i.e. all serving in London as well as those actually victualled at Furse House.

Hon Members

All RN Ratings, RM Other Ranks and WRNS Ratings passing through London. Naval Identity Cards only are required. All Furse House Officers and all Whitehall Wireless Officers. Civilians, nominated by Committee Members. This includes those who leave the Service, but wish to keep in touch.

Rules

Club Rules are displayed at entrance and cover among other things, Dress, Conduct, bar opening and closing times. For convenience the latter are given here:

Weekdays and Saturdays: 18:30 until 23:00.

Club premises to be clear by 23:15.

Sundays: 19:00 until 22:30. Club to be clear by 22:45.

NAAFI prices apply and NAAFI Staff run the bar. In this, The President Club is well served for Mr. and Mrs. Wilkinson (Fred and Rene) go out of their way to do as much for the Club and its Members as they possibly can.

Entertainment

Almost without exception this is confined to weekdays. On a regular basis, frequency determined only by Club finances, there is a Group on pay weeks and a Free Juke Box on blank weeks. Organised dances two or three times a year. Besides this there are various activities arranged: Darts Socials, Coach Mystery Tours, RNA evenings, etc. The casual visitor to the Club could well find nothing much other than cheaper drink, or arrive to find entry by ticket to a formal dance. Club Programme is distributed at present to Furse House, Whitehall Wireless, Stanmore Park and Woolwich. It could be sent to anyone interested and this should be arranged through the Secretary.

Club Decor

During the first six months of 1966, NAAFI spent an awful lot of money making The President Club one of the most attractive in the country. As a local paper put it, 'Gone forever is the old barrack room image of NAAFI'. It can, however, only be seen to be appreciated.

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SHIP-SHORE NEWS

HMS APPLETON

by RO1(G) Edwards

Since the summer edition we have been kept pretty busy though once again not with Minesweeping. In May we began our first proper exercise with the rest of the 9th MCM and the Imperial Iranian Navy. Unfortunately it was cut short and we found ourselves down in Aden wondering if we would be doing some live 'sweeping up around the Suez/Gulf of Aquaba Area. It was not to be and after about a fortnight we returned to Bahrain. We found that with four 'sweepers in company, employing three different receivers namely CAT, CAS and B40, we managed to cover VA SOPS without missing a number—not bad when you know that the usual tally of signals missed on this run varies between 10 and 30 when sailing alone.

In late August we sailed back to Aden to relieve *Yarnton* and I made full use of the RAF stations of Masirah, Sharjah, Salalah and Riyan as communication links on the way down, VA's being virtually impossible most of the time. We made this trip with our new Navigator, our old one having left us for the submarine service. The ETA's will never be the same again!!

In September we were very pleased to have Harry Secombe and strong woman Joan Rhodes on board, they had given a very good show in Aden which we all thoroughly enjoyed.

HMS ASTUTE



The beginning of the 9th Commission for the Communications staff HM Submarine Astute.

LRO Morrow, RO1 Watson, RS Tyson, RO2 Chapman, RO2 Barnes.

HMS BURNASTON

By RO2 Fisher and RO1 Wood

We shortly leave Rosyth to rejoin the 9th MCMS in Bahrein and unless Nasser and Co. decide they are getting a bit short of pocket money and reopen the Suez Canal, this will mean a long and very interesting trip round the Cape. With the possibility of Christmas and the New Year in Durban followed closely by two weeks in Mombasa (playing hard to get) it is seriously suspected that when we eventually arrive in Bahrein the ship's company will be better lubricated than the rest of the moving parts on-board!

The prospect of the above "happenings" leave us speechless for the present but we hope in the next edition to give you a reasonable (if not feasible) account of this little jolly.

STC DEVONPORT

You name it—we train it!

From small boys (Boys' Brigade) to OAP's (HQ Reservists). Seriously they are not really that old but one ex-Chief Yeoman HQR went outside to pension in 1947. Sometimes we even get RN Communicators here for courses and Fleet Boards.

Our busiest times are from May to September when we are going full strength with RNR's here for their annual 14 days training. We take all grades from new entries (Provisional RO's) to those qualifying for CY/RS. Although their standards are not RN they are all keen which makes it all worthwhile. During most weeks we have JCX classes running and ships in the Dockyard make full use of our training facilities. For instructions we have 2 CCY's—Farrer (Fred) (Regulating) and Foster (Working) 3 CRS's—Tyler, Bailey and Thornton. We also have a CRS (RCI) Brown who unfortunately leaves us at the end of November. RS Lovall leaves us in the New Year with a draft to one of the 'T' class ships—*Terror*. We have a regular turnover of supernumeraries to keep the STC clean etc.

Lt. Clinton is the OiC, his predecessor (Lt. Tonkin) having retired to Saltash earlier this year, S/Lt. Hedley is his 2 i/c.

Two years ago CY Jones joined us in plaster and after refusing several draft chits (P7R) he has accepted the final one, invaliding. He is the first Communicator here to take an EVT course in acting at Bristol University, we wish him well in his chosen profession.

Leydene please note, it is not luck that all your Communicator Wren new entries can type. We have here a poor hard working PO Wren Communicator

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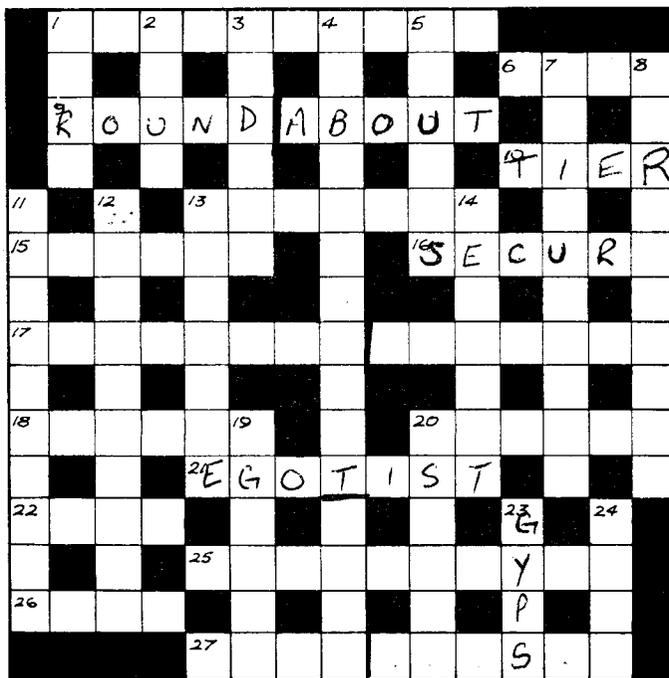
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WINTER CROSSWORD



by Ann Jewell

All entries should be addressed to The Editor, to arrive no later than 1st March 1968. A prize of ONE GUINEA will be awarded for the first correct solution found.

Across:

1. Speedily vanishing beyond one politician. (10)
6. A cloth to catch dribbles occurred in the spring. (4)
9. But I ran and ran within the city. (5-5)
10. Slight hesitation after it reverses leads to a row. (4)
13. Invert him to be successful, though I'm not involved. (7)
15. Turn back the ruff and, errors excepted, you'll achieve poetry. (6)
16. Fix the seat. (6)
17. Prompt courage needed, with the help of the RM, for this order. (8, 7)
18. After school I—um—foot it! (6)
20. Thus labour in a negligent fashion? (6)
21. Full of ego? (7)
22. Retain rolls of bandages within the medicine chest. (4)
25. "The great — Standard was to move;" (Paradise Lost). (10)
26. Take it and do nothing. (4)
27. A pastime of Bottom and company. (4-6)

Down:

1. Flimsy, though strength involved somewhere. (4)
2. This column is unable to stand by itself. (4)
3. Watering place, the shielding leaf. (6)
4. Replaced the old Volunteers. (11, 4)
5. Robs a verse. (6)
7. "Or with a base and — sword enforce A thievish living on the common road?" (As You Like It) (10)
8. Foundation of alcohol?—label my art before it becomes fuddled. (6, 4)
11. I've come to the end of a mixed maxim and am able to understand. (10)
12. President and senior officer—both! (10)
13. See 1. (7)
14. Woody, but not ethical apparently. (7)
19. One monkey with fifty confused the window division. (6)
20. Chapters surround a universal prince and I, becoming metallic. (6)
23. Which ailment can the gypsy inside cure? (4)
24. My calf muscle got bitten by a hidden horse-fly. (4)

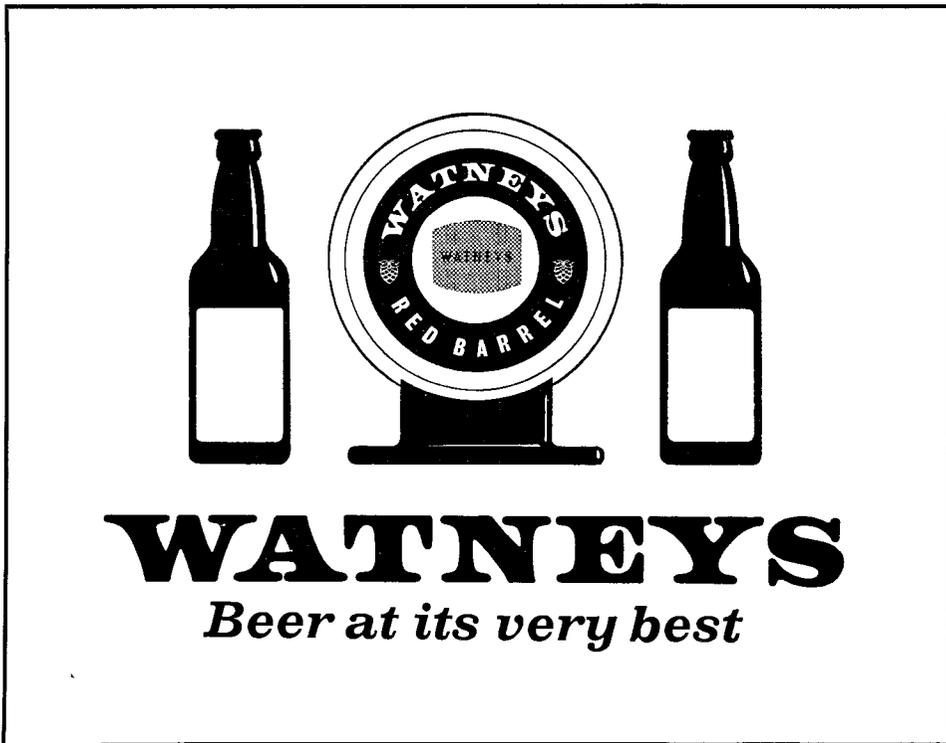
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(Sheppard by name) who makes sure they can all type before we send them on to your careful ministrations.

We can't finish with a funny, but this is painful, coming from an RN Communicator (T):

4 ANS TURN—Divers or friendly frogmen down around the waterboat!

P.S. We still have the best looking Secretary in the business.

HMS DIAMOND

by RO2 Kelly

"The mighty Diamond sails once more," they all say and about time too! For the last three years *Diamond* has been part of the landscape in Chatham Dockyard and a good RA draft.

Late last year it was decreed by the MOD(N) that we should be reprieved from the breakers yard and dockyard mates of all shapes and sizes should take an interest in the ship's welfare.

After commissioning on 19th August this year we put to sea and somehow found ourselves in the North Sea proceeding at 8 knots to the aid of the yacht *Theodora* who was foundering in heavy seas with a rather desirable crew of four young ladies. After a most eventful night we, with the aid of the Gorleston lifeboat, returned the yacht to her home port of great Yarmouth.

We have adopted "We do not sleep" as the departmental motto and our management is Lt. Evans, RS Brown (Buster), CY Hartley (Watches).

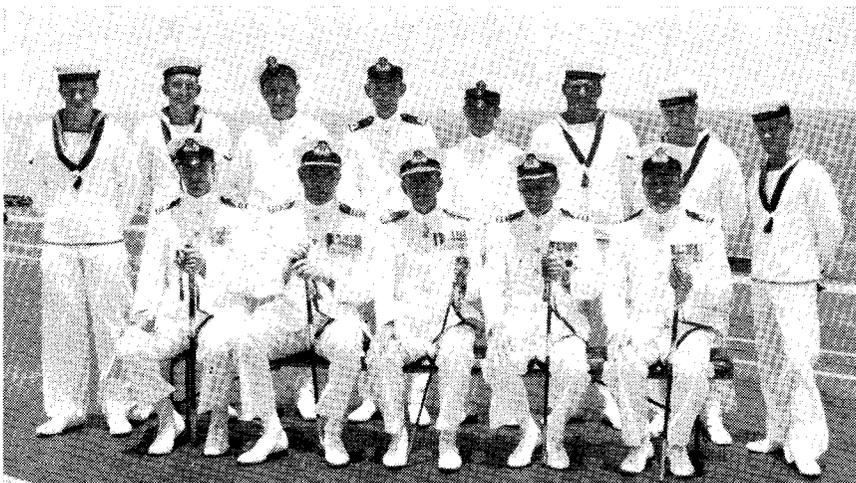
HMS EAGLE

And the Drafting Chief waved that detestable stereotyped form at me! With that knotted feeling from within, I raised my eyebrows as a question.

"*Eagle!*" he said. (Two minutes silence). "You're joking?!"—He wasn't! But . . . but . . . NO 'buts', there it was. The next few days seemed to fly in a flurry of, 'are yellow fever and other jabs in date?' and, 'is passport in order?' If the advice is worth anything to anyone in future, don't join by 'own transport' to Devonport Dockyard. You will get as far as the Dockyard Gate and then find you can either take your car in for a few minutes to unload your kit and then immediately out; or try and find somewhere to park the car and 'taxi' in. I chose the latter, for as sure as fate I would get lost on the big 'E'. It wasn't difficult to find—I could hear it from Plymouth—the steady throb and hum of a big ship alongside.

The following day, I had a guide to take me round the usual essential places and the communications department as well. From then on I was on my own, still trying to remember if I went up a deck to the heads and down one to the dining hall, or vice versa. But settling in doesn't really take all that long, except for finding places now and again that you never believed existed.

The worst part was trying to learn the new (to me) language, e.g. CCR, ORI, FREQSEP, CCU and many others that I now use without thinking. Impressions? ORI—ugh! The less said the better, but we did quite well. CCR—our home for ICS. FREQSEP—can make life difficult at times. CCU—just another box of tricks that becomes a nuisance when three people call at once. Other impressions are that you really don't know that you are at sea until we hit really bad weather and we can't use the snooker table. It's nice to eat somewhere that is designed for that purpose and not for every other leisure activity too, (including writing articles to the



Eagle's Communicator Tree: JRO Gee, LRO Gilroy, CCY O'Brien, Sub. Lt. Nicol, RS Wilson, RO1 Wilkinson, RO2 Garrett, RO3 Lewis, Lt. Cdr. Gilchrist, Captain Pope, Rear Admiral Ashmore, Cdr. Jessop, Lt. Cobb.



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COMMUNICATOR), and you can never be bored. Old cry. There's too much to do!

The Comms. staff on here are pretty good, probably due to many reasons, but as a newcomer I would boil them down to a very few. We DO work hard and we play hard; but not too hard, as the punishment returns don't contain too many of us. More than this, I feel I have joined a team and a good one at that! There cannot be many RO3's who have helped to run the C & M desk, operated a fixed service (mobile) and talked to RAF Uxbridge SSB(V) from the Indian Ocean as many of ours have.

This article is being written in Singapore after a fairly uneventful passage with a short stop at Capetown and some intensive flying off Gan. We had a Vixen go off the end of the runway in Gan into four feet of water—much to the delight of the RAF there, until they saw the driver climb out—in RAF blue! Soon we are off to patrol "East of Suez" or wherever H.M.G. decides should be fit for us. By the time this article is printed, those who are relieving the small percentage to go off in March will have had their draft chits with the big 'E' on it, so a warning would be rather belated. (That isn't really fair, there are far worse drafts than this).

A happening in the MCO when working FST with Station X.

FM STN X: QSY FOURS TO SIXES FM E. ZLN
FREQSEP (AIRCRAFT HF)

FM STN X: QSY FOURS TO EIGHTS FM E.
ZLN FREQSEP (TYPE 984 RADAR)

FM STN X: QSY FOURS TO TWELVES FM E.
ZLN FREQSEP (FIXED SERVICE)

FM STN X: QSY FOURS TO SIXTEENS FM E.
ZLN FREQSEP (FIXED SERVICE)

FM STN X: INT ZPE FOURS.

HMS EURYALUS

by LRO(W) Bunney

Hello from the hard worked and underpaid Communicators of HMS *Euryalus* (the correct way of spelling it!). We missed the Summer edition when the mail let us down, so here is all the news to date.

On the 31st March we joined "Matchmaker III", relieving HMS *Berwick*. The squadron then consisted of HNMS *Zeeland*, USS *McCloy*, and USS *Zellers*, with a Dutch Captain (D). Our first trip was to Northern Norway where we had some exercises with the Royal Norwegian Navy and three short visits to Bodo, Harstad, and Tromso. During our stay in Tromso nearly everybody went up into the mountains to ski, and two Communicators came back down again in the not altogether unusual fashion for novice skiers, on a stretcher! RO2(G) Murchie broke all sorts of things in his ankle and had to be flown home, he is now having a loaf on R.A. in Pitreavie—some people have all the luck.

The visits we had in Norway enabled us to recuperate from our first dose of "Matchmaker" exercises, which out Portlanded Portland. One thing though, we reckon our Communicators are better than some others we might mention—no names, no



RO3 Wade and friends at Expo '67.

Coca-Cola! Most of these exercises took place in the Norwegian Fjords—cold, austere, beautiful places. The R.No.N. has some splendid MTB's and they use a new system of communications—securing alongside a fisherman's hut and borrowing his telephone!

Then we went to Reykjavik, the capital of Iceland, where most of the department bought sheepskin rugs, and enjoyed the hospitality of the USN Air Base at Keflavik. We also saw a geyser, and the place where some sage had sat on top of a volcano (I think I've got the story right), and said that gentlemen prefer blondes.

On then to Argentina and more USN hospitality (they have an air base there too). Next stop was Newport, Rhode Island where we spent two weeks and had ourselves a ball! We were also trying to get the ship looking smart when some NIT left a pot of paint on the 667 aerial. Of course it fell off just as we were painting the flag deck. It spattered everything including the 10 inch S.P.'s and the Chief Yeoman. The culprit offered to repaint them, but the CCY declined—at least I think that is what he said.

Montreal was the next stop, and we were berthed in the EXPO area. The run ashore was excellent with something for everyone. We took part in the British day spectacular with RO2 Barsch dressed up as a copper, and RO3 Taylor as a judge. We also had the English World Cup soccer team onboard, Sir Alf and all.

After EXPO it was back to work again. We took part in a USN "small scale" exercise in the Atlantic—33 ships on the screen—which was very good for all of us, tactical wise. The squadron at that time included HNMS *Rotterdam*, and HMCS *Saguenay*. On completion of the exercise we went to Halifax where we took part in the Centennial Review—42

ships from 15 countries, hosted by the RCN. It was quite a sight.

*Did you know that the RCN is now the CAF, and that they have army ranks? Your Captain is a Colonel, the SCO a Captain, and the CRS a Sergeant Major? They will soon all be wearing bottle green uniforms too. You would be wise not to discuss the matter with the RCN—sorry CAF.

Our last visit with the Matchmaker squadron was to Quebec, then back to Guzz for summer leave during which Messrs. Saunders, Bradley and Foote got married.

After leave we started off with a weekend trip to Chatham where we took part in Navy Days. A record number of people visited the ship, 10,263 to be exact, and that was just in one day.

From Chatham we paid a brief visit to Portland for a "Wash and Brush Up". Then on to Portsmouth for a families day at sea and a weekend—a rare occasion for the Pompeyites. This was followed by a NATO exercise off the coast of North Africa which was most realistic and exacting, and three days in Gib.

A brief stopover in Guzz preceded a trip to Greenwich where we acted as Flagship to C-in-C WF during the NATO Symposium held at the College, then up the Thames for a weekend anchored off Tower Bridge. All this hard work was rewarded with a 6-day informal visit to Amsterdam where a restful time was had by all, but only during the day—the night life of the city was "Good", so need I say more.

At the time of going to press we are on our way back to Plymouth for our final GSL before departing to join the FEF on the 4th December, so the next time you hear from us we will be out in the mystic Orient where, I am sure, we will have plenty to tell you.

* *Editor's Note. While all this is possible it has not yet been implemented.*

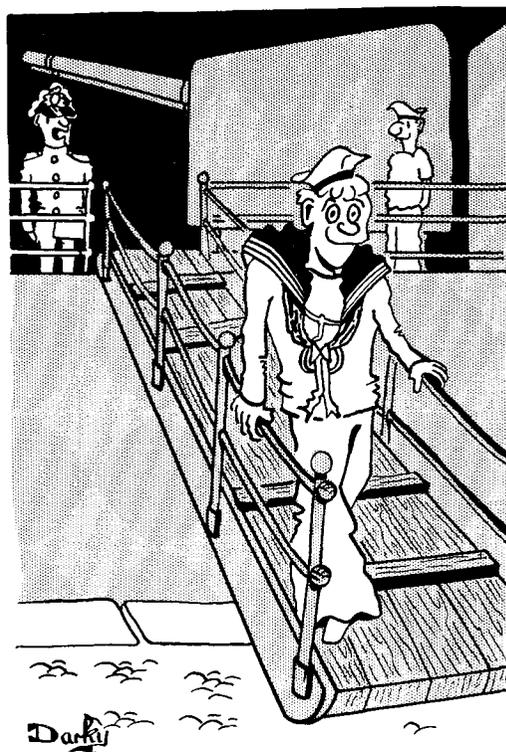
FO 2 FAR EAST FLEET

by RS Ridoutt

The Admiral, who is himself a Communicator, has a communications staff of one officer (the Flag Lieutenant), three senior and nine junior rates. We are a pure sea going staff and shift from ship to ship whenever the Flag moves. Our 'commission' is an 18 months unaccompanied Foreign Service and we spend the greater part of this time at sea. Among the foreign ports we have visited apart from Singapore, are Hong Kong, Fremantle, Gan, Subic and Aden. This year we have lived in three carriers already, namely *Victorious*, *Hermes* and *Eagle*.

The three senior rates generally assist in exercises, inspections and any other happenings that 'crop' up, whilst the junior rates supplement the Flagship's complement of Communicators as well as doing their own particular jobs within the Flag staff.

Although most of our time recently has been spent on carriers we had an unusual Flagship when



"We are not at war with this country."

we spent six wonderful days on RFA *Olna* in between transferring from *Hermes* to *Eagle*. I think we all put on about half a stone in weight in that time. The living accommodation is somewhat stately to say the least.

In the past six months we have steamed over 50,000 miles and have crossed the Indian Ocean six times. We have also had a regular date with that "coral island in the Indian Ocean" called Gan. Now that we have joined *Eagle* there is a Communicator in every rank and rate from the Admiral down to JRO. This in itself must be unique within the RN.

HMS FEARLESS

by CCY L. Murrell

This is not our first or even second but I am confident it will be our last article from the present commission. It finally comes to an end on 14th February 1968 after we have arrived home on 20th December 1967 for a long refit in 'Guzz'.

A lot of water has passed under the keel since our last article, and life has been a little dull. During our last three months in the Far East we took part in an amphibious exercise, prepared for our inspection by FO2, which went well, and spent a month alongside doing our self maintenance.

We then said 'goodbye' to our Singapore chums

and have since been 'out-Patersonning' Carter Paterson's by removing load after load of helicopters, trucks, cars, fire engines, ambulances etc. from Aden to Bahrein. Much sea time interspersed with the odd(!) run ashore in Bahrein. In fact our next week-end ashore (we hope and *Intrepid* willing) will be the Christmas week-end at home.

The first phase of the new commission arrived on 4th October and we wish CRS Rogers and RS Edwards the best of JOINT luck with the new commission—their predecessors, CRS Hill and RS Shaw have both left for Leydene. Good luck to them both, particularly CRS Hill on his week-end bus rides.

It is, for most of us, going to be a sad moment when we finally pay off and no one could have wished for a more helpful and happy Communications staff. We encourage our reliefs to start swotting up the new terms which are going to form their everyday language, a TG OP is not a new type M (E), it is a Pongo sparker, and the ones of this commission have learnt to scrub decks, wash bulkheads, squeegee out bathrooms and down rum like any three badge RO.

HMS FIFE

by CRS D. L. Alderson

We have now been in commission eighteen months and having reached just over the halfway mark of the GSC it is encouraging to see at last some form of programme that has the ship destined for things other than being *at home* in Portsmouth Dockyard.

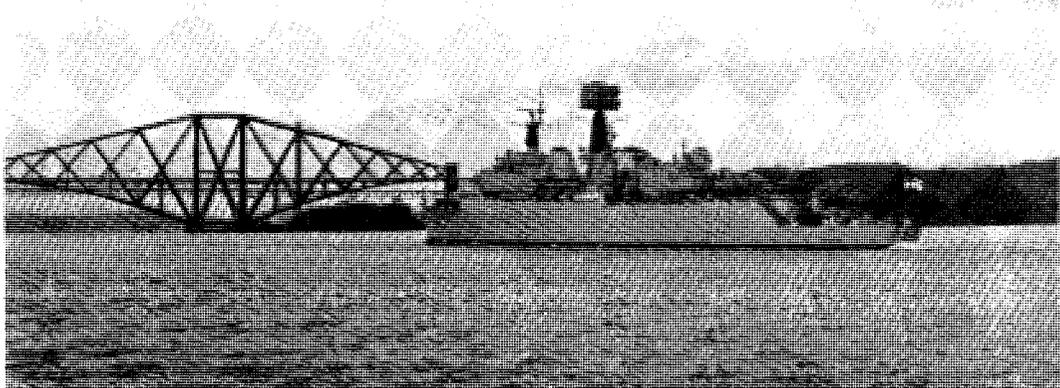
Although the majority of our operational life has been spent in the Channel areas as a floating testbed in order to evaluate our complex weapon systems, and our signal traffic in the main has been concerned with naval stores, arranging trials and the results of trials; it has nevertheless, provided the communication department with a continual traffic load—which has given the new arrivals an opportunity to get *with it*, those who were *already with it*, proof that they should never be *without it* and those who *never had it*

—just what they had been missing! It also means of course that valuable experience is being gained prior to the Portland work up period in January and February.

In July we were able to tear ourselves free from the shackles of Fountain Lake Jetty and head for the "Scandinavian Scene"; after a year of continuous trials and virtually no foreign goodwill visits, the trip to Gothenburg and Copenhagen was just what was needed. Four days were spent in Gothenburg, taking in the Swedish Scene, a beautiful but expensive one! One now realises how Sweden managed to stay neutral during the Second World War—the Germans could never have afforded to stay there! The ship was open to visitors and many came, since the Royal Navy does not often put in an appearance at Gothenburg. It also gave us the opportunity to put on an impressive display of our complement of portable radio equipment, backed by some splendid photographs, kindly lent to us by the staff at ATURM Poole.

Just one day and 100 miles from Gothenburg, we arrived at Copenhagen staying a week. Slightly less expensive than Gothenburg but equally as enjoyable was the general comment on this beautiful Danish seaport. *Fife* had one of the best berths available, the South of Langalinie and very close to the famous Mermaid. The jetty, being always open to the public, contained many a splendid sight—a great improvement on FLJ! A vast sightseeing and sporting programme was laid on in addition to the ship again being open to visitors and a highly successful children's party. Add to this the social scene of Copenhagen, it can be seen that there were just not enough hours available in every day!

Excellent communications were established with the British Embassy in Copenhagen. They gave us a wonderful welcome with a cocktail party and invitations to their homes. One wonders however, how they can keep abreast of current world affairs, seeing as they appear to spend so much time in HM Ships! One Embassy staff gentleman was particularly



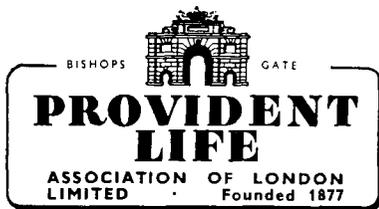
Forth and "Fife"



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pleased to hear that Mafeking had been relieved. Whilst at Copenhagen it was evident that the visit to Gothenburg had improved Anglo-Swedish relations to such an extent that one resident of Gothenburg flew down to Copenhagen! The Chief Petty Officers were able to hold a cocktail party and this was a great success which helped to repay all the kindness and hospitality that was given to us during our stay.

Communications were still very much in demand despite the goodwill visits. We were communicating with Swedish and Danish commercial stations whilst on passage round the Skaw and in the Skaggerak, our helicopter did numerous trips at Copenhagen and on leaving harbour we carried out a short but successful SSB voice test with *Mercury*.

We were soon back in the Channel areas carrying out the inevitable trials and then into Portsmouth once again for Summer leave. We made ourselves useful by having numerous qualifying classes on-board for their ship visit, carrying out various Radhaz Relay trials and participating with *Mercury* in "*Mercury II*", a biannual symposium for the Joint Service chiefs.

Fife now looked forward to our long awaited visit to our own Kingdom—the Kingdom of Fife in Scotland. The occasion was not only unique in that *Fife*, the first ship of the Royal Navy to bear the name was "coming home"; but additionally, we would meet face to face the operators and staff of HMS *Claverhouse* (RNR Forth Division) in Edinburgh. For well over a year, they were just "GXB" to us every Monday evening for two hours of crypto, MMX's and procedure questions.

On arrival in Rosyth, having saluted the flag of FOSNI (Vice Admiral Sir John Hayes, KCB, OBE), we were delighted to see "Miss Fife" come board. This young lady from St. Andrews, won a beauty competition held within the county and came as part of the reception committee and talked to some real "Fifers". A full programme of tours, sporting activities, including an Olympiad at St. Andrews, visits to breweries, coalmines and radio factories, specialising in micro miniaturised components.

The ships communications department were invited to an ICS night (the *Integrated Claverhouse Social*) which was followed by a hockey match against the Wrens of *Claverhouse*. This wasn't so much a match, more like a happening! The score is alleged to have been 4-3, but we are not sure who won. The Forth road bridge took a heavy pounding of traffic coming and going to the *Fife*. In addition to a ships company dance, *Claverhouse* put on a Communicators dance at their Headquarters in Edinburgh. It proved so popular that the Supply and Secretariat Branch came along. In fact there were so many uniformed personnel with the ships cook badge on, that the letter "C" could well have been mistaken for "Communicator".

An RNR exchange night took place on our last evening at Rosyth. Our operators went to RNR Headquarters and *Claverhouse* Wrens came on-board to operate the Crypto side. However, since a final social evening had been arranged at *Claverhouse* on completion of the exercise, it became the shortest exercise on record! We are still counting the drafting preference cards of ratings wishing to go Forth!

Our visit finally came to an end and we are now back at our other home—the English Channel. In closing this article we send our greeting and sincere thanks to all our friends in Edinburgh who, for the Communicators, helped to make the visit such an enjoyable one.

HMS FOREST MOOR

by LRO Rushworth

Travelling through the wilds of the Yorkshire Moors you may suddenly come across a White Ensign flapping in the breeze, this would probably be HMS *Forest Moor*. We are the main RN receiving station for Whitehall Wireless and as such we are the terminal for the radio path of all Fixed services with Whitehall, the signal being passed by Landline from here. In addition we receive all RATT Ship/Shore transmissions from ships at sea, again the signal goes from here to Whitehall by Landline. The conversion to 75 bauds seems to be going very well with only minor snags on our Teleprinters.

The sparker complement is about 30 of whom only a dozen or so are actually employed in the Comcen. The remainder are employed on the accommodation site under the guidance of the 1st Lt. (Lt. SD(C) Daniels).

The 'Ship' itself is about 9 miles from the swinging city of Harrogate which has quite a lot to offer once you get to know it, as have Leeds and Bradford if you have a car to take you that far afield. Our 'Manager' is RS Gollodge who is readily recognised by the Labrador dog trotting faithfully at his heels.

By the time you read this we may well be digging ourselves on and off watch to the Comcen since it is quite normal for us to get snowed up during the winter.

HMS GANGES

Since our last article, we have finished with Parents Day for yet another year. It seemed to go very smoothly which was most gratifying to those who put in a lot of time and effort towards its organisation. A model display built by CCY Wright and RS Whistlecraft was much admired—not least by the JRO's themselves! Some of you may have seen part of the mast manning ceremony on TV in the Blue Peter programme when the star, John Noakes, made a very valiant but unsuccessful attempt to emulate the Button Boy. C-in-C's inspection also passed off quietly tho not without some trepidation when it was discovered that an ex-*Ganges* SCO was part of the inspection team!



“Another ship with all sexless Englishmen I suppose.”

The old “glasshouse” between No. 6 classroom and the CB Office is in the process of being converted into a display room. We have to date managed to beg, borrow or steal a rather substantial amount of equipment with which we hope to build a respectable mock up of a wireless office. This may well be considered too far advanced for the very basic training given in *Ganges* but it will, at least, give the JRO some idea of what he can expect when he gets to sea.

The new GNT Autoheads for morse classrooms have finally arrived but any hopes that ASCO may have had of at last escaping the all too frequent wrath of irate instructors regarding obsolete equipment faded when it was discovered that this equipment did not include oscillators. However it is hoped to obtain these in the near future and the new equipment should be fitted during the Christmas leave period.

After six months trial the Videomatic Tutor for touchtyping seems to have achieved the desired results and approval has been obtained for its retention as a training aid. Voluntary classes for Officers and Ships company, including wives, have also been started and are proving to be very popular.

Comings and goings, CRS Jones and CCY Jupp have now departed for the outside world and their places as Regulating Chief and Chief Instructor have been taken by CRS Henderson and CRS(W) Sawyer respectively. CY Beard having been detailed for a

class his place as Videomatic instructor has now been taken by CCY Wright.

In conclusion we would like to wish all *Ganges* Juniors and Instructors past and present a very happy Christmas and a prosperous New Year.

RN COMMEN GIBALTAR

by RO2(G) Tom Bethell

Having recently completed in quick succession FO GIB's inspection, the CDCN inspection and various exercises, the Commcen is now trying to settle down to the normal routine under siege conditions.

Gibraltar was the first Commcen abroad which the HQDCN inspected and a high 'twitch' factor set in before they arrived, but we found the inspection a comparatively relaxed affair. They settled in at the 'coal face' in the various sections, saw the problems, and went back to UK to find the answers. In the six weeks since the inspection team left, we are seeing some of their recommendations being effected, which otherwise would have taken months of "bumph".

One of our exercises was a real bone shaker with the Gibraltarian HQNR (HMS *Calpe*), WRAF Auxiliaries from Guzz, RNRs from Fort Southwick and UK wireless districts, rounded off with a French and Dutch sparker in each watch. Try asking for coffee boat money in pidgin French. Communications were not mentioned at the washup, so we assume we were all right.

On the sporting side, the comms/seamen easily retain the Inter-Part swimming trophy. The communications whalers crew finished a gallant third a harbour or so behind the winners out of three boats in the regatta. The Commcen football team, skilful and enthusiastic, hope to win the Inter-Part cup. Our true skill, however, lies in the depths of our natural worldly knowledge, namely the annual inter-Services "top of the rock" quiz. Our team, namely CCY Pearce, LRO Tubb, RO Dabell and RO Bethell, to the amazement of all including TV viewers, beat the "Pongo" Gunners 55 points to 45.

Ins and outs are too numerous to mention, but some were followed by marriage namely LRO Tubb/WRO Moffit setting the trend followed by RS Russell/LWRO Bull and AB Wells/LWRO Bennet. Who knows what the future holds when destiny stamps your draft chit *Rooke*.

HMS GURKHA

by LRO Jenkins

Since writing our last article in the Easter edition when we were undergoing various trials and finding out snags in the equipment and operators, we have come a long way—approximately six thousand miles. Each mile telling its own tale. During our rigorous work-up in April/June we attempted to take part in every communications exercise that Portland could throw at us and we did all but two. Any who have been there lately know that is a lot.

Thanks to Colonel Nasser etc. our trip to the Middle East was the long route and gave the ship's company their first run in Cape Town.

We are now on our second Beira patrol and about the middle of November hope to have a bit of a rest in Bahrein.

It's been hard keeping track of the different types of RATT Ship/Shore workings, with various mathematical boffins muttering take off 2.5 kcs. No add 2.5 kcs and now reverse the decision on the receiver—we're going mad!

The management consists of RS Hampton and CY Windsor.

TOM TOM PRIMARY

by RS Hampton

During *Gurkha's* passage from Gibraltar to Simonstown we had to land our helicopter in Freetown and to do this we had to establish a circuit with the Signals Centre in Freetown. At the same time we wanted to speak to HMS *Brighton*, who was in Freetown.

The following took place:

- 0900Z 500 miles from Freetown (HQ of Sierra Leone Military Forces Signal Centre) Established communications with Sig. Centre using callsign MUP3. Sig. Centre using c/s MUP.
- 0905Z Sent intentions signal to D.A. Freetown and a request for him to tell *Brighton* to set watch on this circuit. Message received and we began our wait.
- 2100Z Decided to chase up MUP about getting *Brighton* to set watch as the N.O. wanted to speak to them. The following conversation took place between MUP and the RS.
- MUP de MUP3 Request you inform *Brighton* via D.A. to set watch this circuit K
- de MUP R We will do this at times K
- de MUP3 Will you please do it now K
- de MUP Do you want VWMG K
- de MUP3 Who is VWMG? K
- de MUP VWMG is INS Brahma Putra K
- de MUP3 No. I want HMS *Brighton* who is in Freetown K
- de MUP R Who are you K
- de MUP3 (Disregarding all Security in an effort to get some co-operation) I am HMS *Gurkha*. Who are you? K
- de MUP I am the Signals Centre. Who is on the set? K
- de MUP3 What do you mean? K
- de MUP My name is Paul, what is yours? K
- de MUP3 (Going the whole hog) My name is Phil K
- de MUP R How are you Phil? K
- de MUP3 I am fine what about *Brighton*? K
- de MUP I am very well also K

de MUP3 (Tearing hair out) Good, where are you K
 de MUP R I am in Freetown K
 de MUP 3 R Whereabouts in Freetown? K
 de MUP I am in Murray Barracks, Signal Centre of Freetown K
 de MUP3 (Much relieved) Good, will you please telephone HMS *Brighton* and tell him to set watch this frequency? K
 de MUP I am the Operator K
 de MUP3 Well, will you do it? K
 de MUP HMS *Brighton* is not on this freq. K
 de MUP3 I know I want you to tell her by phone to get on this freq. K
 de MUP Where is *Brighton*? K
 de MUP3 *Brighton* is in Freetown, will you pass my message? K
 de MUP Will tell her later K
 2230Z de MUP3 R Thank you AR

HMS GLAMORGAN

by T.E.H.

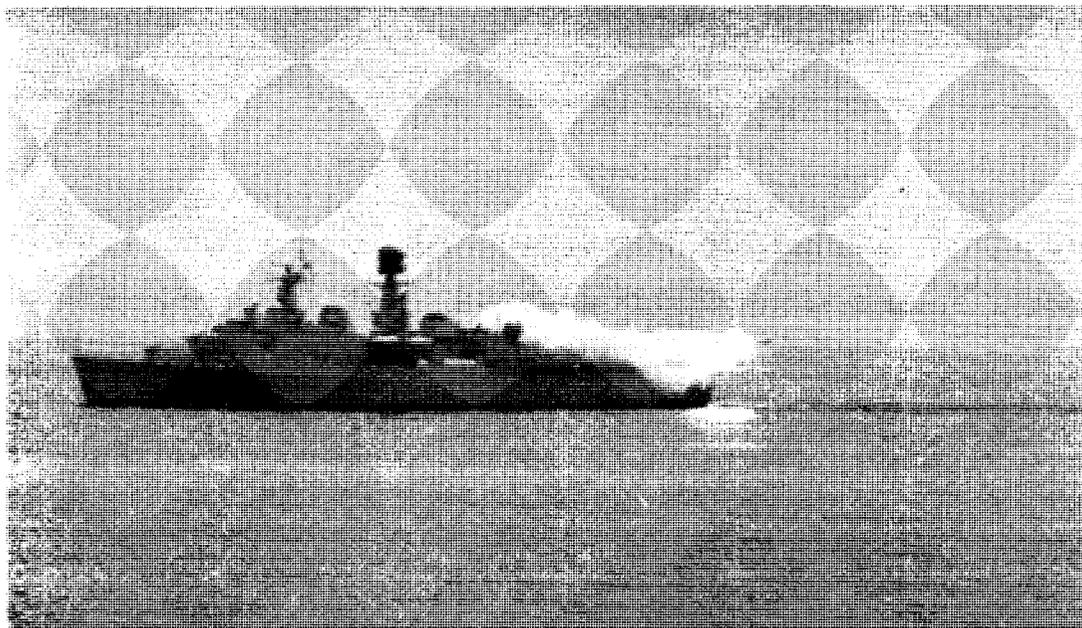
The 12th October marks the completion of our first year in commission and in this time we have come a long, long way. From the green crowd of young lads who streamed aboard the ship late in the evening just one year ago in Newcastle-upon-Tyne, to a fully worked up Communication Staff just returned from Portland.

Portland was far from being the bogey man that many people talk about and in saying this we do take note that our work up was reduced in time and our staff is somewhat larger than a conventional destroyer. Possibly the reason we found things easy was due to the fact that we had been with the ship for so long before going to do our work up, and had therefore had more chance to get to know her. Mistakes (although few) were made, of course, and many lessons learned and we say "thank you" to the staff at Portland for all they did. We hope they enjoyed having us as much as we enjoyed being there.

Three weeks prior to Portland saw us wallowing up and down the range off Aberporth seeking good weather for missile firings. We now have the distinction to be the first ship to fire the Mk II Sea Slug Missile, an event witnessed by many of us on our closed circuit TV. Very impressive. By the time this article goes to print we will have made our second visit to the range for further firings.

During our first Aberporth period we had a weekend in Swansea where a good time was had by all, and thousands of visitors came aboard whilst the ship was open to visitors.

Prior to the range the ship was on the Arran measured mile, and the opportunity was taken to land a Communication Exped. to climb Goatfell, a hill of some 2,866 ft. in height at Brodick Bay, the main port on the Isle of Arran. An early start at 04.00 was planned at first, so as to interfere as little



The first firing of a Seaslug MK2 Missile at sea, from HMS 'Glamorgan'.

as possible with the ship's programme. Many were the moans and groans and cries of "scrub my name then" when this was announced. Eventually the ship did not arrive off the Isle of Arran until 06.30 so the exped. party got a good night's sleep after all, and it was at this time that the party led by S/Lt. Bradnam our ex A/SCO, CRS Houghton, RS Gooden and CRE Bradley set off in the ship's motor cutter. The weather was perfect for a day in the hills and leaving the motor cutter tied up at Brodick Bay pier under the watchful eyes of the Harbour Master, the party divided into three groups of four, the Old Men's group mentioned above starting last. A climb of 2,866 ft. may not sound very much, especially to those of you who are used to it, but I can only describe the last 300 ft. as sheer agony and it was only the thought that I would never live it down if I didn't make it that got me to the top!!! Arthur Bradley must have been born on a mountain judging by the pace at which he went up. However, after climbing 20 ft. and resting, a further 20 ft. and more rest, we eventually reached the top and there below us stretched the whole of the Firth of Clyde, a truly magnificent sight and well worth the effort that went into making the climb. It had taken us three hours to get to the summit and after about fifteen minutes we started on our way down. It was virtually impossible to do this at anything less than a run and in just over the hour a very tired but very happy exped. party found themselves in the bar of the local hotel, supping well deserved pints of Scottish ale. Before going up the CRS checked his weight (after finding a set of scales strong enough!!)—after the climb these same scales indicated a 5 lb. loss in weight. He cannot, however, recommend this drastic means of losing weight, especially as an hour and a half in the local drinking pints of bitter played havoc with the lot . . .

We have little further to liven up the remainder of this term. A possible visit to Newcastle. A couple of weekends in Plymouth to keep the Guzz natives happy and to show the Pompey Natives what it's like having to travel at weekends. Much more sea time and then in for Christmas Leave. Of course this could all be changed and our deployment date looms ever closer.

On this note may we from *Glamorgan* wish all Communicators a Very Merry Christmas and a Happy and Prosperous New Year with little QRN. **STOP PRESS!!!**

Rugby HMS *Mercury* Nil HMS *Glamorgan* 28

Contrary to popular belief we did not turn out the Welsh International Team or the County Team!!!

HMS JUNO

by LRO(W) Sheppard

F52 the latest and brightest of the Leanders commissioned at Thorneycrofts, Woolston on 17th July with full Guard and Band followed the whole ship's company toasting the new ship in champagne.

Thorneycroft's have done us well and finished the ship off beautifully.

We completed our testing and tuning programme in what we believe to be record and are now in the throes of working up at "you know where".

The management consists of Lt. Cdr. Terry, RAN, CRS Barrett, CCY Cooper and RS(W) Hutchinson.

KRANJI W/T

We are very interested by the opening article of the series about Kranji "in the old days" and look forward to the succeeding articles with anticipation. Any establishment which was in existence before 1939 has a bit of history attached to it, even if only because of the "characters" who have passed through its gates. There is little, or no, local record of those days, of course, Kranji is well littered with the remains of the sites of old buildings—of 14 former accommodation blocks in the outer area, only two now remain. We often dig up old ammunition in the Lower Aerial Field—formerly the Oil Fuel Depot—and we hear stories of the enormous pythons which inhabited the tunnels under the football pitch, and of the underground shelter found, just after the war, to be full of books of gold-leaf and rice-paper. Perhaps one day a proper history will be written.

It is hoped that by early 1968 all the promised bits and pieces of better equipment will have arrived in the CRR and we shall be able to provide the improved communication service we've been promising for so long. Our efforts to improvise have been disappointing, unfortunately, so we just have to wait until next year for an improved Ship-Shore RATT system. However, we are very grateful for the co-operation we've had from ships, who have put up with our many "tests" and "trials"—if you see what we mean.

Beira, Aden and Hong Kong may be, geographically, a long way from Singapore but the repercussions of happenings there have been felt in our local "College of Knowledge". Changes in Fleet programmes are, we know, regular occurrences and it has proved almost impossible to run courses in the STC to a set programme. However, with a certain amount of flexibility on our part and a great deal of co-operation from ships' staffs, it has been possible to keep our instructors really busy.

Stop me if you've heard this one . . . it is still only too apparent that many candidates for Provisional Examinations and Fleet Boards for LRO do not understand that something more than a "quick flog up the night before the exam"—is needed to maintain hope of success.

Kranji has again had varied success in the sporting field. Soccer and rugby have not had such strong adherents of late. The softball team won their Singapore League Championship; the table tennis team provided more than 50% of the RN representation in the Inter-Service Tournament. The Combined Kranji—Suara tug-of-war side won the day in the *Terror* Sports. RS Perry, who has done so much

to arouse interest in shooting here represented the RN in a tour to Ceylon, while RS Puttick was again selected to join the Joint Services cricket team. The Electrical Division again scooped the Kranji-Suara sports and provided a strong part of the Inter-Part team which did so well in *Terror* sports.

The arrival of Lieut. J. Shackell as First Lieutenant (together with his "Oscar"), brought some new interest in the Drama field. The Kranji Naval Players are to present "Everything in the Garden" as their entry for the Inter Service Drama Festival in December—the only RN Group entered. The Players formed in December, 1966, have, by their own efforts, rebuilt the stage in our very hangar-like Cinema, have constructed, wired and brick-laid, and, in general, have earned many congratulations. Two well-received plays have been produced, and we are all hoping to see Kranji stand high in the list of the Drama Festival results.

In a few days we shall undergo the first of the DCN Operational Inspections. This is a fairly new venture. We shall have to see what happens.

One track minds in the STC Classroom:

Q. What is a Deepfield Signal?

A. Something to stimulate a torpedo.

Q. What are the two methods of artificial resuscitation?

A. Mouth to mouth—Olga Nielson.

On which note—a Merry Christmas and a Prosperous 1968. To those who leave us we bid "Haste ye back" and to those who join us "Come in—its guid to see ye".

HMS LEANDER

by LRO Ishmael Owen

And so it came to pass that the noble craft could not (due to circumstances unforeseen) stand the pace of the Caribbean Area, and there was much sadness in the tents of the Runashoreites. But much rejoicing in the camps of the Pompeynatives. And the craft, with its peoples asses and oxen returned to Portsmouth where they tarried for many a day making merry and forgetting the vows of their forefathers.

And the Lord God (Cincuswoofus) saw this and was displeased with his children and sent them into the wilderness which was called Plymouth. And many of the tribe were discontent and departed with their tents going their separate ways with mutterings of Phase Drafting. But lo ere long had passed new hordes flocked to the banners of the Leanderites and there was much merrymaking and gladness.

Thus it was so that in the sub-tribe of the Sparkerites there were new leaders, CRS (Chief Rabbi Scribe) Gray and LRO (Leading Rabbi Ordained) Payne late of the camps of the Mercurites and Guzzites respectively.

After tarrying many days in the land of the Oggites the tribe of the Sparkerites departed with the hosts of the Leanderites (for they were as

brothers and were one) and went into the land of Sheik Ali Ben Fosti. And there they fought many battles and fasted many days on Action Messing (for lo these were surely hard times).

At present the tribes are encamped in the oasis of Portsmouth and are preparing their weapons and mustering their host for many battles in the land of Marsovin du Malta.

HMS MALABAR

by CY Hugh

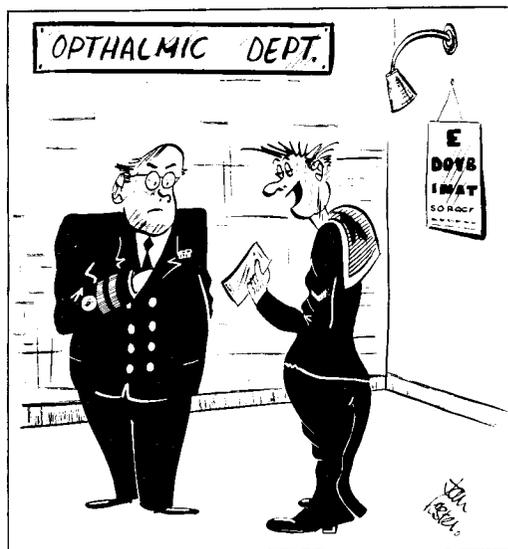
IN MEMORIAM

14th February, 1968

On this date, in this year, the billet of CY on the staff of HMS *Malabar* was cruelly taken from us. Its passing will be mourned by all its admirers.

This is true, for, in the name of "Progress", I am being relieved by a Radio Supervisor. While I hate to admit it, "Progress" is right this time. For what can a Yeoman say when a sparker-type wanders in and calmly announces "The PA's aren't loading, the aerial reading is low and there's a buzz when I switch on my HT?" For my part I switch on my "Thoughtful" look, utter a few "Hmms" and "Ha's" and say "Well, you'd better put the spare in, then".

So, though I am chokka that *Malabar* is no longer complemented for a CY, I shall be extending a warm welcome to my relief, RS Downie, around about 14th February. Anybody got a "Guide to What a Yeoman Should Know" they don't want?



"WHICH wall Chief?"

Looking around us here, nothing seems to have changed much. We said a sober Welcome to Lt. Cdr. Saunders in September and a beery (well, three cans, anyway), Farewell to Lt. Cdr. Balfour who should be firmly ensconced in *Mercury* by the time this edition comes out. Kindest regards to you and your family, sir, and may we say our traffic level seems to have dropped?

Talking about traffic levels, we expect an increase in the New Year, for the Army Staff Officer, Caribbean is moving in with us. A Lt. Colonel, Grenadier Guards, no less! There is no truth in the rumour that we are being issued with bearskins!!

Apart from one small island's desire to join the ranks of self-governing nations, which necessitated LRO McCoy disappearing complete with 119 into the wild blue yonder, and various VIP's passing through as it were, it has been pretty quiet. Even the NCS exercise gave no cause for alarm, averaging about six signals a day.

Mr. Francis Van Lowe, our "Colour Sergeant of the Black Watch" (his words, not ours) sends his regards. Van celebrated twenty years with the RN in Bermuda in September and claims he hasn't recovered from it yet!!

To close, I would like to take this opportunity to scotch the rumour that the bend in one of our aerial masts was caused by an irate Yeoman hitting an OD over the head with it!! Sad to say it bent when we hoisted it.

Merry Crimbo to all our readers.

MALTA COMMCEN

by M.M.

Since the last edition of our magazine Malta has been beset by change. No longer would old hands recognise the tunnel and its basic atmosphere. The biggest change being the loss of the CCYOW—that fount of all knowledge. Those students of 117 and its Supplements, DCI's and other official publications will realise that FO Malta has now assumed the additional duties of CS Malta. To help this step forward the signal distribution complex is duplicated in Lascaris main buildings and in HMS *St. Angelo*. Two bright new offices, Lascaris in the care of CCY Whitehead and *St. Angelo* under the auspices of CCY Hunter, have resulted. Change would seem to be our constant companion in the Island these days and the threats and promises of future moves leave us all slightly agog.

To all our kin throughout the world we send our good wishes and look forward to the news and views they have to offer in the Christmas edition. Like them we look forward with confidence to more progress in the communication world in 1968.

HMS MANXMAN

Since the last edition, we have left our base port, Bangkok, and visited Singapore twice, and for a brief spell of ten days became flagship of the Far East

Fleet. An extract from our Bangkok programme reads, "Admiral arrives—Guard, Bugler and Piping Party. General Jesus arrives—Guard and Bugler only". Who said that the Admiral was NEXT to God?

A Comms run ashore, the first of it's kind in two years, is being organised after the MCX to try and numb shattered nerves. Trying to run an exercise with the traffic flow of a flagship, the staff of a frigate, and the equipment of a MFV is no joke. Please, Please, A.S.W.E. take the hint and send us something modern, for we are a support ship you know.

We all knew it would come to pass
The might *Manx* set sail at last.
A belch of steam, a burst of speed,
The 89's began to wheeze.
A rev, a turn, a little rudder
The flippin' broadcast starts to shudder
but still undaunted on we sail,
the 691 held by a nail
and once upon a time of late,
we had on board a "B Two Eight".
To clear our traffic is a task,
How do they do it you may ask
Our 622 is past it's best,
We wish they'd left our TCS.
You may think we joke and jest
But never mind we do our best.

At the time of typing, the VM's dreaded buzz has come true. We are going foreign. Hong Kong is just over the horizon (Red Guard and Banned!).

CLYDE SUBMARINE BASE HMS NEPTUNE

HMS *Neptune* commissioned on Friday 12th August as the ship's name for the Clyde Submarine Base. Even though we are in commission things are not yet by any means completed. *Maidstone* is still in her usual place carrying out duties as depot ship and this she will be doing until early in 1968. Her communications role has been reduced to that of a private ship and the Shore Comcen has taken over the responsibilities of SM3/SM10 and by April '68 will have all Capic Clyde's as well. This Comcen came into operation on 1st June and like any new Comcen we have had our teething troubles but now things are settling down to a set routine.

The Wren Communicators who started joining us early in November will be replacing all our supernumeraries who have done a grand job helping us get off the ground. They will take over Tape Relay, HIC, Crypto and Distribution duties. It is planned that by 1969 the Comcen will be manned entirely by submariners excluding the CCY and of course the Wrens.

For anybody drafted here who wonders what it is like, they can expect the latest in accommodation and dining facilities. Junior rates are six, PO's are three to a cabin and Chiefs have single cabins. The

Wrens have similar arrangements in their own block. The social amenities at the moment are not much more than the NAAFI bars and a fortnightly dance. However by 1969 there will be a swimming pool, cinema, bowling alley etc., in fact something for everybody. For married personnel there is a 3 to 4 month roster for married quarters and this should reduce as more are built (1,200 in all).

On the Churchill estate in Helensburgh work is progressing very well on the School and Community Centre and these should be open sometime in 1968 together with a large NAAFI shopping centre built on the same lines as those found on large Army and RAF bases.

The first Polaris submarine—HMS *Resolution*—arrived in our midst in October and her presence has given us all an idea of what will be required in the future when the whole Polaris squadron is operational, it will be like the old proverbial windmill, we'll never stop.

All in all things are progressing quite well in all directions and by the Spring of 1968 the base should have taken over fully her duties of shore support for Polaris, Fleet, and Patrol submarines.

HMS PLOVER

1967 will see the end of the longest continuous commission in the Royal Navy, as we know it today. This honour belongs to HMS *Plover*.

She was laid down at Denny Bros., at Dumbarton on 7th October, 1936, and was launched on 8th June, 1937. Six hours after the declaration of war on 3rd September, 1939 she began laying her first minefield southward of Bass Rock. Then, after a visit to Dover, she laid a deep minefield off the Clyde and other mines in the South Inchkeith Channel and returned to Portsmouth.

Mines were laid throughout 1940; after a refit in the Humber between February and April, 1941 she mined the St. George's Channel. On 4th July, 1941 she was congratulated by CINC Nore on her efficiency and accuracy in connection with the East Coast Barrier. January, 1942 saw her operating off the Belgian coast and in July of that year danlaying at Lochalsh, in November 1942 she was back on the East Coast.

During 1943 *Plover* operated from the Humber and from Milford Haven, returning to Portsmouth in June. She was based there until the Spring of 1944. between April and June of that year she carried out a large programme of minelaying off the French, Belgian and Dutch coasts, to hamper enemy movements and to assist in the protection of the assault forces in the impending invasion of Normandy. For this purpose she was based at Dover. In mid-August 1944 she laid a series of deep minefields in the Channel, moving later to the Irish Sea.

Towards the end of 1944 the Admiralty sent a letter to her pointing out how "Their Lordships have also observed with satisfaction that HMS

Plover has now laid over 10,000 mines since the outbreak of war, and that the work of the ship has been marked throughout by its persistence, accuracy and freedom from breakdown".

1945 saw her combating the U-boat threat in the Channel from the Schnorkel boats laying deep fields in the Portsmouth area, off the Isle of Wight, Cherbourg, Le Havre, the Lizard, Wolf Rock and Start Point. Her last lay in this series was on April 30th.

She ceased operations on 6th May, 1945 and was at Portsmouth on VE Day, 8th May. On 11th May she reverted to her peacetime role as a tender to HMS *Vernon*.

HMS *Plover* is the eleventh ship in the Royal Navy to bear the name, her motto "NOLI ME TANGERE" ("Do Not Touch Me") is borne out by her wartime history. She was never hit and suffered no casualties in all her 165 sorties against the enemy.

In January 1966 HMS *Plover* became support ship and minelayer for the 1st MCM Squadron, Port Edgar, and in consequence wears the Scottish Lion on her funnel.

This last year has been a full programme of exercise minelays and visits, which have taken her to Middlesbrough, Sunderland, Newcastle, Swansea, Portsmouth, Newhaven, Oslo, Ghent, Bremen, Antwerp and Den Helder—but the "old bird" is tiring, and soon HMS *Abdiel* will be taking her place. Let's hope she will have as successful a commission as *Plover* has had.

Communications wise the equipment is about as old as the ship, and we survive without RATT, ICS or COMIST. As a poser to the boffins, "How long should *Plover's* paying off pennant be after being in continuous commission for thirty years?" On the unofficial theory that the length is determined by the length of time the ship has been in commission, the answer comes to 10,953.6 feet!



"An' I joined cos it was a secure job."

MHQ PLYMOUTH

by RS M. J. Long

The warm summer days are over and the tell-tale signs of winter are clearly evident. However, MHQ Plymouth, incorporating Plymouth W/T, plods on regardless.

It wasn't long after we had settled down from the *Torrey Canyon* episode that we were swinging back into another exercise and as usual MHQ was a hive of activity. For the first time 18 HQR officers and ratings were fully employed on communication duties—as a result of their training at MHQ.

HMS *Vivid* (located in the same building) is our local HQR special volunteer force, and is activated every Wednesday evening. This team is made up of sixty-four volunteers from men and women of all walks of life, including some 15% ex-regular Communicators, who come in to receive instruction in all fields of naval communications. Putting into practice all their training by manning circuits and assisting with MSO duties during exercises, has proved to be very valuable and much weight has been lifted off our shoulders at such times.

We are now back to normal again with a relatively small exercise just completed. A live amphibious assault exercise with rear link communication facilities between HMS *Intrepid* ourselves and JFHQ Blandford. From the staff we provided two teams, one consisting of RS Penhale and LRO Stewart who drove north burdened down with various equipment for helicopter control. The other team went aboard the *Intrepid* to advise, generally get in the way of and work up the ship's communication staff. This team was headed by the SCO, Lt. Cdr. E. S. Spencer with RS Nichols plus three OXP ratings (and dozens of Kwells). The rest of the staff were in three watches (again). The main interest centred round the chance to try our new FX4 facilities. Naturally there were teething troubles but after we shifted to 50 bauds generally everything was successful. The OIC admitted that he was in his element watching CRS Dilloway, CRS Matthews and myself cutting tapes and manipulating the Type 12 teleprinters when ZBZ 5 was the order of the day.

Slowly but surely various annexes of the MHQ are being modernised under the technical direction of our Systems, Weapons and Electrical Engineer Officer, Lt. Cdr. W. J. Cole, an ex-Communicator. The teleprinter room has had a thorough refit and is now complete. The telephone exchange is shortly to be amalgamated with the RAF switchboard. The UHF Radfone facilities are being so arranged that ships requiring the link and who call on the frequency allocated will find themselves connected directly to the exchange, thus cutting out the delay of arranging it through the radio room (Plycoms is to be amended in due course). Superseded equipments in the radio rooms are being replaced and facilities have now become available for us to run a fixed service with ships when required.

In July we said farewell to the Commander-in-Chief, Vice-Admiral Sir Fitzroy Talbot, KBE, CB, DSO*, and are proud to welcome in his place Vice-Admiral C. P. Mills, CB, CBE, DSC, a name well known in the Communications Branch.

Comings and goings amongst the staff are frequent but in November we say farewell to the Officer-in-Charge, Lt. Cdr.(SD)(C) E. G. H. Reubens, whom we congratulate on his recent promotion and wish all the luck in next appointment. In his place we welcome Lieut. (SD)(C) T. T. Brogan. We also recently welcomed Third Officer L. Tinckham who has temporarily taken up the appointment of SCO 3.

From MTI and RBDK we wish you all, especially those with whom we have communicated, sincere Christmas greetings and a happy and prosperous 1968.

RN COMCEN SINGAPORE

Readers of *THE COMMUNICATOR* missed a splendid literary treat last time when our article was posted "too late for inclusion", or is this the Editor's version of a diplomatic cold? Anyway to bring you up to date. The era of confrontation has now passed and to everyone's surprise but the Communicators, traffic has climbed to (and stayed at) a higher level than during confrontation. Phase 1 of the Comcen is now completed. The place has been painted, is being refurnished and even the old Routers board was last seen on a dockyard rubbish dump. Tiles are being replaced, the horrid old "back signals" stowage has joined the routers and plans are under way to provide a proper rest room. Even the days of the Electric Banda are numbered because as quick as a flash HMSO agreed to replace them with new ones at the first time of asking. Comers and Goers out here are a bit too frequent to mention but some of those who should be remembered are CCY (Ormig Juice) Bill, CCY (Redist) Greenfield, CCY (No SNAGS) Beale and LRO (Snags Bo) Roberts. Good Luck to all of you and thanks for what you did for us.

Despite earlier remarks about traffic it does have its quieter moments which was just as well one weekend when we suddenly ran out of tape and had to scrounge around the dockyard. Which reminds us, the Army have now taken over the responsibility for stationery supply on the island so if you see yet another Comcen Communicator lurking around your stationery store you'll know not to blame the CCY.

Exercises have passed in their turn and hardly raised a ripple but it was nice to have the DFCO (Lt. Cdr. Allan) at the other end of DCN 309 recently. He now has the word "Outage" engraved on his heart. Spasms in Aden, Beira and Hong Kong continue to raise the level of traffic but these are welcome from a professional angle because they prove that the system really works. And talking of a system that really works it would seem appropriate to put in a plug here for all the hard

work and expertise that goes on in Mauritius W/T. It's very nice to have such a co-operative and hard working station on our doorstep.

We have carried out some very successful and most exciting trials from Singapore, most of which fall into the category of unmentionable but one mentionable is the IDCSP trials—Satellite Comms. for short. The March SD Promotion signal was we think the first live signal we took off the satellite and it was perfect. Now we get a bit blasé about the whole thing but it obviously has great potential. A pity that a good downpour of rain between the Naval Base and Tanglin sometimes ruins the whole costly venture.

At this moment we are girding our loins for our first Inspection by the DCN experts, we will tell you how it went next time. Some newcomers to our fold must be mentioned. By the time you read this in print S/Lt. Collins will have relieved S/Lt. Adair and CCY Davies will be in the Regulating chair. CRS Foote is now seated comfortably in the other regulating saddle and his firm hand and decisive but tactful approach can be felt in many corners. Finally a word about the Wrens. The first Commission of Comcen Wrens will soon be drifting back to the UK. We look forward to their reliefs and will miss the "first eleven" very much. Good luck and thanks to you all.

HMS SIRIUS

The end of the first commission is in sight and by the time the Christmas edition is out we shall all be wending our separate ways according to Drafty's whims.

Looking back over the last eighteen months since we commissioned in Portsmouth Dockyard on 14th June, 1966 we certainly have had a good run for our money. Life started the same as all new commissions, sea trials, Portland work-up and then in November last year we sailed to join the Far East Fleet. Or rather the Far East Station, as we were rather independant and rarely saw the other units. It was five months before we saw Singapore, until then we were waylaid on the Beira Patrol and enjoying runs ashore in Mombasa (four times) and Seychelles once.

When we sailed from U.K. it was on a Foreign Service Commission but half way across the Indian Ocean we found we were on a GSC. This meant instead of flying home around the turn of the year we sail home having bought twice as many rabbits as originally intended. Singapore, Hong Kong, and then we were to become the envy of the Far East Fleet. Whilst every other ship was having its programme changed because of various operations and emergencies throughout the far flung Far East, we sailed for all points southeast of Singapore.

Many will remember Queen Salote, the Queen of Tonga who made such a great impression on the British people at our own Queen's coronation. Queen Salote died in 1965 and her son Tupou IV was

crowned King on 4th July. *Sirius* represented the Royal Navy and one of our duties was to provide a guard at the coronation. The guard was fully representative of the whole ship's company, the comms department providing its share in shapes of LRO Lodge and ROs Eldridge and Wallace. In the evening *Sirius* provided a firework display, £450 of Australia's Mr. Brocks best. An impressive display after which Their Royal Highnesses, The Duke and Duchess of Kent, who were representing the Queen at the coronation, came on board and met a number of the ship's company and then dined in the ward-room. The following day was the day of the coronation feast. Of the two thousand guests, one hundred and seventy came from *Sirius*. The feast was in true Polynesian style, the food being brought out on bamboo and frond stretchers, one stretcher for every eight guests. A typical 'table full' was four suckling pigs, four chickens, a lobster or two, a side of beef, numerous whole fish, yams, water melons and other local fruits. Even after starving ourselves the day before justice was not done to the food. After the feast came the 'lakilaki'—singing and dancing—by schoolchildren and each separate island group. A group would consist of about two hundred men and women, the women carrying out dainty steps and hand movements but the men really hurled themselves around.

On route to Tonga, other than for fuelling stops, our first port of call was Sydney. The name *Sirius* goes right back to the beginning of Australia's history. In 1788 Arthur Phillip, the first Governor of New South Wales, arrived in the first HMS *Sirius* to found the new British colony, landing where Sydney now stands. During the visit there were various celebrations linking the two ships.

After Sydney, Wellington for another four days, even if the weather was cold our reception was not, and many regard this visit as one of the highlights of the commission. Next Suva (Fiji), Tonga, back to Fiji again but this time calling at Savu savu as well as Suva. No wonder Singapore Comcen could not understand our sailing signal.

Arrive	Place	Depart
	Suva	_____
_____	Savusavu	_____
_____	Suva	

By now we were on our way back to Singapore, en route calling for two day stops at Noumea (French New Caldeonia), Ugi and Honiara in the British Solomons, Port Moresby (Papua) and Darwin. A thoroughly good cruise to be remembered for a long by us all.

Back at Singapore for a new captain, Commander J. N. Humphrey-Baker, up to Hong Kong again where we said goodbye to RS Green, now at *Forest Moor*, and welcomed RS Wingett. Then it was time to turn westwards and sail for home. At Mombasa tragedy struck. Whilst laying out the dressing lines for Kenyatta Day, CY Pepper fell from the bridge top to the forecandle fracturing his skull and left thigh. After initial treatment at Mombasa the Kenya Air

Force flew him to Nairobi where the last report before we sailed was that he is slowly improving. The Dilfor scheme was put into operation and Mrs. Pepper was at his bedside in 48 hours. We all wish CY Pepper a speedy recovery and a happy homecoming.

TROGLODYTES TALKING

by Orpheus

Yet again we have been blessed with a silly season where the comings and goings have left us all in a whirl. One of our more charming Troglodytesses was in fact heard to remark, "It is smashing working at Portsmouth Commcen because you never know which 'dishy' sailor you will be working alongside next". Perhaps it is not quite that bad, but we have certainly staked a claim for re-naming Mauritius W/T as Portsmouth Commcen II.

We were however, sadly neglected by a film company which prowled around the underground. Apart from providing an ages old A.A. book and a Wrens skirt (without a Wren in it) we never got a look in.

At long last we have started to make our mark in the sporting field, and very much like the Great Britain athletics team it is with the girls taking the credit. Our ladies football team, with the aid of a very benevolent referee and an assisted goalkeeper managed to beat FOAC staff by 7 goals to 4. Unfortunately, flushed with this success, they took on our particularly chummy ship, HMS *Fife*. We found that on the football field this chumminess departed and in addition to beating us 3 goals to 2, our Leading Wren SWOP, Miss Marples, was compelled to take a weeks rest cure in D of K Sick Bay. Please will ship's refrain from challenging us at football in future because football for the Wrens is now out.

It has been noticeable this term that some of the enthusiasm to gain advancement has waned, and the number of genuine candidates not as good as one could hope for. However, again in the ladies field, we take our hat off to Wrens Blackburn and Heslop, who with the marks they obtained in their respective courses for L/Wren (RO), must have come top or thereabouts. Rumour has it that they stood to buy the OjC Commcen 12 brandies if they failed to do just this.

We have continued our happy liaison with HMS *Southwick* RNR (HQR) unit and would like to take this opportunity of congratulating 2/0 Haskell on her promotion. Some of the watches would have liked to have changed duties on the following Wednesday when 2/0, still dressed as a 3/0, had a most embarrassing evening. Our congratulations are also due to Sub. Lieut. Berryman who before promotion worked in the message handlers section. Based on the "where are they now" theme, some of the older Communicators may recall Yeoman Alex Moore. He now lives in Southsea, has made good in civilian life with a soft drinks firm, but most important from our point of view is now a Lieutenant in

the HQR and is playing a very active part in the training of the crypto section officers who lack his former Service background.

For the HQR unit the highlight was, without a doubt, the unique loan draft to Gibraltar Commcen. It would appear that the Communications team acquitted themselves well. Nobody made a fortune in the Casino, but the exotic perfumes on Wednesday evenings give a clear indication of the side benefits of such a loan draft. To all ex-Communicators wishing to keep their hands in we would again remind you that a warm welcome to you and your wife/husband can be anticipated on applying to join the HQR.

We have bade farewell to Commander Fawcett now at the reins of HMS *Zulu*, and welcome in his stead Lieut. Commander Graham-Clarke late of "X" Section. As always we look for improvement to the facilities of the Commcen, but like all other establishments, we have to take our turn in the queue and snatch gratefully at the crumbs that fall from the Treasury's hands. Nevertheless, things are slowly being progressed and for these small mercies we are duly grateful, but if Father Christmas reads this article, please, please, please can we have an escalator for Christmas.

With the ladies taking up so much of our article, it is perhaps fitting that we should end with a remark heard in the Commcen, "When I joined, it was to release a man for sea. Nowadays the Wren's main object is to keep him from going". Ah well, such is the penalty of mixed manning.

HMS UNDAUNTED

by RO1(G) Taylor and RO1(T) Pratt

Having been commissioned for over a year, perhaps fellow Communicators might like to know of the existence of the fighting 53, otherwise known as the "Galloping Ghost of the Medway Coast". There are probably a few of you who know us as Captain D Portland Squadron.

We completed a delayed work-up during the middle months of this year, finding it a great relief to know that we only had four weeks of the dreaded Fost Shock Troops to put up with. Since then, our main task has been day-running to get other ships fit for their various tasks around the world.

In communications, the past year has proved to be quite an instructional one for most of the staff, specially during the work-up. Indulgence in RATT ship-shore has proved to be quite successful, making our ex-fixed service kings feel really at home. During a recent exercise, we developed an entirely new form of signal pad. It consisted of one A/S plot table and a very co-operative RP2. A few initial snags, such as getting the table down the voice-pipe, have been ironed out by the use of Kodatrace, so the next time you're under HF silence with an urgent signal to go, write to the SCO, who will probably send a trained kangaroo with the reply.

We visited Bootle a couple of months ago, finding it a good run, but others longed to be south of the Thames again. Next on our travel itinerary is a visit

to Hamburg, where some intend to go shopping in the new "Love Supermarket", whatever that might prove to be. Anyone for green stamps?

After a hard year, the 'galloping ghost' is going to hibernate in her home pastures at Chatham, which will suit a lot of us, though there are those who could think of a better place to "park" for the Christmas period. Anyway, to ensure a nice quiet leave, don't call us, we'll call you . . . maybe.

HMS VICTORIOUS

by W. B.

The 31st August, 1967, was a day of apprehension for many Communicators, especially those detailed to join "Big V" in Portsmouth Dockyard.

For most, this was a "first big ship", and the task of understanding DC markings, strange pipes about smoking, main decks and the like, plus two-thirds of the Regulating School appeared to be present just "watching points"—or so I was told. As if to confuse the position, joining routine was confined to the *Centaur*—floating barracks—*Eagle* please note; We found the compartments very well cleaned up and suitable for installation of our happy band.

The trouble of learning the *Victorious* layout during the day after.

To date I'm glad to report that all JRO/RO3's have found the most likely place to conceal themselves, proving they at least now know their ship. But I hasten to add, the various dockyard bits will be removed after Christmas leave period, and all the weight of the Service will be brought to bear on those absent from cleaning stations etc.

During our refit, as often as possible, our RO2 "Q" classes are being given every preference to advance themselves—RS Goldsworthy making the best of his NE knowledge here—with examinations in the Signal School, during the 2nd and 4th weeks of November.

We have loaned LRO's/RO2's to *Juno*, *Brighton*, *Wakeful*, and the SD School, and have a team at Fort Southwick under intensive AT instruction, our thanks to the staff there. Maintaining the compartments therefore in two carriers, is quite a burden at times, especially now that we're at the tuning and testing stage. Bringing to mind the fact that all departments have their problems(?). The engine-room were having trouble with painting the funnel, seems as if the staging didn't quite allow a long arm to get into the corners. It was shortly afterwards that we missed a 618 whip, subsequently reported by the Tactical Department as having been seen with a two-inch paint brush tied to it—Oh well, so is the present day navy.

Equipment on board in the W/T field is receiving a D.2 only, but with the installation of a few bits of new gear—need to know basis only—this ought to allow us to improve on the achievements wrought by past Vic comms.

New gear or not though, our H/F EAL runs are as per specification, so you past Vic RO's needn't think we're having it any easier than you. On this

point of equipment, I'm interested to know of any other ships still in commission who can boast of their own "Technical Description" in hand-book form, as used by *Mercury* during our PCT.

In conclusion, we've shown our ability in the sporting world so far, having won the ship's Inter-Part soccer plate; RS Thomsen represents the 1st XI in goal, and we have no backward swimmers! Roll on *Terror* No. 1 Ground. The pools syndicate have shown three wins totalling 12/10 from a 23/6 weekly stake—Where have all the flowers gone?

NEWS FROM THE RESERVES NO. 4 WIRELESS DISTRICT

During September the Communications Department of the Mersey Division and No. 4 District Wireless Reserve 'Commandeered' HMS *Dee*—Mersey Division's SDB and with a minimum of engine room and seamen rates, spent a weekend at Douglas, Isle of Man.

The Commanding Officer was Lieut. Cdr. (Ce) M. I. Wils, VRD, RNR (Mersey Division), Lieut. Cdr. J. Farrand, VRD, RNR (Officer in Charge Manchester Wireless Training Centre), acted as Navigating Officer and Cdr (Ce) J. E. Felice, VRD, RNR (Commanding Officer No. 4 Wireless District RNR) made up the wardroom.

With the exception of engine room ratings and a seaman in each watch the ship's company was drawn entirely from communicators, who had a good opportunity to experience "how the other half live" and who in spite of poor weather conditions appeared to enjoy the experience. It is hoped to organise a similar weekend on an annual basis.

IS THIS A RECORD?

On the evening of 26th May, Commander H. Lorton, VRD, RNR, Senior Officer Communications Branch RNR, visited Sunderland Wireless Training Centre to present the RNR Long Service and Good Conduct Medal to CRS J. Karsten, BEM, RNR.

CRS Karsten served in the RN from 1928 to 1945 during which time he was awarded the RN Long Service and Good Conduct Medal. In 1949 he joined Number 7 Wireless District RNR at Sunderland and completed his final engagement on the 15th August 1967. In January 1966 he was awarded the BEM and now possess a BEM and two LS and GC Medals.

Commander Lorton remarked that under the present day judicial system a life sentence involved serving fifteen years inside, Chief Karsten had completed the equivalent of two 'lifers' before the end of his service. PDA (Medals) were asked how many other ratings held both medals but were unable to supply any information. It would be interesting to know how many other serving and retired members of the RNR have achieved this distinction.



CRS J. Karsten, BEM, RNR.

As far as Chief Karsten was aware, Commander Lorton was carrying out a routine inspection of the Centre. However, officers and ratings from the Stockton Centre and Tyne Division and the former CO7, Lt. Cdr. Hingeston-Randolph, arrived during the course of the evening to participate in a social organised on his behalf by the ratings of Sunderland WTC.

HMS PRESIDENT

At long last we have managed to produce some Communicators with pencils, or typewriters if you like and we've rushed into print with a hiss and a roar. Our previous reticence in the literary field has been due no doubt to our own inability to have a go at placing on record our various activities from time to time. Anyway here goes, and we will attempt to give our oppos in the Fleet and Reserves, at Home and Abroad some idea of how we get along. Who knows, by this we may bring in some new recruits!

On 30th June we said farewell to our Captain, Captain J. Leworthy, VRD, RNR an ex-bunting, a protagonist of the Branch. We tender to him our thanks for his association and interest in all forms of our activities in the Division. To his successor, Captain A. H. Spratt-Kerswill VRD, RNR we offer our respects, saying "Welcome aboard" and we hope that your commission will be highlighted by the Communications Department being well in the van whenever London Division is represented.

Like most RNR Divisions at this time we are a bit light on troops. Sea training, courses, and annual

leave take their weekly toll of both Sailors and Wrens but in spite of this we are managing to forge ahead and implement our training.

We are about eighty strong, pretty well equally divided between Jacks and Jennies, and this includes five RNR officers and two Wren officers. Lieut. (Ce) Peter Aitchison is attached to the Recruiting office, much to our delight. We hope that the promised influx of new entries, through his efforts, will keep our Instructional Staff pretty busy for some time to come.

This training year has been a marked improvement on past years for ratings attending courses for leading Rate and Petty Officer Rate. We offer our congratulations to Leading Wrens Henderson and O'Donoghue for their success in the Leading Rate's course; we recognise the fine effort of LRO (TC) Barton in the CY's course and encourage him for certain success next time. LRO (RC) Jones was rated up on 1st June from RO II, having waited patiently for two years after passing the examination. At least he had plenty of time to get used to the idea.

LRO (TC) Skinner was successful in the Killick's course in HMS *Drake*. Sub. Lieut. Eric Kennedy and Third Officer Rosalind Fleming kept our end up in gaining the (Cy) qualification, and Lieut. Grimster and Sub. Lieut. Salvesson are now specialists (Ce).

Enough of statistics, now on to our other activities. We have held two communications exercises this past year. The first was a pretty simple affair involving Tactical and Wrens. From this shambles we really went to town and brought in the sparkers. The exercise was a huge success. C.W. crackling all over the ship, lights flashing from fore, main and mizzen and a linguist flat out trying to decipher the Voice circuit accents of enthusiastic Wren operators. We simulated a force sailing from Gibraltar to rendezvous and act as Ocean Escort for a U.K. bound convoy. It was just unfortunate that to compress twenty-four hours of time into two hours drill period, the ships were of necessity airborne to make the rendezvous!

We are in the throes of arranging a visit to HMS *Wessex* for an inter-Divisional Communication exercise to take place early in the New Year. It is felt that exchanges of visits of this nature do much to encourage recruiting, and what is equally important, to retain those who have already joined.

That just about exhausts the news from the hub of the world and if any of you fellow Communicators chance to visit London, don't forget those two black hulled ships with white and yellow topsides moored alongside King's Reach, Victoria Embankment. Were a friendly mob and will look forward to seeing you on Tuesday and Thursday nights. As they say down where the Southern Cross shines, Kia Ora.

Just a little extra. If any Communicators in HMNZS *Ngapona* of the Royal New Zealand Naval Volunteer Reserve, Auckland Division, read this, Tom Garrod and David MacGregor send their regards.

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
ANTON, R. ...	... Lieut.-Commander RNR	RNR Wessex	CO No. 11 Wireless District
BEATTIE, J. M. ...	... Lieut.-Commander	Lynx as 1st Lt.	CINC WF
BROGAN, T. T. ...	... Lieutenant (SD)	Woolaston as 1st Lt.	CINC Plymouth
BROWN, H. ...	... Lieutenant (SD)	Forest Moor	Hermes
BUCKLAND, P. H. ...	... Lieutenant (SD)	NAVSOUTH	Seahawk
CHRISTIE, W. J. ...	... Lieutenant (SD)	Minerva	RN Staff Course
COX, C. H. ...	... Commander (SD)	DNS	O i/c DCC
CRANDON, A. W. J. ...	... Lieutenant (SD)	Mercury	Sirius
DREYER, J. C. ...	... Lieut.-Commander	Britannia	Eastbourne (1st Lt.)
DUNCAN, D. A. ...	... Sub.-Lieut. (SD)	Forth	Triumph
EMMETT, F. M. ...	... Sub.-Lieut. (SD)	Grenville	FOST
FAULKNER, H. D. Y. ...	... Lieut.-Commander	FOAC	MOD
FAWCETT, N. F. ...	... Commander	CINC Portsmouth	Zulu i/c
GALLAGHER, J. B. ...	... Lieut.-Commander	Victorious	Fearless as 1st Lt.
MISS S. P. GIBSON	... 3/O	Drake	Rooke
GORDON, A. M. ...	... Sub.-Lieut. (SD)	Intrepid	Mercury
GRAHAM-CLARKE, R. W. ...	... Lieut.-Commander	Mercury	CINC Portsmouth
GUNN, D. ...	... Lieut.-Commander	ANA Moscow	Hermes
GWINNER, M. C. ...	... Lieut.-Commander	FO2WF	ASWE
HUGHES, S. E. ...	... Lieut.-Commander	Mercury	RMC of Science, Shrivenham
HUMPHRIES, R. R. ...	... Sub.-Lieut. (SD)	Excellent	Intrepid
KEMP, C. J. J., M.B.E. ...	... Lieut.-Commander (SD)	O i/c Whitehall Wireless	DNS
KENT, B. H. ...	... Captain	Imperial Defence College	DGNM
LEMONDE, B. E. ...	... Lieut.-Commander	Ex RNZN Service	Bulwark
LODDER, N. G. ...	... Lieutenant (SD)	Maidstone	Neptune
LOWDEN, G. W. ...	... Commander	Zest i/c	NATO Staff Co.
MACKAY, A. ...	... Sub.-Lieut. (SD)	Oracle	Mauritius
MAITLAND, O. R. H. ...	... Lieutenant	Ex R. A. N. Service	CINC WF
MCDONALD, P. D. ...	... Sub. Lieut. (SD)	Excellent	Tartar
MORGAN, R. C. ...	... Captain	President	CINC FE
MYTTON, P. A. ...	... Lieutenant (SD)	Jufair	Sea Eagle
O'REILLY, D. A. P. ...	... Commander	Mercury as TC	Osprey
PHELPS, N. J. ...	... Sub.-Lieut. (SD)	Mercury	Minerva
PIDGEON, G. C. ...	... Sub.-Lieut. (SD)	Mercury	Raleigh
PURVIS J. W. ...	... Sub.-Lieut. (SD)	FOST	Centaur
SANDERSON, J. A. ...	... Lieut.-Commander	MOD	Saker
SHATTOCK, B. K. ...	... Commander	MOD	Bulwark
SOMMERVILLE, I. F. ...	... Captain	RNC Greenwich	HQ AFSOUTH
SOCHALL, P. W. ...	... Lieutenant (SD)	Forth	RN Staff Course
SYMS, D. L. ...	... Commander	FO Malta	SORS Gibraltar
TATE, J. ...	... Sub.-Lieut. (SD)	Mercury	NAVSOUTH
MISS M. THOMPSON	... 3/O	Victory	NAVSOUTH
TIMPSON, G. M. ...	... Lieut.-Commander	Sheba	Jufair
MISS L. F. TINCKHAM	... 3/O	Mercury	CINC PLYMOUTH
THORPE, F. R. ...	... Lieutenant (SD)	Hermes	Mercury
TUKE, P. J. V. ...	... Lieut.-Commander	Whitby	MOD
WALLIS, J. E. S. ...	... Lieutenant (SD)	Sea Eagle	Forth
WENN, D. E. ...	... Lieutenant (SD)	STC Devonport	Mauritius
WINKLESS, W. J. Sub.-Lieut. (SD)	Mercury	Plover
WORTHINGTON, P. E. Sub.-Lieut. (SD)	Victorious	Mercury

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To Vice-Admiral

Rear Admiral W. J. Parker, C.B., O.B.E., D.S.C.

To Lieutenant Commander

S. E. HUGHES
W. D. REDMOND
J. P. DE H. SAUMEREZ
E. G. M. SCLATER

To Lieutenant Commander (SD) (C)

R. P. N. STRICKLAND, RNR
E. G. H. REUBENS
R. BRADBERRY

To Lieutenant (SD) (C)

L. G. FOOT	D. T. TAYLOR
D. J. B. FORSEY	D. E. WENN
M. MURPHY	*R. HOLLAND
P. J. STEMBRIDGE	

(*Editor's Note: Our apologies to Lieutenant Holland for omitting his name from the promotions recorded in the Summer edition.)

RETIRED LIST

Lieutenant Commander J. A. N. CUMING
Lieutenant Commander (SD) A. V. SALTER

Lieutenant Commander (SD) C. J. WHIFFIN
Lieutenant (SD) G. CLARKE

SUB-LIEUTENANT (SD) (C) COURSE, 1967

T. W. APPLEBY, RNZN
P. DODSWORTH
B. M. GABB, RAN
P. M. GOACHER
P. K. JAMES

I. J. JARROLD
J. SHOTTON
E. C. SINGLETON

K. A. SWAIN, RAN
F. J. SYKES, RAN
A. W. R. WILTON
P. WITHERS
A. F. S. WYATT, RAN

ADVANCEMENTS AUTHORISED DURING AUGUST, SEPTEMBER AND OCTOBER, 1967

Radio Supervisor to Chief Radio Supervisor

MORRIS, J.	JX.371688
OXBOROUGH, B.	JX.839990
THORNTON, F.	JX.760476
NICHOLSON, A.	JX.843479
JOHNSTON, C. D.	JX.839621
GEORGE, R.	JX.730178
JOHNSON, C. S.	JX.889316
HAINES, P. G.	JX.858361
HARBER, R. J.	JX.660365

Communications Yeoman to Chief Communications Yeoman

AYDEN, C. J.	JX.660375
HARRISON, P. W.	JX.795655
JOHNSON, N. J.	JX.799602
ROYAL, P. K.	JX.660696

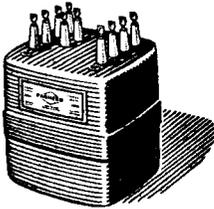
SEVERN, S. L.	JX.835918
CLEMENTS, A. J.	JX.864166

Radio Supervisor(W) to Chief Radio Supervisor(W)

LANGDON, C. E. J.	JX.857185
COLBOURNE, A. F. J.	JX.952221
COLLINS, D. A.	J.938416
THOMPSON, J. H.	J.976803
ROWNEY, R. F.	J.965504
MANN, P.	JX.912119
SMITH, R. G.	J.978733
FENWICK, R. L.	J.976904
OSBISTON, R. R.	J.982340
ADAMS, W. H. R.	J.980136
WISE, J. C.	J.942033

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Name	Rate	Whence	Whither
ARTINGSTOLL, G.	LRO(T)	Mercury	Llandaff
ATHEY, B.	RO3	Arethusa	Mercury
ATTARD, A.	RO2	Lowestoft	Mercury
BAGSHAW	LRO(T)	Warrior	Victorious
BAJONA, M.	RO2	Mercury	Manxman
BANKS	LRO(T)	Pitreavie	Release
BALL	RO	Mercury	Victorious
BARBER, P. W.	RO2(G)	Victory	Mercury
BARNES, J. A.	RO2(G)	Wiston	Mercury
BERNARD	CRS	Ganges	Victorious
BETTS	RO	Dolphin	Mercury
BLAKEWAY, J. A.	RO2(G)	Mercury	Lynx
BLOOMER, I.	LRO(G)	Victorious	Mercury
BOOTH	LRO(T)	Pitreavie	Release
BOWMAN, A.	RO1(G)	Mercury	Burnham W/T
BROWN, G.	RO	Mercury	Victorious
BURKE	RO	Mercury	Victorious
BURT	RO	Mercury	Victorious
CADWALLENDER, A.	LRO(G)	FSL	Mercury
CAIRNS, D. K. T.	RO2	Loch Fada	Mercury
CASTLE-SMITH	RO	Mercury	Victorious
CERRY, D.	RS	Mercury	Tamar
CHESHIRE, M.	RO1(G)	Malcolm	Fulmar
COFIELD, C. E.	WRO	Mercury	Fulmar
COLLINGWOOD	RO	President	Victorious
COOPER	CY	Fulmar	Release
COOPER	RO	Mercury	Victorious
CORRAN, D.	RO2	Mercury	Mauritius
COURT	LRO(G)	Dolphin	Victorious
COWLEY	RO2	Mercury	Victorious
COX	LRO(G)	Mercury	Victorious
CROWTHER	RO	Osprey	Victorious
DADD, L.	LRO(G)	Pitreavie	Release
DALEY, C. S.	WRO	Mercury	Fulmar
DAVIES, A.	RO1(T)	Fulmar	Rapid
DERRECK	RO	Cochrane	Victorious
DICKIE	RO	Mercury	Victorious
DONALDSON, J.	RO2	Mercury	Terror
DOUGHTY, R. F.	RO2(G)	Mercury	Stubbington
DOWE	LRO(G)	Reclaim	Fulmar
DOYLE, R.	RO2	Mercury	Reclaim
DUBELL, D. N.	RO2	Mercury	Ulster
EDWARDS, R. G.	RS	Vernon	Mercury
ETHELL, W. A.	RO3	Ulster	Mercury
EVANS, D.	A/LRO(G)	Vernon	Mercury
FARRANCE, D. B.	RO3	Plover	BRNC Dartmouth
FAWCETT, A. S.	RO2(G)	Caprice	Fulmar
FELTON	LRO(G)	Mercury	Victorious
FLYNN	RO	Mercury	Victorious
FRESTER	RO	Mercury	Victorious
FROX	RO	Mercury	Victorious
FRASER, T. A. G.	RO2(G)	Mercury	Bulwark
FRENCH, L. M.	RO2	Duncan	Mercury
GAYLER, J. E.	RO2(G)	Mercury	Hydra
GEORGE, C. M.	WRO	Mercury	Fulmar
GLOW	RO	Dochrane	Victorious
GODSWORTHY	RO	Mercury	Victorious
GOSHAM	RO	Mercury	Victorious
GRIFFATTAN, W.	RO2	Mercury	Ducan
GRAY, P. E.	CRS	Mercury	Leander
GRAY	RO	Mercury	Victorious
GREEN, A. R.	RO2(G)	Mercury	Arethusa
GREG, D. N.	LRO(G)	Fulmar	Mercury
HADDRELL	RO	Mercury	Victorious
HANE, A. E.	RO2(G)	MHQ Plymouth	Lincoln
HINES, P.	RS	Fulmar	RNLO Mombasa
HUNTON	RO	Pitreavie	Victorious
HURGAN, G. A. J.	LRO(G)	FSL	Mercury
HURRY, H. R.	LRO(G)	Victorious	Mercury
HURDAY, A.	Wren	MHQ Plymouth	Mauritius
HURTS, R. S.	RS	Mercury	SD School, Fraser
HUNNIS, M. R.	RO2(G)	Hardy	Mercury
HUNTON, B.	CRS	Mercury	CINC AFMED
HURRY	RO	Mercury	Victorious
HURTS, B. R.	RO3	Kent	Mercury
HUNNIS, B. M.	RO2	Mercury	20 AOBRA
HURRY	RO	Mercury	Victorious
HURTS, T. H.	WRO(M)	Seahawk	Fulmar

HINDLEY, B.	...	...	RO2(G)	Mercury	Mauritius
HINDMARCH, G.	...	...	RO2(G)	Lewiston	Mercury
HULL, G. C. H.	...	...	RO2	Delight	Mercury
HUNT, W. E.	...	...	LRO(G)	Fulmar	Release
HYDE	...	...	RO	Mercury	Victorious
INGRAM	...	...	RO	Mercury	Victorious
JEFFERY, R. P.	...	...	RO2(G)	Mercury	Cleopatra
JENKINS	...	...	RO	Mercury	Victorious
JONES, M.	...	...	Wren	MHQ Plymouth	Mauritius
KENNEDY, J.	...	...	Wren	MHQ Plymouth	Malta COMCEN
KENNEDY	...	...	LRO(G)	Whitehall Wireless	Victorious
KEYES, H. G. A.	...	...	RO2	Mercury	Dolphin
KINSELLA	...	...	RO	Mercury	Victorious
LEEK	...	...	RO	Mercury	Victorious
LONGDON, G. L.	...	...	RS	Mercury	Terror
LORD	...	...	RO1	Mercury	Victorious
MACCULLUM, M. K.	...	...	RO2(G)	Victorious	Mercury
MACFALL	...	...	RO	Mercury	Victorious
MADDEN	...	...	CY	Mercury	Victorious
MAGER, J. H.	...	...	LRO(G)	Mercury	Royal Arthur
MARKHAM, K. S.	...	...	RO2(G)	Victorious	Mercury
MARTIN, N.	...	...	LRO(G)	Pitreavie	Release
MATHEWS, M.	...	...	CRS	Rooke	MHQ Plymouth
MCDERMOTTROE, K.	...	...	RO2(G)	Mercury	Jufair
MCDNAMARA, J. T.	...	...	RO2(G)	Wasperton	Dolphin
MCDNEVIN, V. R.	...	...	RO2(G)	Mercury	Rooke
MCPHEAT, E.	...	...	LRO(G)	Mercury	Heron
MELIA, R.	...	...	RO	Mercury	Victorious
MERCER	...	...	RO	Mercury	Victorious
MILLER, W. A.	...	...	RO2(G)	Mercury	Mohawk
MOIR, N. A.	...	...	LRO(G)	Mercury	Royal Arthur
MONK, J. E.	...	...	RO2(G)	20 AOBRA	Mercury
MORRIS, C.	...	...	Wren	MHQ Plymouth	Condor
MORRISON	...	...	LRO(T)	Fulmar	Release
MOYLE	...	...	RS	Rosyth	Victorious
MURPHY, M. H.	...	...	LRO(G)	Bulwark	Mercury
NESS, D.	...	...	LRO(G)	Pitreavie	Release
O'CALLAGHAN, M.	...	...	RO2	Mercury	Wasperton
O'CONNOR, T. E.	...	...	LRO(G)	FSL	Mercury
OFFLER, B. J.	...	...	LRO(G)	Hampshire	Mercury
OLIVER	...	...	RO	Mercury	Victorious
PADGINTON, M.J.	...	...	RO2(G)	Mercury	Bulwark
PALMER, W. R.	...	...	RO1(G)	Mercury	Cleopatra
PARK, M. I.	...	...	LRO(G)	Loch Fada	Mercury
PARRY, P. R.	...	...	RO2(G)	Mercury	Whitehall W/T
PAWSEY	...	...	PO Wren	Fulmar	Heron
PAWSEY, A. F.	...	...	RO2	Mercury	Mohawk
PAYNE, J. H.	...	...	LRO	MHQ Plymouth	Leander
PAYNE	...	...	RO	—	Victorious
PENHALE, J. W.	...	...	RS	MHQ Plymouth	BNM Libya
PERRY	...	...	RO	—	Victorious
PHILLIPS, M. J.	...	...	RO2(W)	Mercury	Delight
PIKE, M. B.	...	...	RO2(G)	Palliser	Mercury
PLAITER, D.	...	...	RO2	Mercury	Torquay
POULSON	...	...	RO	—	Victorious
PRICE	...	...	RO1	—	Victorious
ROBERTS, C. G.	...	...	RO2(G)	FO2WF	Mercury
RYAN, J.	...	...	RO2	Leander	Mercury
SANDERSON, J. E.	...	...	LRO(G)	FSL	Mercury
SEWELL, P.	...	...	WRO(M)	Fulmar	Seahawk
SHARP, M. J.	...	...	RO2	Loch Fada	Mercury
SKELT, R. P.	...	...	RO2	Mercury	Wotton
SLEIGHT, G. B.	...	...	RO2(G)	Mercury	Torquay
STRONG, G. A.	...	...	RO2(G)	Cleopatra	Mercury
SYKES, M. A.	...	...	RO2(G)	Mercury	Haslar (Transfer to Med. Tech.)
SYMMS, L.	...	...	RO2(G)	Hampshire	Mercury
THOMAS, R. E.	...	...	RS	MHQ Plymouth	Release
TURNER, J. M.	...	...	WRO(M)	Mercury	Fulmar
TYLER, S. M.	...	...	WRO	President	Fulmar
VAMPLEW, A.	...	...	RO2(G)	Mercury	Leander
WAGSTAFF	...	...	CCY	—	Victorious
WARD, P. J.	...	...	CY	Caprice	Fulmar
WATKISS, K.	...	...	Wren	MHQ Plymouth	Condor
WEBB, A.	...	...	WRO	Mercury	Fulmar
WEBB, P. J.	...	...	RO2	Mercury	Llandaff
WHELAN, W. J.	...	...	RO1(G)	Hampshire	Mercury
WHISTLECRAFT, T. G.	...	...	RS	Ganges	Release
WHITEMAN, A. J. L.	...	...	RO2	Lofoten	Mercury
WILKINSON, W. J.	...	...	RS	Plover	Fulmar
WILLIAMS, T. M.	...	...	RO2	Pellew	Mercury
WILSON, G. S.	...	...	RO1(G)	Fulmar	CINC AFMED
WOOD, A. C. A.	RO2(G)	FSL	Reclaim
WOOD, T.	LRO(T)	Cochrane	Fulmar
WOODFIN, J.	LRO(G)	FSL	Mercury

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bite”**

Bite is what all real bitter-drinkers expect bitter to have—but don't always get. That satisfying bite is the true bitter taste you always get when you drink Flowers Keg.

**pick Flowers Keg
the bitter with the bite**



MST SUCCESS

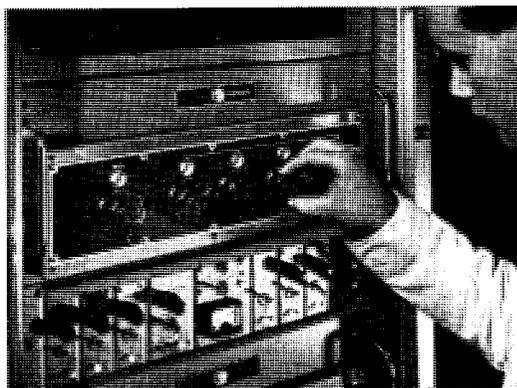
**SALES NOW
EXCEED
£10,000,000**

**More and more
countries are buying
Marconi Self-Tuning
h.f systems**

and one good reason is:

**INCREASED TRAFFIC-
EFFICIENCY**

- Great reduction in 'outage' time.
- Earlier generation equipment in use today can take up to 30 minutes to complete a routine frequency change.
- **MST takes less than 1 minute for the same operation.**
- Increased revenue results from this very significant improvement.
- A.F.C can be entirely dispensed with when operating with other systems of comparable stability.



and other good reasons include:

Reduced capital outlay

MST designs reduce demands for space, and need for standby equipment. Installation costs are decreased.

Increased reliability

Maximum use of solid state techniques plus the use of wideband amplifiers reduces number of moving parts, gives higher reliability and longer equipment life.

Economy of manpower

High equipment reliability together with full remote control facilities permit unmanned station working. Complete h.f systems can be controlled by one man.

World-wide acceptance

30 countries throughout the world have ordered more than £10,000,000 worth of MST equipment to improve their communications services.

Marconi telecommunications systems

AN 'ENGLISH ELECTRIC' COMPANY

The Marconi Company Limited, Radio Communications Division, Chelmsford, Essex, England

LTD/H771