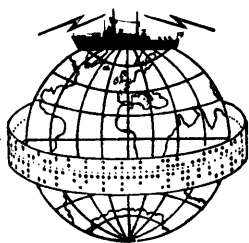


Who Pitt.

THE COMMUNICATOR



VOL 19 - No. 1

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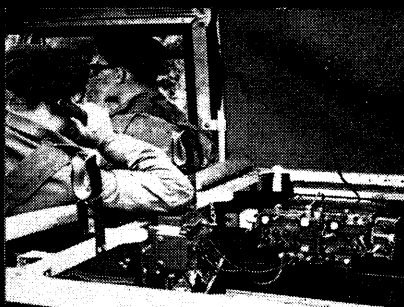
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THE COMMUNICATOR

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

SPRING 1968

VOL. 19, No. 1

CONTENTS

	<i>page</i>		<i>page</i>
EDITORIAL	5	A COMMUNICATOR'S COLUMN	19
SIGNAL OFFICERS NOTICES	5	A TYPING REVOLUTION	20
TRAINING AND ADVANCEMENT NOTES	5	COMMANDER S. HACK, RN	21
FORTHCOMING COURSES AT HMS MERCURY	5	'GYPSEY MOY' COMMUNICATES	23
THE NORTHERN EUROPEAN COMMAND	6	DWILE FLONKING	23
DRAFTING 1967	8	DO YOU KNOW ABOUT HERTZ?	24
TAPED TEACHING	8	ROCK CLIMBING IN GIBRALTAR	25
COMMISSIONING FORECASTS	9	GOING THE ROUNDS IN "MERCURY"	28
SPRING CROSSWORD	11	SHIP-SHORE NEWS	31
RN W/T STATION, KRANJ—1939-42	12	COMMUNICATION GAZETTE	47
THE MCKAIG PRIZE	16	DRAFTING	51
WHITEHALL WIRELESS	17		

<i>Editor:</i>	Lieutenant Commander C. W. WILLIAMS, RN
<i>Asst. Editor:</i>	Sub Lieutenant (SD) (C) B. A. DAVIES, 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 Summer, 1968 edition must be in the Editor's hands by 1st July, bulk orders by 10th July.**

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PUBLISHED AT HMS "MERCURY"



CAPTAIN SIR PETER ANSON, Bt., ROYAL NAVY

- | | | | |
|------|---|------|--|
| 1949 | Qualified in Signals | 1960 | <i>Broadsword</i> in Command |
| 1950 | Flag Lieutenant to C in C Mediterranean | 1963 | Promoted Captain |
| 1952 | SCO to 4th Destroyer Squadron | 1963 | Joint Services Staff College |
| 1955 | Command Communications Officer,
Plymouth Command | 1964 | MOD(Navy), Bath, as Deputy Director
Weapons Radio (Naval) and Director
Weapons Radio (Naval) |
| 1956 | Flag Lieutenant and SCO to FOAC | 1966 | <i>Naïad</i> in Command and Captain (D)
Londonderry Squadron |
| 1957 | Promoted Commander | 1968 | <i>Mercury</i> in Command |
| 1957 | <i>Alert</i> in Command | | |
| 1959 | Royal Naval Tactical School, Woolwich | | |

EDITORIAL

The Editorial Staff very much appreciates all the good wishes received for this Twenty-First edition.

Recent rises in the price of paper and printing are being met by a change of printers to a Portsmouth firm, thus reducing transport costs. This means that for the time being at least, the price of 2s. 6d. per copy can be maintained.

I very much hope that the new Editor will continue to get as much support from readers in the form of articles as I have had. Although it is not always possible to publish everything received, a large supply of material is a tremendous help.

SIGNAL OFFICERS NEWSLETTER SPRING 1968

In view of the further review of Defence commitments and requirements now taking place, DNS/CSS have deferred issuing their Newsletter until the future of some of our major projects is firm. It is hoped that it will now come out in May/June 1968.

SIGNAL OFFICERS MEETING JULY 1968

This will be held on Friday, July 26, starting at 1030. It is hoped that as many serving Signal Officers as can conveniently do so will attend. Details and acceptance forms will be sent out with Reunion information.

SIGNAL OFFICERS REUNION 1968

The Reunion will be held, on the same lines as in the past, on Friday, July 26, starting at 1830. Cricket, Golf and Sailing will be arranged on the Saturday. Reunion notices to retired officers will be sent out in early May and to serving officers with the Newsletter or in mid-May at the latest.

TRAINING AND ADVANCEMENT NOTES

As the training administration organisation in *Mercury* has been changed recently, a brief explanation might be of help to those who require to make use of the various training facilities.

The idea of the new organisation is to take as much as possible of the everyday administration load away from the teaching sections, leaving them free to concentrate on what to teach and how to teach it.

The Training Commander and his policy staff officers are still resident in the Main house and the rest of the administrative organisation is sited in the ground floor of Dreadnought Block. In charge of the administration is Lieutenant Commander F. A. Jupp (SOTA) Staff Officer Training Administration, Telephone Extension 310, to whom all requests for courses and matters of course planning should be referred. SOTA is assisted by Sub Lieutenant G. A. Stratton (TAA) Training Administration Assistant, the old title of Supernumeraries Training Officer has now lapsed.

The Administration centre in Dreadnought Block is now known as the Co-ordinating Planning Centre, and all internal queries are dealt with by TAA, Telephone Extension 308.

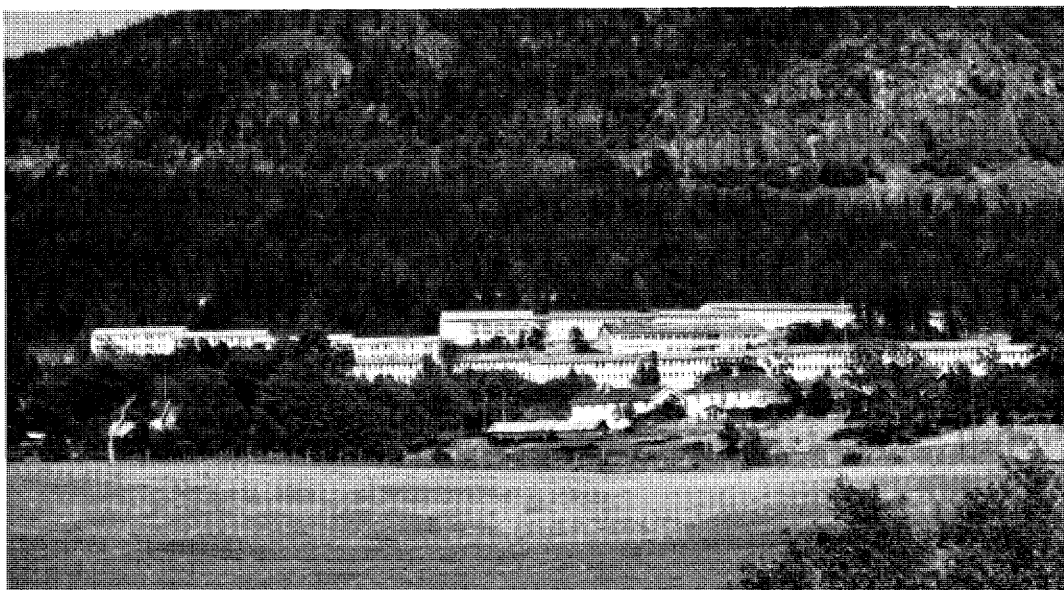
All ships and establishments who wish to enquire about the booking of courses and use of any training facility in HMS *Mercury* should do so through SOTA, giving as much notice as possible as the centre is planning up to 10 weeks in advance and there are a large number of fixed courses running this year.

Fleetboards for Leading Rate

The policy of having one board a month this year is working well in keeping the numbers per board down to an acceptable level. There still seem to be a lot of old style 'G' ratings wishing to take advantage of the preparation courses and one full course has been held so far this year. It is possible that a further course will be held in July, this will be published when final details are known.

FORTHCOMING COURSES AT HMS MERCURY

<i>Course</i>	<i>Commences</i>	<i>Completes</i>
WRO 3	29. 4.68	12. 7.68
SSW 6	29. 4.68	5. 7.68
SSG 7	6. 5.68	13. 7.68
SSW 7	13. 5.68	19. 7.68
SSG 8	20. 5.68	26. 7.68
SSW 8	27. 5.68	2. 8.68
WRO (M) 4	4. 6.68	6.12.68
SSG 9	4. 6.68	9. 8.68
SSW 9	10. 6.68	17. 8.68
WRO 4	10. 6.68	6. 9.68
SSG 10	24. 6.68	13. 9.68
RSW 3A	1. 7.68	6.12.68
WRO 5	8. 7.68	5.10.68
SSG 11	15. 7.68	5.10.68
WRO (M) 6	22. 7.68	MAR '69
SST 5	22. 7.68	27. 9.68
SSG 12	29. 7.68	18.10.68
CY 4	29. 7.68	8.11.68
RS 5	29. 7.68	20.12.68
WRO 6	12. 8.68	8.11.68



The Headquarters, Allied Forces Northern Europe, at Kolsas near Oslo (Fig. 1)

THE NORTHERN EUROPEAN COMMAND

by Lieutenant Commander W. Nippierd, RN

Command Organisation

Allied Forces Northern Europe is one of the three major NATO commands subordinate to Supreme Headquarters Allied Powers Europe (SHAPE), the others being AFCENT at Brunssum, Holland, and AFSOUTH at Naples.

AFNORTH has the mission of protecting NATO's Northern flank; its land, sea and air forces are deployed from the frontier with Russia in Northernmost Norway to the Southern border of Schleswig-Holstein in Germany.

HQ AFNORTH was established in April 1951 in London. In June 1951 the command was moved to Holmenkollen, a few miles North of Oslo, and in May 1954 it moved to its present location at Kolsas, 12 miles to the West of Oslo (Fig. 1).

Until 1963 there were two additional co-located headquarters: Allied Naval, and Allied Air Forces, Northern Europe, each with a separate commander, but in 1963 these two HQs were incorporated into the three-service unified staff of AFNORTH. At present, the Commander-in-Chief, a British General, has a Danish (alternately Norwegian) Deputy Commander who also acts as his Air Deputy. He also has a Naval Deputy, a British Admiral, and a Land Deputy who is a Norwegian (alternately Danish) General.

The HQ is staffed by Danish, German, Nor-

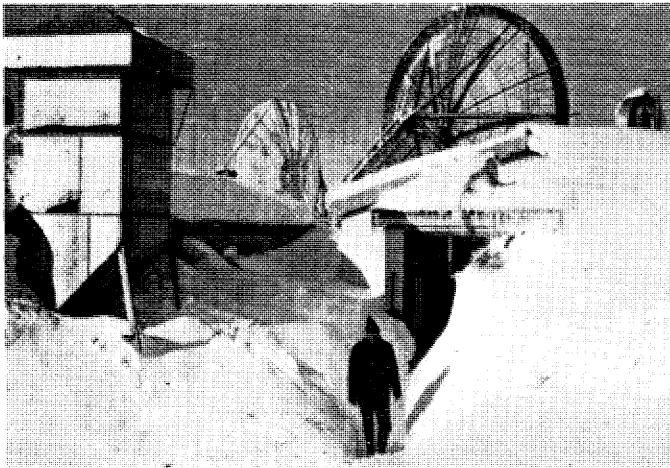
wegian, United States and British personnel. The language is English.

The Northern European Command is divided into three subordinate commands areas — North Norway, South Norway, and the Baltic Approaches. In the Northern and Baltic areas, land, sea, and air forces are under the unified commanders COMTASKFORNOR and COM-BALTAP; in South Norway there are three separate service commands though consideration is currently being given to unification here too. Of the subordinate commands COMBALTAP, COMAIRBALTAP, COMNAVBALTAP, COM-LANDJUT (Jutland and Schleswig-Holstein) and COMLANDNORWAY (South Norway) are Allied, the others are national commands in peace, becoming Allied in emergency or war.

Area and Terrain

The Command comprises Norway, Denmark, the Schleswig-Holstein province of North Germany, and the sea areas adjacent to these lands — a distance of more than 1,200 miles from North to South and encompassing a variation in terrain from virtually unpopulated Arctic tundra to densely populated Central European plain. Civil transport communications vary widely from North to South.

In the North, particularly during the winter, communities depend almost entirely on sea trans-



'Come in and have a nice hot cup of tea' (Fig. 2)

port, since the railways and roads are few and the latter often snow blocked. 70% of Norway's 125,000 sq. miles consists of uninhabitable mountains and glaciers, 24% is forest and only 6% is cultivated or inhabited. The civil line communications existing before Norway joined NATO consisted for the most part of overhead open wire pole routes following the valleys and the coast where the population is concentrated. This was not a suitable system for development into a military network.

In the South on the other hand roads, railways and line communications were fully developed and their use or expansion for military purposes presented little problem.

Present Communication System

From this background stems the present communication system in AFNORTH.

MICROWAVE RELAY

The inadequacy of existing civil long lines dictated first the construction of a North/South trunk backbone. For this backbone, microwave relay was selected. It might be thought that Norway should be the ideal country for such a system, but the fact is that rugged terrain and winter weather, poor ground conductivity, and an unreliable ionosphere combine to make Norway far from ideal for telecommunications of any kind. However, it is true at least to say that microwave relay is the best method of routing long lines.

Constructional problems were legion; the best sites were frequently inaccessible and in uninhabited areas. Fig. 2 gives some idea of winter living and Fig. 3 the terrain in summer, but finally some 80 odd relay and terminal stations were completed to result in a flexible, high capacity system, well integrated with other existing systems, serving both static, and by use of link-in equip-

ment, mobile HQ's too. The microwave equipment is duplicated to increase reliability and 'contact-men', who could for example be a local hill farmer, perform simple tasks of inspection and maintenance on isolated and otherwise unattended sites.

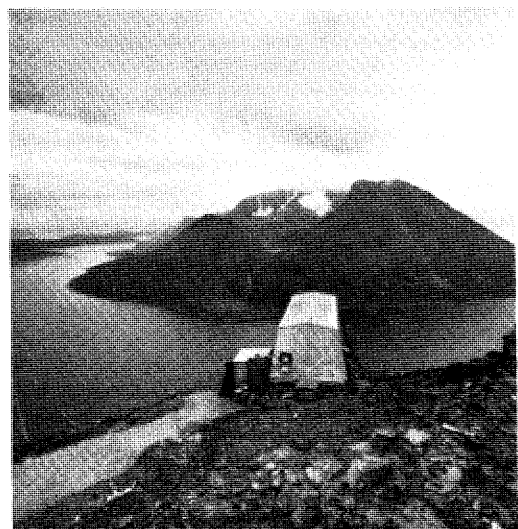
FORWARD SCATTER

As the microwave relay system forms the backbone of NEC communications so the ACE HIGH forward scatter chain with its 42 tropospheric scatter links and 37 supporting microwave links, operates throughout the length and breadth of ACE carrying up to 36 VF channels from the North of Norway via SHAPE to the far

tremes of Turkey. Here again conditions impose their problems as can be seen from the photograph of a site in North Norway (Fig. 4).

RADIO COMMUNICATIONS

HF. HF radio circuits are used widely in the command both as a back-up to lines and for communication to mobiles. An arrangement peculiar to AFNORTH is the STRIKE FLEET Communication System. This is based on the use of three widely separated transmitter and receiver stations, each broadcasting to, and receiving a broadcast from the STRIKFLT unit. One of these stations is in North Norway, another in South Norway and the third in Denmark. The STRIKFLT selects the best signal from the shore broadcast components, and the shore control station selects the best signal of the STRIKFLT



An unattended microwave relay station (Fig. 3)



'Where did I leave my shovel?' (Fig. 4)

transmission from the three receiver sites. The control cell can change remotely the frequency and mode of operation of any of the transmitters and receivers at the three sites, and this control function can be exercised from any of three command posts. The system mitigates to a large extent the poor environmental conditions mentioned earlier in this article and enables effective communications to be maintained with maritime supporting forces. Full details are contained in ACPs.

LF and VLF. NATO funds have built two LF transmitters in Norway, one for the primary ship broadcast in the North and the other shortly to be commissioned, for the STRIKFLT System. A VLF transmitter has also been completed and will be in operation later this year for the NEC submarine force, which has previously had to rely on HF/LF and Rugby schedules.

RN COMMUNICATION PERSONNEL

Finally a word on a more personal level; of a total communication staff of nearly 300, our branch is represented in the HQ by a Captain, who is the A/COS Communications and Electronics, a Lieutenant Commander on the planning staff, a Second Officer WRNS on the COMSEC staff, and a Lieutenant who is i/c Comcentre. One CRS, a Petty Officer WREN and 2 LRO(G)'s are employed in the ship communication control cell and two CY's in the Main Signal Distribution Office.

Should you find yourself on the way to join us here, you may be sure that you will have a rewarding tour. The work is interesting in itself and is made even more so by the multi-national nature of the Headquarters. Recreational facilities are first-class, widely varied and reasonably

priced. There is fine sailing and motor-boating to be had through the British club; there is good skiing terrain within easy reach of Oslo. The winters may be tough, but the houses are well built and warm, and the summer sun doubly appreciated.

DRAFTING 1967

During 1967, 3,220 ratings were drafted away from *Mercury*, and approximately the same number joined.

114 Drafting Preference Forms were forwarded and of these:—

52—were granted

19—are noted and may still be granted

43—were not granted.

The main reasons for the 43 not being granted were:—

- (i) Ratings requesting for particular ships too late, e.g. complement already detailed.
- (ii) Ratings requesting for a type of service for which they were not due, i.e. requesting HSS when due for Overseas.
- (iii) Ratings requesting billets that had ceased to exist.

TAPED TEACHING

The Marine Engineering department of HMS *Hermes* have been experimenting with the use of portable tape recorders for familiarisation and walk round type training. Briefly, a tape is made up giving students instructions about where to go, what they see when they get there, and how it operates.

The great advantage is that no instructor is required for the training. In addition it is now clear that comprehension is improved, because the form of the lecture is carefully studied, and irrelevant and confusing matter eliminated.

On the other hand, of course, as with any other training aid of this nature, a lot of time has to be spent in preparing a tape.

The *Hermes* report giving details of the trials, and recommendation for use (all with engineering samples) is held by FOAC. Anyone wishing to investigate possible uses in communication training should write to the SCO to FOAC asking for a copy.

ACKNOWLEDGEMENTS

The Editor acknowledges receipt of the following articles but regrets he has been unable to include them in this edition:

HMS *Zest*, HMS *Relentless*, Signal Jointery in Bahrein, HMS *Manxman*, HMS *Jufair*, HMS *Wakeful*, HMS *Upton*, HMS *Arethusa*, 1968 Buenos Aires to Rio de Janeiro Race.

COMMISSIONING FORECASTS

Editor's 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>Biddleston</i>	..	Minehunter, June 13 trials crew, August 8 commission, (1) (2) Rosyth, HSS 1st MCM Sqdn.
<i>Leopard</i>	..	AA Frigate, June 20 recommission (phased), (1) (2) Portsmouth, GSC Home/East of Suez (FE).
<i>Nubian</i>	..	GP Frigate, July, recommission (phased), (1) (2) Portsmouth, GSC Home/East of Suez (ME).
<i>Andromeda</i>	..	Frigate, July 24 trials crew, November 11 recommission, (1) (2) Portsmouth, GSC Home/East of Suez (FE).
<i>Brinton</i>	..	Minehunter, August 1 trials crew, recommission September 26, (1) (2) Devonport, FS Middle East 9th MCM Sqdn.
<i>Gavington</i>	..	Minehunter, August 15 trials crew, commission October 10, (1) (2) Chatham, FS Middle East.
<i>Phoebe</i>	..	Frigate, August 22 recommission (phased), (1) (2) Chatham, GSC Home/East of Suez/Home.
<i>Wiston</i>	..	CMS, August 30 recommission at Bahrein for FS Middle East.
<i>Puncheston</i>	..	CMS, September recommission at Gibraltar for FS Middle East.
<i>Plymouth</i>	..	A/S Frigate, September 26 trials crew at Chatham, November 28 recommission, (1) Devonport, GSC Home/East of Suez (FE).
<i>Chichester</i>	..	A/D Frigate, September 26 recommission (phased), (1) (2) Chatham, GSC Home/East of Suez.
<i>Burnaston</i>	..	CMS, October 4 at Bahrein for FS Middle East.
<i>Brereton</i>	..	Minehunter, October 8 trials crew, December 17 commission at Portsmouth for FS Middle East 9th MCM Sqdn.
<i>Hermione</i>	..	Frigate, October 20, (1) Portsmouth (2) Glasgow, GSC Home/East of Suez (FE).
<i>Whitby</i>	..	A/S Frigate, October at Portsmouth for GSC.
<i>Jupiter</i>	..	Frigate, October, (1) (2) Devonport, GSC Home/East of Suez.
<i>Beachampton</i>	..	CMS, October 4 at Bahrein for FS Middle East 4th MCM Sqdn.
<i>Yarnton</i>	..	CMS, October 4 at Singapore for FS Middle East 4th MCM Sqdn.
<i>Minerva</i>	..	Frigate, October 17, (1) (2) Chatham, GSC Home/East of Suez.
<i>Chawton</i>	..	CMS, 1st November at Bahrein for FS Middle East.
<i>Albion</i>	..	Commando Ship, (1) Portsmouth (2) Singapore for FS East of Suez (FE).
<i>Berry Head</i>	..	Maintenance Support, November at Portsmouth.
<i>Fife</i>	..	GMD, December 5, (1) (2) Chatham, GSC Home/East of Suez (FE).
<i>Caprice</i>	..	Destroyer, December 5, recommission (phased), (1) (2) Portsmouth GSC Home/East of Suez (FE).
<i>Euryalus</i>	..	Frigate, December 16, (1) (2) Devonport, GSC Home/East of Suez (FE).

THE DIPLOMATIC WIRELESS SERVICE

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RADIO OPERATOR TECHNICIANS

APPLICATIONS are invited from men between the ages of 20 and 45 who have the ability to send and receive MORSE at 25 w.p.m. and to maintain W/T equipment. The general standard required is the Postmaster General's 1st class Certificate of Proficiency in Wireless Telegraphy. Touch typing is essential and otherwise successful candidates will be required to acquire this skill.

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CONDITIONS include the acceptance of unreserved liability for overseas service and shift work and medical examination to establish fitness for world-wide service. Families normally accompany staff overseas where free furnished accommodation is provided.

SALARY

United Kingdom	£830 per annum (at age 21) to £1,425 per annum.
Overseas	£955 per annum (at age 21) to £1,550 per annum. Plus additional foreign and children's allowances.

CANDIDATES and both their parents, must have been British subjects at all times since birth. Applications should be made to:

The Personnel Officer, Diplomatic Wireless Service, Hanslope Park, Wolverton, Bucks.
Quoting reference CI.

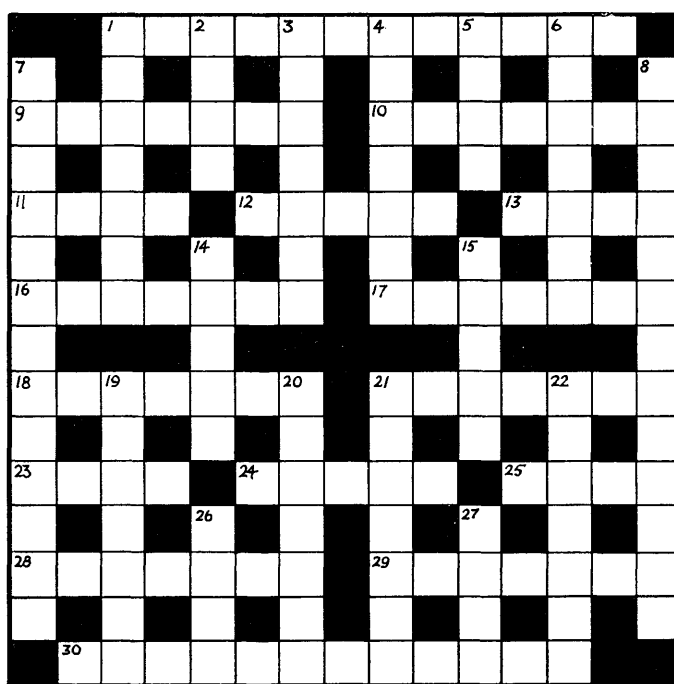
Previous applicants should not re-apply.



ANGELA DOUGLAS

Courtesy — Warner Pathé

SPRING CROSSWORD



by ANN JEWEL

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

CLUES

Across:

1. The American turned the faucet and rum poured out. He's made! (12)
9. Poor muddled uncle in charge of the acid. (7)
10. Could apply to a joker, when the action is withdrawn. (3-4)
11. 'By the mass, here will be old ———: it will be an excellent stratagem'. (2 *Henry IV*). (4)
12. The Scot's head hesitates yet still has control. (5)
13. The berserk Irishman wielded a stick. (4)
16. Beside that, try Hebe — a daughter of Zeus. (7)
17. The Greek province includes, in the east, one that is appointed. (7)
18. Conveys meanings. (7)
21. By Jupiter — remove the training and insert neptunium to aid liquor production. (7)
23. Praise the Liberal audibly in the Centre. (4)
24. I leave the fish to invest. (5)
25. Such philosophy may make the Spanish painter turn in his grave. (4)
28. The scene, cited as being in confusion without the boy, conveyed knowledge. (7)
29. Let deep waters lie and empty them. (7)
30. Wash and top dress the representatives. (4, 8)

Down:

1. 'You above all who have come to the far end, victims of a run-down ———, who can bear it no longer;' (C. D. Lewis) (7)
2. Born soft? — surely not this vegetable! (4)
3. Owned by a 7dn. where more than one 1dn. and some 30ac. work. (7)
4. Anxiety about a business establishment. (7)
5. Concealed, as most bones are, this one is useful, naturally. (4)
6. Sounds as if you replace a, in high spirits, purification! (7)
7. Distil a nut, sir! (13)
8. Hit the wave right for the worker who continues. (6, 7)
14. The gourmet responds to good food — and hidden verse? (5)
15. The ham is here and there without a thousand. (5)
19. Hid 27dn. just to be modest. (7)
20. It entails striking. (7)
21. Aim at this in bowls with an untidy bundle for the bird. (7)
22. The President scores for the course. (7)
26. A tailor would need pins. (4)
27. A bridle-road is such a way. (4)

RN W/T STATION, KRANJI, SINGAPORE 1939-42

by Herbert W. Radwell

CHAPTER 3

Disillusion and Destruction

At this time Kranji W/T Station had 16 hours daily direct W/T services with Whitehall W/T Station, direct all day and night services with Hong Kong and Colombo W/T Stations, Broadcast services to all ships on the Far East Station, a routine service with Kuching, Sarawak, and a monthly health bulletin transmission covering the whole of the Far East, to Geneva W/T Station.

We now had to set watch on 'Admirals Wave' and keep a listening watch for HM Ships should they break W/T silence to make an Enemy Report.

Later in the day, December 8, 1941, Japanese troops made initial landings on the mainland of Malaya; at Singora on the northeast coast, and further down the coast at Kota Bahru.

On December 9, 1941, the battleship HMS *Prince of Wales* and battlecruiser HMS *Repulse* set sail up the east coast of Malaya in the hope of intercepting enemy transports sailing to Malaya. They were both spotted by a Japanese reconnaissance aircraft.

The following morning our W/T operator keeping watch on 'Admirals Wave' alarmed the W/T office as he called out 'Enemy Report!' It was HMS *Repulse* transmitting that both ships were being heavily attacked by Japanese bombers and torpedo carrying aircraft. Later, during the afternoon of December 10, 1941 we received news that both ships had been sunk.

I was at the transmitter-head to supervise the transmission of the perforated tape that carried this news to Whitehall. The time in Singapore is almost seven hours ahead of GMT and this message arrived in London on the morning of December 10, 1941.

Now, after only two days of war, here we were with the strongest force of our Far East Fleet sunk.

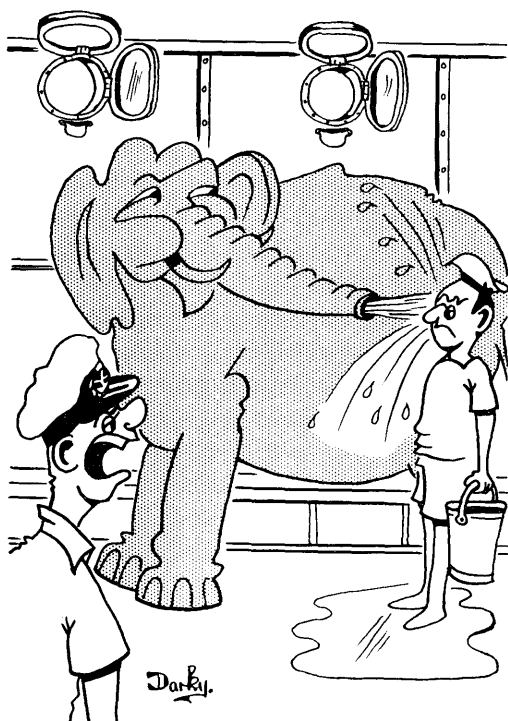
During the ensuing weeks thousands of British troops were arriving in Singapore. They came in from Australia, India and the Middle East. At Kranji the reverse was the case. We were evacuating the W/T Station staff as and when ships were available. They were dispersed to Australia, Batavia and Ceylon until, for the second time during my commission, we were left with a skeleton staff.

All Japanese nationals on the mainland of Malaya and in Singapore were rounded up and put into Changi Jail, Singapore. Quite a large percentage of these were photographers.

As the Japanese advanced through Malaya and captured our airfields the bombing of Singapore became heavier and heavier. Their bombers came over in formations of eighty-one at a time. In Singapore city the poor Chinese (they constituted 75% of the population) and the remainder of the inhabitants just huddled together in the gutters. There were no proper air raid shelters for them to take cover in.

A few days after the sinking of HMS *Prince of Wales* and HMS *Repulse* the Royal Marine survivors from these ships were drafted temporarily to Kranji W/T Station. A few were terribly nerve shattered and sent to hospital whilst the remainder were seconded to the Argyll and Sutherland Highlanders for fighting up country.

My ex-messmate, Section Sergeant Major Southwell, was now in Hong Kong. He had been promoted Second Lieutenant, Royal Signals in November, 1941. He was all cock-a-hoop when he put up his one 'pip' and we all had a celebration in the mess. He said he was to combine business with pleasure by visiting his sister-section in Hong Kong. Every day he kept in touch with us on his HF Transceiver until the Japanese also invaded Hong Kong, then on Christmas Day 1941 all went quiet on our pre-arranged frequency. We later learned he had been killed on that day.



"Most sailors are content with parrots"

At the end of December, 1941, the diesel generator and W/T receivers had been installed in our new reinforced concrete building and watch-keeping duties were transferred to this building. Lieutenant Commander McClelland now had to leave the W/T Station to take up duties at Combined Headquarters which had been established in Sime Road, Singapore.

As the Japanese bombers came over the island the Brewster Buffalo fighters made brave attempts to attack them but they were no match for the accompanying Japanese fighters and were shot down like nine-pins. The same fate befell the few Hurricane fighters which had recently arrived as reinforcements.

Each day brought the Japanese nearer and nearer to Singapore as they advanced through Malaya like a knife through butter.

The European civilians up country, mostly from the tin mines and rubber plantations, came southwards, across Johore causeway and down to Keppel harbour in the hope of getting away on any available ship. Their lives were more important to them than their personal cars which were left abandoned along the Bukit Timah Road.

Lieutenant Commander Sandwith then called for volunteers capable of driving a car to skirmish the Bukit Timah Road and return with as many abandoned cars as possible. Volunteers set off in the station car with jerrycans of petrol and later returned with all makes and sizes of cars including an ambulance. These were parked around the station perimeter. We were all conscious of the fact that the moment of truth was near at hand, but provided we survived and the cars survived, they were to be used for our own evacuation.

The Japanese advance brought them into Johore Bahru on February 8, 1942. During that evening, an aircraft with all lights on came flying low over the station football field. 'One of ours' I thought, and the next moment I was flat on my back from the blast of his bombs. It was a Japanese aircraft. His target was our 'next door neighbour' the Admiralty Oil Fuel Depot just across the road-way. Lieutenant Commander Sandwith came running over to me and asked 'Where was that, Chief?' 'Just over the way, Sir, he was after the oil tanks and missed, but you can bet he will be back' I replied.

For the past two months I had deserted my bed and slept on a hard bench in the W/T office with my shirt, shorts and shoes on in order to be immediately on tap for all emergencies. Later during the night of February 8/9, 1942 we were all rocked by a huge explosion. Just across the road there were flames soaring up about sixty feet or more into the air from the oil fuel tanks. Shortly afterwards Lieutenant Commander McClelland drove up from Headquarters, Sime Road and informed us that the Japanese were making landings in the marshes close to us and

to also expect paratroop landings. He then drove back to Headquarters.

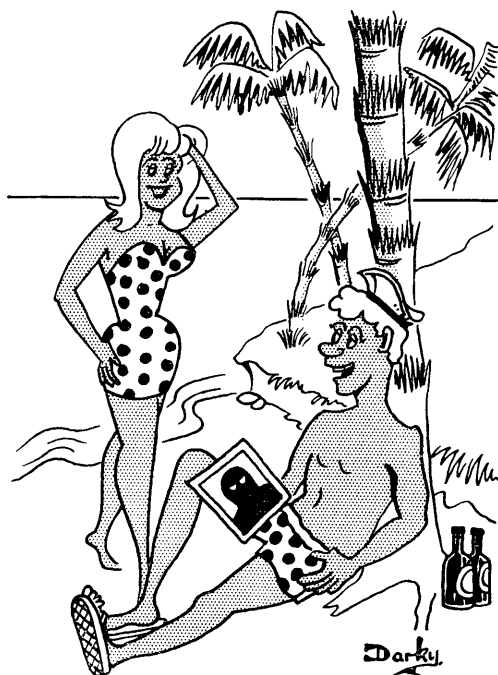
We had already had a very hectic day on February 8, 1942, being shelled by the Japanese from Johore Bahru and bombed from overhead. With the exception of our Malayan operators the remainder of our Asiatic staff had deserted us. I think the last two days at RN W/T Station, Kranji can be best illustrated by the following extracts from the log book compiled at the time by our fine young RNZN telegraphists who were detailed as look-outs. Their observations were made from a wooden 'crows-nest' about 60 feet up the lattice mast:—

February 8, 1942

0800 Approximately 15 Japanese shells raked the station. One shell through the Warrant Tels. bungalow. One shell through the Police quarters. One shell through the junior W/T ratings' quarters. One shell through the junior W/T ratings' recreation room. Water main hit. Shrapnel on the old W/T building.

0845 Shelling eased a little. Fall of shot to the east near Mandai hill.

0917 Shelling commenced again in this direction. The Japanese have an observation balloon up over the Johore Bahru.



"I'm sending my wife a photograph of you dear"

- 0924 Tubular W/T mast shot away together with several aeriels. Shells falling close to the new W/T receiving building.
- 0929 Japanese 'plane circling overhead spotting fall of shot.
- 0930 Lull in firing. Lieutenant Commander Sandwith reconnoitres the damage.
- 0937 Bombs falling to the south alongside Bukit Timah road.
- 1003 Japanese are bombing and shelling Bukit Panjang village 1½ miles south.
- 1015 Spasmodic firing by our anti-aircraft guns.
- 1030 Japanese are after our artillery position south of the station.
- 1040 Japanese are shelling us again. Fall of shot near the Malay quarters and coolie lines. Some shells falling outside the rails.
- 1100 Shells falling outside the rails amongst the rubber trees.
- 1111 One shell through the engine room. Bombs or shells? straddle the Chief and POs' mess. Direct hit on the galley.
- 1114 Shells falling between the main gate and Warrant Tels. bungalow. One shell hit alongside the 'Ranch'.
- 1115 'Y' Building straddled.
- 1224 Stick of bombs, about 20, fall close to us.
- 1246 Shells falling between Kranji oil fuel depot and canal.
- 1317 Shells falling in vicinity of Bukit Mandai. The rest of February 8, 1942, continued in the same way until midnight with direct hits on the new W/T building, incinerator and an air raid shelter. Further aeriels shot away.

February 9, 1942

- 0001 Activity by our artillery quiet. They are behind us to the south at Bukit Gombak.
- 0045 Bren gun crews close up around the W/T building. I am ordered to burn our confidential books in the traverse at the end of the building. The smoke almost blinds me whilst the operators are coughing and choking. It has now to be done in the open. I select a shallow pit on the uneven ground as left by the builders and continue to burn the confidential books in this. It makes me a nice target being silhouetted in the flames but the job gets completed and I cover the burnt remains with loose soil.
- 0100 Artillery and machinegun fire now in the vicinity of Johore Strait. From now until 0800 artillery fire alternated with the Japanese bombing us. It is difficult to make observations owing to the smoke and flames emanating from Kranji oil fuel depot.
- 0855 Shell hit four feet short of new W/T building. Lookout withdrawn.
- 0900 Shells passing overhead.
- 0930 Quiet.
- 0956 Stick of bombs fall just south of station.
- 1004 Heavy stick of bombs fall much closer to us.

1030 approx. We receive orders from HQ Sime Road to evacuate the W/T Station.

Our remaining staff then proceeded to smash up the Telephone Exchange and diesel generator with sledge hammers, disconnect the W/T receivers and power packs with wire cutters and smash up the remaining gear with axes. The latter included an 18 gallon cask of rum which was smashed to the accompaniment of profane language directed to the colour and parentage of the Japanese invaders.

We did not want 'Lady' left to the Japanese. She had been our pet for several years and we were unable to take her with us. I carried a Service revolver and ammunition but did not have the heart to shoot her in cold blood. Instead, one of the new arrivals, a Second Lieutenant Royal Signals, shot and killed her. There was no time left to bury her as the Japanese were now advancing down the Bukit Timah Road a mile or so behind us.

We then packed the W/T receivers, power packs, spare valves, etc., into a lorry. Hurriedly I managed to smuggle my cases of butterflies amongst the stores.

The orders were now 'Every man for himself' to get to Singapore City and hope for the best, the mode of conveyance being the cars that survived the bombing and shelling. Many of them did not and were complete wrecks.

There was only one casualty amongst our remaining station staff, a Royal Signals driver being killed by a bomb splinter penetrating his kidneys.

Lieutenant Commander Sandwith, Surgeon Lieutenant Corcoran, Commander M. A. A. Lee, Warrant Telegraphist Larkman and myself stayed to see that everybody had transport and to leave the station with just what they stood up in. The Malay operators were told to return to their Kampongs and to immediately burn their uniforms on arrival. They were not under the Naval Discipline Act.

I had held back a Leading Telegraphist nicknamed 'Dash'. He had acquired this name by reason of being the owner of a speedy MG Midget car. His car was still in good order and I was to be his passenger.

Gathering together a clean shift of shirt and shorts, towel around my neck and with soap and shaving gear in my pockets 'Dash' and I set off for Singapore City. All our kit and personal possessions had to be left behind.

Disconsolately we had a last look at the White Ensign flying above the main gate, then making a detour through the rubber plantations came out on to the Bukit Timah Road near Bukit Panjang. The officers followed behind us. No more now could Kranji W/T station 'Speak to the World'.

Kranji oil fuel depot was burning away with clouds of black smoke filling the sky behind us

whilst ahead of us Normanton oil fuel depot was suffering the same fate.

We passed our troops marching up to the front line behind us which gave us a queer feeling of being 'guilty of ratting' yet we were carrying out our orders. It must be left to the historians to figure out who were the guilty ones for this disaster, whether they be Diplomats, Politicians, Admirals or Generals.

Arriving in Singapore City a Naval patrolman directed us to the Oranje Hotel which had been taken over as an emergency shepherding station for shore based Naval personnel. Here we spent the night sleeping on horse hair hammock mattresses laid out on the floor.

On February 10, 1942, the last of Kranji and Suara W/T Station staffs were driven into Keppel harbour to board the destroyer HMS *Scout*. I went along with 'Dash' in his MG Midget car. Careering about the streets were ambulances with their alarms clanging as they made hurried journeys taking civilian casualties to hospital. Women and children were crying as they sat on the roadside by the ruins of their shops and homes.

Arriving on the quay I asked 'Dash' what he now intended to do with his car. 'Ditch it in the drink' he replied. There was a hospital ship berthed ahead of HMS *Scout* taking on wounded Servicemen. The stretcher bearers were Australian soldiers. I suggested to 'Dash' that he may as well give it to one of the Aussies. I called to one of them 'Hi, cobbler, want this car?' 'Too right, Pommie!' he replied, and then taking possession he wheeled it away from the edge of the quay.

At the time, the whole situation was fantastic! The Japanese bombers were overhead pounding the island unmercifully. The anti-aircraft guns in the harbour were letting rip at them right alongside of us. The static gun emplacements, installed primarily to fire seawards were training their guns and firing inland in an arc as far as they could train. It was bedlam!

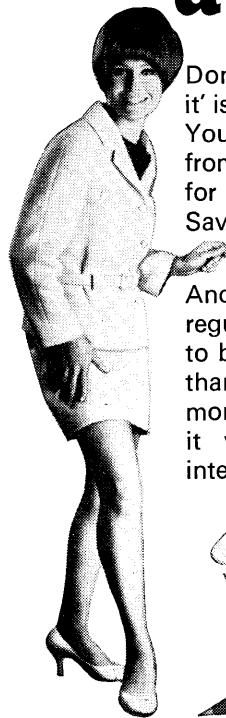
Whilst waiting on the quay for orders to go aboard, an RN van with CPO Tel Gardner in charge, drew up alongside HMS *Scout*. 'Hello George, are you coming with us?' I asked. 'No Herbert' he replied, 'I've got to see this load of Rear Admiral Spooner's wines and spirits safely aboard and then return to Sime Road'. 'Well George', I said, 'If tomorrow comes it will be my birthday and if you can spare a bottle for me I will be pleased to drink his health'.

After he had got the load of wines and spirits aboard, minus one bottle of wine, we both shook hands, wished each other the best of British luck and then went our separate ways.

CHAPTER 4 THE LUCKY ONES ESCAPE

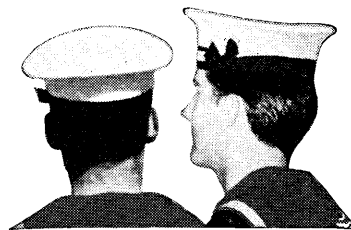
To be continued

All the wise girls love a saver



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

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



You can allot to:

The Post Office Savings Bank
The Trustee Savings Bank
National Savings Certificates
National Development Bonds

Ask your supply officer about

NATIONAL SAVINGS

OR WRITE TO: THE SECRETARY, H.M. FORCES SAVINGS COMMITTEE,
BLOCK B, GOVERNMENT BUILDINGS, LONDON ROAD, STANMORE, MIDD.

THE MCKAIG PRIZE

by Lieutenant Commander R. J. Green, RN

What speed would you say is the maximum possible for MMX? If your guess had been anything under 30 wpm you would be wrong because that was the speed recorded by RO2 J. Hall of *Arethusa* in the recent McKaig Prize Competition.



LRO Bee receives his McKaig Tankard for TTX

DCI 1285/67 announced the requirements for an RN team of communicators to take part in this year's NATO communication competition and CSS (Captain J. R. McKaig, CBE) pepped up the initial selection process by offering a prize for the best result in each of the four skills.

Apart from the MMX effort mentioned above, the winners were LRO(G) M. C. Duane from the *Wasperton* who produced a fine 35/96 on MKX; RO2 R. W. Southall of Whitehall Wireless knocked out 25/99 on MTX and RO2(T) C. J. Smith from the *Rhyl* took the FRX spot with 12/98.5. Each of these winners got a tankard from CSS, see photograph above.

Since this preliminary competition finished, we received some further results from *Fearless* where RO2(G) W. Graham achieved a remarkable 32/99.9 MMX. Apart from these late comers, we are sure that many good operators in the Fleet were not invited to compete because of their ineligibility for drafting for the NATO competition proper. This being so, we should like to hear from all those who can beat the above results and we aim to start an experts' league table if there are enough takers — all you have to do is to get the SCO to authenticate your result, marked in accordance with CTM's, and send it to

the Editor. Photographs of league leaders can also be published if these are forwarded at the same time.

For one reason or another, not all the top scorers for the McKaig Prize have come into *Mercury* for training for the NATO competition in June. However, in addition to Bee, Duane and Southall we shall shortly be getting RO3 S. W. Jerome (*Chilcompton*), RO2(G) P. Walsh (Sub-



marines). RO2(G) T. Brown (*Penelope*), RO2(T) K. S. Stead (*Falmouth*) and RO2(T) K. Palmer (*Mercury*) and we wish them success in their training efforts and their eventual trip to Bergen in the summer.

Meanwhile, who really are the ace men in our skills?

WINTER CROSSWORD

Winner: F. D. Cawley, Bay Sound, Freshwater Bay, Isle of Wight.

SOLUTION

Across: 1. Transitory, 6. Abib, 9. Intra-urban, 10. Tier, 13. Thriven, 15. Epopee, 16. Settle, 17. Computer program, 18. Podium, 20. Casual, 21. Soulful, 22. Intro, 25. Hierarchal, 26. Easy, 27. Play-acting.

Down: 1. Thin, 2. Anta, 3. Spathe, 4. Territorial Army, 5. Reaves, 7. Boisterous, 8. Barley malt, 11. Perceptive, 12. Commodores, 13. Tenuous, 14. Nemoral, 19. Monial, 20. Cupric, 23. Chai, 24. Cleg.



**RO2 Southall receives his McKaig Prize for MTX
from Lieut. Cdr. J. Pearce (O i/c Whitehall W/T)**

WHITEHALL WIRELESS — FULL CYCLE

by R. C. DAY

My earliest recollections of Whitehall Wireless are from the time when RTT circuits were still in early development and SWS personalities were watchkeeping. PO Tel Ted Mansfield, to name only one, was the rating in charge of the watch. Gibraltar was a contact at that time and the POOW was in the space between the broadcast room and the fixed service room. Tea and sandwiches were brought round — free — by civilian women and as far as I remember, scrubbing out was done by them too.

In those days signal distribution and message handling was carried out at the Admiralty by the War Registry and was manned entirely by civilians. As the link between civilian authorities and the military (Whitehall Wireless) the War Registry could be said to function as the heart of Naval communications because Whitehall Wireless existed only as a means of passing traffic to and from overseas, initially by CW, hand and High Speed. The original DTN and at one time Naval and Commercial Routeing was all carried out by War Reg civilians.

Most of the technical developments over the years have been devoted towards improving Fxd Svc availability times i.e. at Transmitters and Receivers and there has not been a great deal of change to be seen at Whitehall Wireless itself. In the early fifties expansion was made to accommodate a proper message handling room, now

undertaken by naval personnel although Routeing information remained with War Reg for many more years. A new Duty Officers Office was found and more space for files. The Commercial Bench was moved quite a bit and the broadcast room layout was slightly altered when RTT was introduced to ships at sea. Apart from this the layout of the station remained basically unchanged from 1942 until 1960 when tape relay was introduced. The colour scheme, the air conditioning (?), all remained the same.

Who has served at Whitehall Wireless and not remarked upon the dusty atmosphere and dismal decor? Who could forget the regulating office and its staff — Jazz Cooper — Vicar Frost — John Webb. Names and faces blurred by the years. Tom King — still serving not far from Whitehall as cheerful as ever, but far removed from routeing problems which came with progress. CRS Funnel took this one over from Tom King and is still at it. The SWS are the foundations really upon which modern Whitehall Wireless is built and their experience has been much missed. Lieutenant Commanders Dolbear and Grosset and that tireless worker for the Communications Branch, Lieutenant Commander Walton, are more names which come to mind when recalling service at Whitehall. And who can forget CCY Cox and his never ending efforts to promote sport and recreational facilities for all to enjoy.

The introduction of Tape Relay, being as it was a compromise between fully manual and fully automatic systems, created almost as many problems as it solved. Better handling times throughout the station were very much needed and TRC did improve them. The problems it brought were of internal procedures mainly but this is a subject on its own.

For a further five years there was no change at Whitehall physically. The decor and the air conditioning (?) remained the same. SSB was further developed along with patching techniques. The UK end of Bombay, Karachi, Paris, Hague, Norfolk, Irrangi, Canberra and Singapore fixed services were terminated elsewhere and the fixed service room began to take on that 'no longer used' look.

In 1965 phase 1 of modernisation was started and for the first time some consideration was given to decor and general working surroundings. The TRC, a new message handling room, a very small DTN room and a new Taping room all became first class offices in which to work. Formica covered walls, concealed lighting and on the deck — who would have believed it — we finally said goodbye to pussers cortesine and found instead a light coloured vinyl covering. New chairs and desks completed the new look. In the same year Whitehall Wireless parted company with the War Registry which moved to the Ministry of Defence main building (not without some misgivings on the part of the civilians who were uprooted — many of the staff are still to be seen, however, one notable being Danny Kay who is still working in the building).

More changes rapidly followed: work commenced on the new TARE. A temporary Fxd Svc room was made and the old one finally disappeared to form part of an operations room layout. The new TARE complex will, when completed, incorporate provisions for Radio circuits not TARE connected and also a new broadcast room. It is these most recent changes which have brought home most forcibly to all personnel that the Communications Branch is undergoing changes even more drastic and far reaching than that from CW to RTT some twenty-odd years ago. By the very nature of these changes however, the Branch is rapidly heading towards such a different concept of communications as to be almost a new branch.

The change in the layout of Whitehall Wireless was accomplished only by very careful planning and one interesting sideline of the upheavals brought to light was the documents and books found in desks and cupboards. Presumably they had been undisturbed for years. The Oi/c unearthed an interesting communications document dated 1796, and a Chief of Watch found a record book giving details of ships' movements dated somewhere about 1890. Statistics found some

records of more recent times, amongst which one appears to be a Duty Officer's report to his Oi/c. Reference is made to the difficulty in clearing traffic to central African authorities during the Abyssinian War! Whilst on the subject of statistics, the busiest period of the war indicated from the old records (in respect of the radio fixed services only) was late 1945/early 1946 and was due, so I'm told, to the release of prisoners of war in the Far East.

WRNS first came to Whitehall late in October 1941 and in February the following year, SWS took up residence in the Citadel. Before that, Whitehall Wireless was in the basement and at one time in North West Tower, but this goes back to pre-war days. Initially SWS would not let the WRNS near the W/T room and their duties were confined to taping. By 1951 they were manning entirely the DTN room which had become a consolidation of a number of small rooms manned by civilians, into one very large room naval manned. Many WRNS will I'm sure remember the Trafalgar switchboard (with a shudder) and watchkeeping hours spent 'down below'. The switchboard is still there, but for daily use a very small board has been installed in the DTN room. Currently the WRNS have very responsible tasks connected with TARE operation, and this they take in their stride as they have all the other tasks which come their way. They are ably served on the station by Chief WRN Ellis and many will remember Chief WRN Lonsdale, who comes up from *Mercury* from time to time, and Chief WRN Howie. Both WRNS and RN have their own social club at Furze House, The President Club, many details about which appeared in this magazine in the Winter edition. Such a club has long been needed in London and as the article suggests, it really is a swinging club. Chief WRN Howie and CCY Cox were founder members, the latter only recently relinquishing Chairmanship. He still is the driving force behind the soccer team; indeed without CCY Cox there would be no team at all. The current team is in the semi-finals of the United Services Challenge Cup and in recent years has won the Ministry of Defence Cup.

However, the past, whatever one's memories, has gone for ever and as the new era begins at Whitehall Wireless, there seems to me to be cause for reflection when one considers the fact that the new is right where the old used to be, physically that is — and I refer to the fact that the new electronic heart (TARE) is built exactly where the old heart used to be (War Registry). One full cycle complete.



A COMMUNICATOR'S COLUMN

With so many Defence changes in the air, it might at first sight appear difficult to select matters of interest to the Communicator that will remain unaltered. And yet, there are a number of new items which will shortly become available and which are going to improve the facilities enjoyed by the practising Communicator. In this article I am going to avoid mention of matters subject to long term action.

In the field of long distance communications a package is taking shape which has already provided Ship/Shore RATT inlets at Mauritius and Whitehall and is shortly to be followed by one at Singapore; in 1968 we hope to improve the handling times of Ship/Shore traffic (and other operational messages) by routing it over exclusive channels in the DCN which will be combined to form the core of an operational network (NAVOPNET). The creation of the latter will provide a really rapid transfer system for Naval Operational traffic, at little extra cost, and will also enable us (at last) to keep precedence levels down. Details of this new system are expected to be promulgated officially in the near future.

Complementary to NAVOPNET is the long distance RATT patching service which has already been used with success between selected ships involved in special operations in the Indian Ocean and UK/Singapore.

In 1969 naval communications will enter a new era with the installation in *Intrepid* of the first operational satellite terminal. This will vest in the Navy a tool of the greatest importance from the overall Defence point of view. Whilst perhaps the most important new dimension provided will be high quality speech, the provision of high capacity, low error teletype channels will bring with it a corresponding need to look to our traffic management methods. Spacially DNS has been limited in these early satcom fits in layout alterations and this just has to be accepted. However, arising from the impending introduction of NAVOPNET the handling arrangements for administrative signals are being reviewed. The future shape of these is far from decided; but our aim is to improve the MSO copying and distribution procedures for operational messages, at the expense of a reduced grade of service for administrative traffic.

The increased RATT facilities that are being provided caused us to make a preliminary survey of the relative usage of RATT and Morse. This showed that (exclusive of DCN and Ship/NAS traffic) the estimated overall usage of Morse and RATT is 39 per cent and 61 per cent respectively. Usage of the former is dropping steadily. We intend to repeat the survey next March/April and will then be able to provide firmer figures for DNS on which to base future training and system requirements. All this work has required considerable effort on the part of our Statistics team

(Inst. Lieutenant Schnabel and CRS Fisher). We are very conscious of the frequent requests we make to ships and shore stations for traffic figures. Each return you make, however, will help us to improve Naval communications. Any who have spent time helping us in this way will be most welcome to the Section to see results when in *Mercury*. Before leaving this topic, I would like to stress the value of sending signal records (record sheets, TP rolls etc) associated with any special incident to us when these are no longer required onboard. They are invaluable to us. We have recently received considerable help from *Fearless* in this respect.

Paper is the bane of our lives. We have therefore been doing all we can to have means of waste paper destruction improved. There seems to be no ideal shredder on the market, and we are therefore doing all we can to solve this basic problem. The root of this matter is that industry just does not appear to make the sort of machine we want.

In conclusion I would like to stress the need of official letters from sea (and shore comms). Each one puts us on the right track and gives us a target to aim for. Have you got that idea, that comment or that requirement off your chest? Why not do so now? User Requirement and Trials Section HMS *Mercury*. L.L.G.



'Well strike a light, I forgot the matches'

A TYPING REVOLUTION

by CY D. Elliott

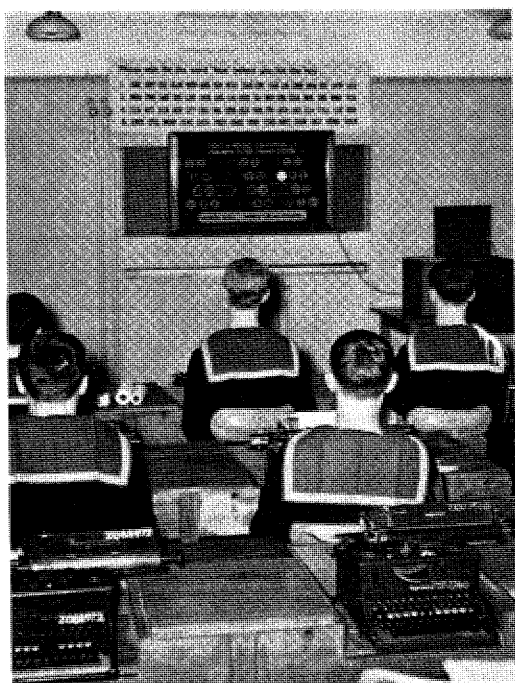
Ever since the introduction of typing into the Communications Branch of the Royal Navy, it has been a headache firstly to the pupil trying to grasp the skill, and secondly to the Instructor trying to teach it. But now both have been soothed by the introduction of a new typing system called the 'Sight and Sound Videomatic Tutor', or the 'Parkes System'. The name is of course that of the inventor, Mr. Jim Parkes. The outward appearance of the system, when in action, gives the impression of simplicity itself. But it did in fact take Mr. Parkes over 10 years to bring into operation the first 'Sight and Sound Education Ltd., Touch-Typing School'. Such is the amount of thought and experiment behind this now very successful method.

A simple explanation on the working of the system follows. For the first six hours, pupils using typewriters with blanked-out keyboards face an electronic panel which with various colours illustrates a typewriter keyboard, as shown in photograph. Coupled with this is a tape recorder which provides the impulses for the panel, and also the voice for the lesson. The panel lights the letter, the voice calls it, and then says the

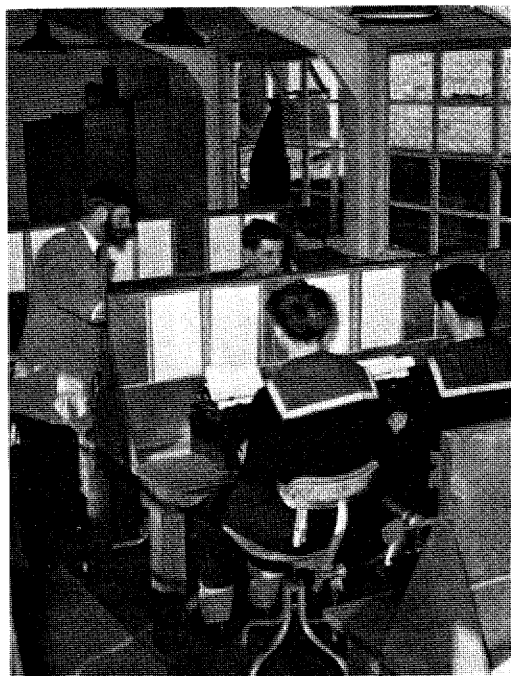
word 'Now', pupils type the letter on the word 'Now'. The voice on all tapes is that of Mr. Parkes, who keeps in strict time with a metronome, therefore maintaining a steady rhythm. Calling the letters in various sequences ensures that pupils cover the entire alphabet in the first hour of typing.

On completion of the six hours, pupils move on to phase two of the course, in a different room with no panel. This concentrates on speed progression, with four tape recorders, each transmitting two lessons simultaneously, ranging the speeds from 8 wpm to 60 wpm. Pupils now progress as individuals, wearing earphones connected to their own lesson selector box and a copy of their lesson displayed in front of them. The rhythmic voice continues to drive the pupil on, but drops the word 'Now' when pupils have attained an approximate speed of 13 wpm. The introduction of rhythmic typing from the very start is a priceless asset, as the pupil's speed can be built up by the gradual increase in rhythm without him, or her, being conscious of this fact.

All New Entry Communication Ratings, and Morse WRNS learn to type by this new 'Parkes



Videomatic Room A — During the sixth lesson trainees are typing at 10 wpm. Each lesson is of one hour duration



Videomatic Room B — By means of a selector box one of eight lessons may be selected, speeds ranging from 8 to 60 wpm

System', which has reduced the failure rate of the 12th week intermediate examination from 25 per cent. to two per cent. The hypnotic effect of a deep Yorkshire voice, together with the display of coloured lights, seems to sink knowledge much deeper into the minds of the pupils than did the majority of the orthodox/unorthodox, conventional methods, and with the lessons limited to only one hour a day, more time can be devoted to other subjects in their training syllabus. Miscellaneous pupils taking advantage of this fast, convenient method include Lieutenant Commanders, Lieutenants, Nurses, Electricians, Sick Bay Attendants, Royal Marines, Wardroom Stewards, even the back straight, chin up, face your front, haircut, POGI — all have met with

success, and in as little a time as 12 hours.

Having toiled with the conventional way of teaching for eight months before taking on the 'Parkes System', I am fully convinced of the effectiveness of the new method. It has produced, and will continue to produce, a steady stream of efficient, and reliable Touch-Typists. It has taken a long time for a system such as this to arrive, but now that it has, there is no longer an excuse for failure.

P.S. Any Instructor wishing to take over the 'Video' seat take note: an eyes-flashing, head-shaking, finger-twitching, Swahili jabbering CY named Elliott, will be resigning from the Service in July.

WE TAKE OUR HATS OFF TO — COMMANDER S. HACK, RN

Commander Hack joined the Navy on November 17, 1936 as a Boy Tel (2nd Class). After a long career, initially in the Communication Branch and subsequently in the Weapons Engineering Branch he has been provisionally selected for promotion to Captain.

Some questions have been put to Commander Hack and his answers appear below:—

Q. How did you join the Royal Navy?

A. I joined from the Marine Society Training Ship *Warspite*. This Training Ship was established in the hulk of the old First World War cruiser HMS *Hermione*, which was moored on the River Thames off Grays, Essex.

Q. What was your most vivid memory on joining?

A. The unexpected luxury. We arrived at HMS *St Vincent* at 1700, and I recall that supper was a meal of rabbit and mashed potatoes — a feast, since we were used to four biscuits and a cup of cocoa. Later we were issued with pyjamas and slept in beds in a dormitory — so grand after our hammocks and unheated mess-decks on the training ship. Next morning we had breakfast directly on getting up, instead of the preliminaries of an hour's scrub decks and 'over the mast' we were used to.

Q. What was your most striking memory of Naval Communications when you first went to sea?

A. The sheer professionalism of morse operation in the Fleet at that time. I had joined the old training battleship HMS *Iron Duke* from HMS *St Vincent*, having been trained to read morse at 22 wpm, and in the morse operating procedures. I can remember my dismay when first double banking an operator on auxiliary wave at not being able to cope with even keeping

the log due to the speed of operating, and the awesome ripple of noise when the Fleet answered the Flagship in succession. It was three years later before I was considered good enough to man 'aux' wave on my own.

Q. Why did you leave the Communications Branch?

A. After the War, many of us with a technical inclination wanted to continue to maintain wireless equipment, for which we had been well trained. We had hoped that a technical side to the Branch would be formed, but it became clear that the technical responsibility would be taken by the newly formed Electrical Branch, and we volunteered to join that Branch. It should be remembered that the Communication Branch made a massive contribution to the formation of the Electrical Branch by enabling all officers and ratings who met a required technical standard to transfer, and indeed gave advanced technical training to those transferring. I was a chief Tel W/TI at the time of transfer — age twenty-four.

Q. What do you regard as the most useful contribution you have made to Naval Communications?

A. I suppose the development of system engineering philosophy and practices in the Naval Strategic Wireless Network.

Q. What was the most humorous occasion you have experienced with the Branch?

A. Difficult to say. I can remember vividly the moment when our rather tubby Warrant Tel split his shorts in the act of putting the shot at a very tense and well attended Combined Fleet Com Branch Sports Meeting.

Q. What do you hope to do in your present job on the Planning Staff in the Defence Communication Network?

A. The planning of the introduction of the Skynet Defence satellite system to operational use in the Defence Communication Network.

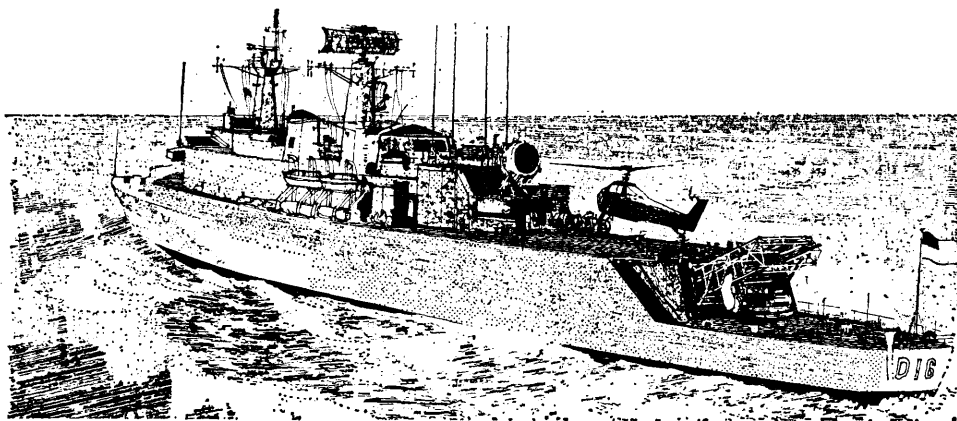
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'GIPSY MOTH' COMMUNICATES AROUND THE WORLD

by Lieutenant Commander G. M. Tullis, RN

Communicators no doubt followed Sir Francis Chichester's voyage around the world in *Gipsy Moth* with great interest and continual reference to Sir Francis' transmissions to the outside world may have caused them to wonder what sort of equipment he was using. Perhaps, they may have thought, he had some new, highly sophisticated, specially designed transceiver to provide world wide coverage at the flick of a switch.

In fact *Gipsy Moth* was fitted with Marconi's standard DSB Kestrel II radio telephone designed for use by small trawlers, coasters and yachts; this has seventeen crystal controlled spot frequencies which include frequencies in the 4, 6 and 12 Mc/s bands at a power output of up to 70 watts. *Gipsy Moth's* Kestrel was modified to include operation in the 16 Mc/s band to enable Sir Francis to communicate with his wife, whilst she was on passage to Australia in the liner *Oriana*.

Much of the success of the transmissions was due to the communications organisations for the voyage. To quote Marconi Marine: 'You will, of course, appreciate that very special efforts were made by the communication authorities in the UK, South Africa, Australia, New Zealand, and South America, and that throughout the voyage, our technical people were in contact with the various shore authorities to provide propagation

prediction information and arrange or amend time schedules'.

The schedule provided for Sir Francis to call Brent Radio Telephony Terminal every Monday and Friday at 1900z. He first made contact when he was six hours out of Plymouth. Contact with Brent was lost on September 21 and for the next three weeks or so, he was heard only by a radio operator on St Helena. Communication was properly established with Cape Town on October 14. He held Cape Town until mid November when he was passed on to Perth and subsequently to Sydney. During this time, he was also able to make telephone calls to his wife who was on board *Oriana* en route to Sydney.

On the return voyage Sir Francis was passed on to Wellington Radio in mid February, and was held right across the South Pacific Ocean to a distance of 6,300 miles. Eventually losing Wellington, he changed to Buenos Aires as he neared Cape Horn. He was hoping to hold Buenos Aires until he reached the Equator, but after three weeks bad atmospheric conditions jammed the circuit and all communication was lost for a week.

Any lessons to be learned? Perhaps that one doesn't need a highly sophisticated and expensive SSB Communication System with a power output of 1 Kilo Watt after all — but only a good organisation!

DWILE FLONKING

by CY Harrison

In the light of experience, the Waveney (Norfolk) association, as the MCC of the dwile-flonking world has issued a revised set of rules.

The game is officially described in the rules as follows:

'Each team consists of eight or more players. These players form a circle around one of the opposing team. When the referee gives the traditional shout "DWILES AWAY" the man in the circle takes a dwile (a type of dishcloth resembling a net) from a bucket of ale and places it on the end of his driveller (a pole used to project — or flonk — the dwile).

'So, with his driveller and beer soaked dwile, the encircled man shouts: "DWILES AWAY" and then proceeds to spin round. With a flick of his driveller he attempts to project the dwile towards the circle. He flonks two dwiles and if he scores with both attempts he receives a bonus dwile.

'While the man in the middle is spinning round,

the circle may move around up and down, but may not break the circle. This action is known as GIRTING.

'Scoring a WONTON (3 points) occurs when the dwile strikes one of the encircling team on the head. A MORTHER (2 points) is scored when the dwile strikes on the chest and a RIPPER (1 point) when a hit is below the belt. If the dwile hits none of the men in the circle, the referee shouts "SWADGER" and the following takes place: the circle moves back and forms a straight line. The flonker who "swadged" is then handed a chamber pot containing (English) ale. As soon as he starts to drink the ale the dwile is passed along the line of opposing players. At the same time the latter chant "POT POT POT . . .".

'If the flonker fails to finish the ale before the dwile reaches the end of the line his team loses 3 points.

'This process is repeated by all members of both teams and the highest scoring team wins, there is a bonus point for every man sober at the end. The rig is YOKE ATTIRE'.

DO YOU KNOW ABOUT HERTZ?

The following was extracted from the ELECTRONICS INFORMATION BULLETIN of the USN.

'Back in the 1880's, a German physicist named Heinrich Hertz laid the groundwork for measuring electromagnetic waves. However, in the process, he became addicted to 'cps'. Unlike LSD, 'cps' was habit forming. Not realising this he inadvertently indoctrinated others in its use. As time went by, the 'habit' became universal. By 1920 all Electronicdom had been hooked. But because of language barriers, 'cps' was misused; resulting in short circuited communications. So in 1960 the Conference of Weights and Measures decided to 'kick' the habit. After much discussion and deliberation, they finally came up with an antidote: The 'Hz'. Unfortunately, however, when it was administered to the Electronics world, many people broke out in angry rash; others suffered acute attacks of Hyperhertzia.'

If you happen to be one of these unfortunates, you might be interested to know that someone is working on a cure.

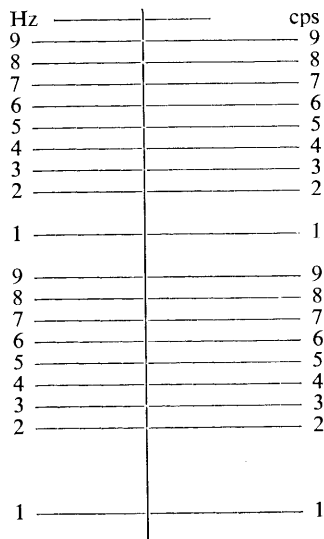
Sirs:

The accompanying nomograph was designed to facilitate conversion from hertz into cycles per second. Although as shown it spans only two decades, it can be extended to higher and lower frequencies by making use of the well known relationships, $10 \times 10^x = 1$ and slipping the decimal point.

Another nomograph is now in the process of validation by extensive computer runs. It will mechanise the conversion from cycles per second into hertz.

Guy Fawkes

Fleatle Design, Inc.,
Boston.



Example: 1,000 cps = 1kHz



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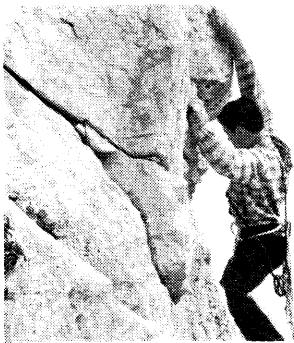
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LRO 'Cat' Stevens off watch

ROCK CLIMBING IN GIBRALTAR by LRO(T) Stevens

I eyed a comfortable looking ledge hopefully.

No, I'm not kinky about ledges but at the time I was adhered to a cliff by my quivering toe ends and a hand gingerly fingering a doubtful looking hold which I could probably remove and place in my pocket. I'm not collecting fossils right now so I remain transfixed until extreme discomfort and the instinct of survival tells me that a hand jammed in a crack above and a foot placed in the region of my ear will bring me to my goal.

Perched on my airy roost I take in the rope which snakes down to my patient but by now anxious friend. He is probably wishing he hadn't listened in the mess to my recitals on the joys of climbing and allowed himself, whilst mellowed by tot, to be lured away to participate.

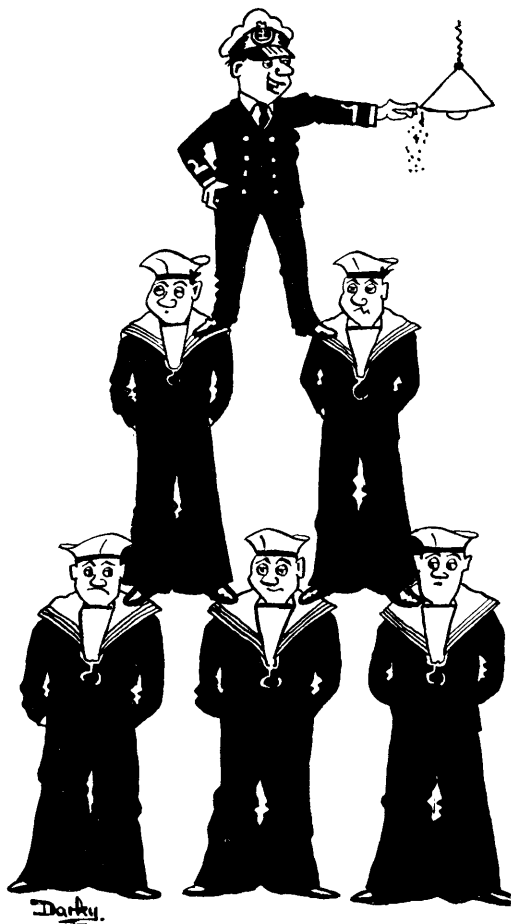
I know, not many readers of THE COMMUNICATOR pursue this rather special form of recreation but if you do, the Southern Gibraltar limestone cliffs on which climbing is allowed, have much to offer. For the more ambitious the High Atlas Mountains of North Africa are just a short journey away. History has it that Mount Abyla and the Gibraltar heights are the pillars of Hercules.

Gibraltar breeds Rock Apes, but to date no Rock Climbers and the Armed Forces here don't appear to have any enthusiasts in their ranks. This means I have to take beginners, partnerships that rarely last longer than the first outing and usually finish with something like 'Thank you but I'll stick to darts'. Amongst this following was a Wren who did surprisingly well.

The layman may wonder why I have to involve a second person in this seemingly hazardous occupation. This is not the place to explain the technicalities of climbing but in order to make an ascent in a conventional manner applying various pieces of paraphernalia, you require a body attached to each end of about 120 feet of rope. This rope doesn't serve as an instrument of disaster to all concerned should one slip be-

cause only one man climbs at a time. The most experienced of the party leads until he reaches a suitable position where he can secure himself to the rock then bringing up the second man. The leader can protect himself as he climbs by arranging anchorages with loops of rope around flakes of rock, if there any, or even by hammering steel spikes into cracks, then clipping on a snaplink with the main rope running through he has what you might say, something to fall back on.

Interested yet? If so next time in Gib, ring me in *Rooke*.



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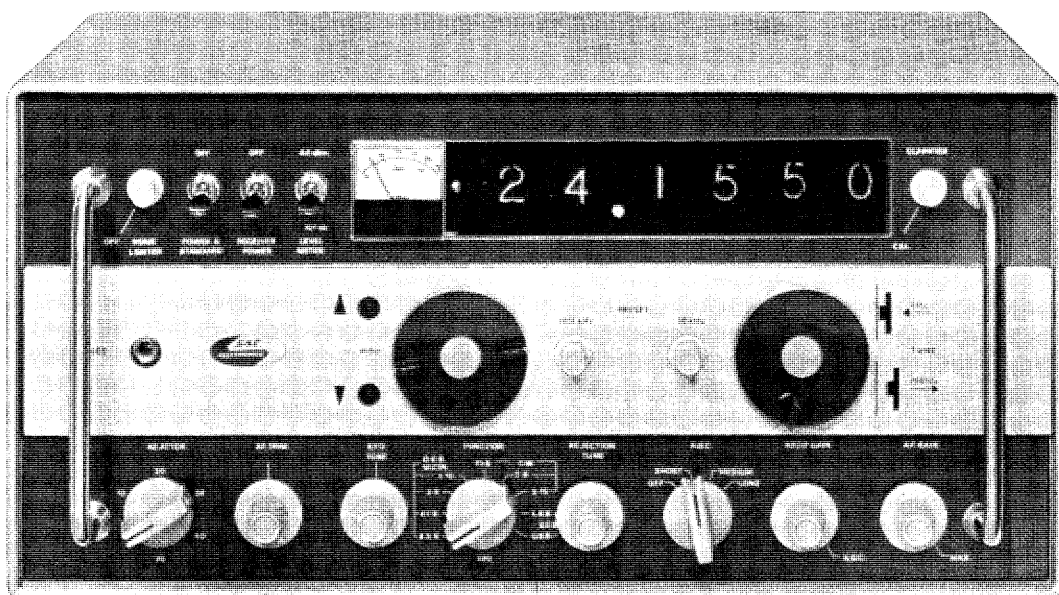
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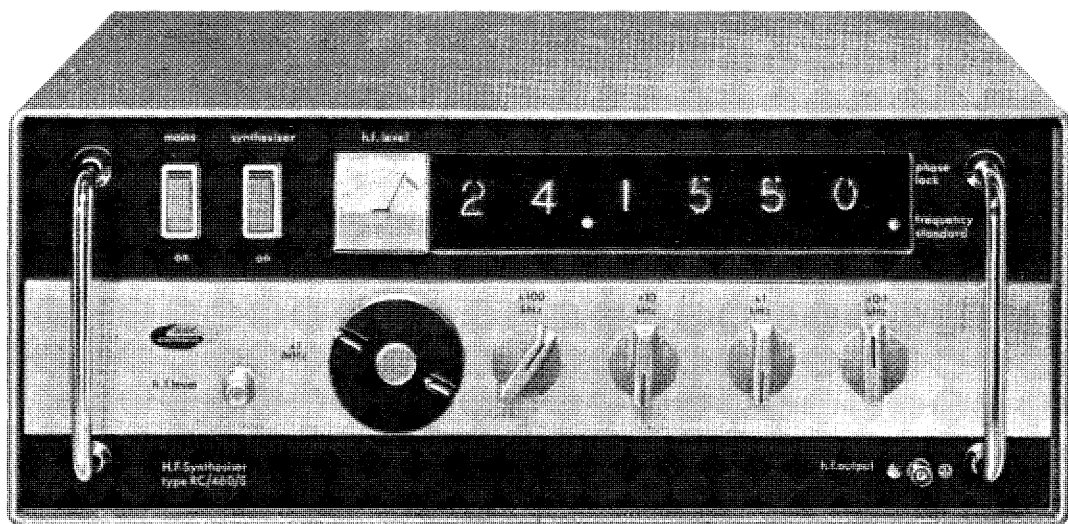


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GOING THE ROUNDS IN 'MERCURY'

21 YEARS AGO

On this, the 21st anniversary of THE COMMUNICATOR magazine it was thought that a series of articles on similar lines to 'All our Yesterdays' would be a good idea for two main reasons: to give the old 'uns a feeling of nostalgia (nausea), and to prove to the young 'uns we didn't all join as Chiefs and PO's after all or as Lieutenant Commanders in some cases.

Easter 1947 saw the birth of THE COMMUNICATOR, taking over from THE SPARKER and it was on sale for the princely sum of One Shilling, four issues a year. The main theme of the first editorial was the same as now, an appeal for articles from Communicators.

Captain C. Firth took over as CSS from Captain Scott-Moncrief (now Admiral Scott-Moncrief), who went out as Commodore Ceylon.

On the training side, new developments plus some which had been in abeyance because of World War Two, were entering communications. Experiments were being made with AT to see if it could become ship borne equipment using radio waves instead of cable for the link between terminals, the Royal tour to South Africa aboard HMS *Vanguard* giving an excellent opportunity for testing this idea, the outcome being that it was thought possible to fit AT on big ships at least in the then near future. For this experiment *Vanguard* was also fitted with a new type of receiver, B40.

Touch typing became a compulsory subject for all communication ratings. Communicators became 'users' only, maintenance being taken over by the new Electrical Branch made up from Chief and Petty Officer Telegraphists who preferred fixing to using (Petty Officer Telegraphist Tucker—now CRE Tucker, ICS Wing—being amongst these pioneers). Their Lordships of the Admiralty decided to let WRNS remain as part of the peace time Navy, Communication Wrens being of two types, SDO Wrens (WRNS RO) and D/F Wrens (WRNS RO(M)). The former did a four-week course, the latter 20 weeks, later extended to 35 weeks, when they were trained in all aspects of 'sparking' and their title changed to WRNS Telegraphist.

Instructor Qualifying courses were restarted for the first time since the outbreak of hostilities.

The first Signal Officers Reunion dinner was held at Claridges, and Rear Admiral Viscount Mountbatten was made the first Life Member of the Wardroom Mess.

An Amateur Radio licence was issued to HMS *Mercury*, who set up shop in a nissen hut on the broadwalk with a TCS and B28.

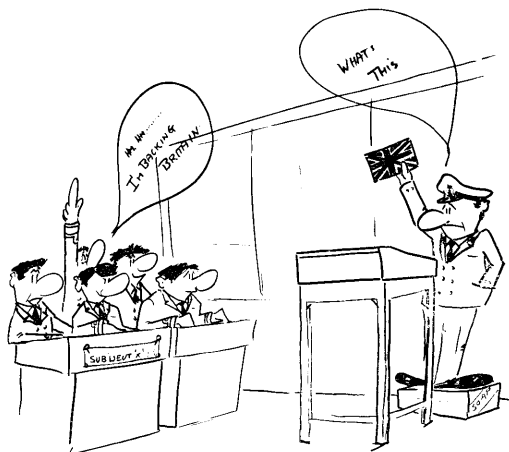
Last but not least, Hong Kong W/T station was back on the air after the long silence brought

on by the Japanese Occupation. Changes also took place in Communication Training Establishments. HMS *Glen Holt* closed down and the inmates transferred to Vicarage Road, Guzz. HMS *Scotia* moved from Ayr (the camp going back to Mr. Butlin) to Warrington, Lancs. Mr. Butlin also took back the camp which had housed HMS *St. George*, HMS *Ganges* reverting to a Boys' Training Establishment with the departure of the last of the 'Hostilities Only' ratings the previous year. HMS *Bruce*, a new training establishment, also opened up in Ayrshire (one of the first Signal Boys joining there being the present Treasurer of THE COMMUNICATOR); and Fort Southwick increased its intake of Communicators for short courses such as touch typing and Leading Telegraphist 'Q'.

Not even the Communicator's Bibles were safe during this period of change, the COF FSB VSI and WSI all being re-written, but as we youngsters were to find out they still weighed just as heavy and hurt just as much when thrown at one.

HMS *Mercury's* appearance was also very different in those days, although some reminders of those days still remain, but are used for different purposes.

The accommodation was a hastily erected hodge podge of nissen huts with central heating (a coke stove in the centre of the hut) in East and West camps, most of which have disappeared over the years. A few remain, mainly in East camp, to remind the 'old 'uns' of the good(?) old days, but in West camp where the Ratings and CPO's dining halls and messes stood are now Eagle and Dreadnought Blocks, and the NAAFI canteen has disappeared altogether and is now the car park.



What is now the RCC used to be the 'scrumpy bar' where many a yeoman qualifying carried out fleetwork manoeuvres using beer glasses for ships, and the combustion engine really did replace the horse in *Mercury* because the sullage party had a horse and cart not a motorised dust cart as now, the sullage party were the forerunners of brown card jobs.

Looking back through old course lists a few familiar names stand out, on the long 'C' course we find Lieutenants Kent and Morton (now both Captains), the Signal Bosuns and Warrant Telegraphists (Forerunners of SD's) produce Yeoman Coggeshall (now Lieutenant Commander SD(C)), Petty Officer Telegraphist Bristow (now Lieutenant SD(C) ex Draftee), Petty Officer Telegraphist Hearn (now Lieutenant Commander SD(C) Staff Assistant, *Mercury*) and Chief Telegraphist Cox (now Commander SD(C)).

For enlightenment of New Entries present and recently drafted, in the Spring of 1947 Leading Telegraphist Lawes was at Trincomalee in Ceylon, and Ordinary Telegraphist Holding was aboard the aircraft carrier HMS *Ocean*. Also serving with Ordinary Telegraphist Holding was someone all EW ratings will recognise, Telegraphist Thorpe; and Jackson Squadron will no doubt recognise Ordinary Telegraphist Eames serving onboard the cruiser HMS *Diadem*, one of the escorts of HMS *Vanguard* on the Royal tour to South Africa.

The writer of this article was himself a rosy cheeked Boy Telegraphist (JRO) enjoying? his second term at HMS *Ganges*.

It is my intention to extract articles of interest from corresponding back numbers of each issue of THE COMMUNICATOR (passing on the very interesting task to my successor), but I would also like to include other people's recollections and reflections if they could forward them to the CPCRO in time for each article.

NEW ENTRY SPORT

New Entry sport has proceeded at a reasonable pace since the last edition of this magazine.

The largest event was the third Olympiad versus HMS *Raleigh* and in spite of holding high hopes, the Squadron lost by three events to two. The hockey and soccer were won by the Squadron but we were trounced in the cross country and boxing and lost the rugby by two points. Of the three meetings between the establishments, *Raleigh* have now won two. Several New Entries showed a surprising amount of energy later in the evening when a pop group 'played' from the boxing ring.

In divisional sport Howe won the rugby knockout competition and Knowles the boxing, whilst Howe exceeded all our hopes and won the inter-divisional establishment cross country. In the Portsmouth Command Spring cross country championships our team of New Entries came a very creditable sixth out of the 16 teams entered.

The Winter Term weekend leagues, in spite of

some atrocious weather, resulted in Knowles winning the soccer and Pasco the hockey. This term we have been plagued by bad weather and lack of numbers to get the games completed, though several scratch games have taken place in order to avoid disappointing what volunteers there were. *More support is required.*

Orienteering is still in the process of getting established but several New Entries have accomplished compass and map exercises, it is hoped that trips further afield may take place when we have our own transport.

Judo continues popular within the Squadron and the participants must be improving, or maybe Petty Officer Smith is more gentle, as there are fewer minor injuries than in the past.

Badminton and squash flourish and it is pleasing to record that the racquets are being looked after very well.

At the time of writing, Pasco and Knowles are neck and neck at the head of the .22 Rifle League, both teams are unbeaten in four outings against good opposition. It is hoped that one or other of them will still be there when the competition is completed.

A hockey knockout competition is about to start and it is hoped New Entry teams will do as well, if not better than last time when Anson were the losing finalists.

Finally, the usual exhortation must be repeated: Your division needs your participation in all sports and if you are not a player — you can still shout for your team!



'... and I used to think my old lady couldn't cook'

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SHIP-SHORE NEWS

HMS AJAX

by R02 Wakeman

As *Ajax* has been a regular buyer of THE COMMUNICATOR all this commission, we thought that it was about time that the 'Senior Wallflower FEF' should write a few words.

We are the last ship to do a foreign service commission and of that fact we are, to put it plainly, 'chuffed' as should most other naval personnel be. I say 'should', because some may think that foreign service commissions are just the job???

We have missed most of the major exercises here, 'FOTEX' being the most important. I must admit though, that we did take an active part in the last week. Even if it was the sports week. This was because we were putting in some 'wall time' in Singers.

Eventually after many attempts we managed to reach Hong Kong. There three of our Communicators, myself included, did an exchange visit with our 'blood brother' regiment the Lifeguards. They took us on a four day patrol in the New Territories which we all enjoyed. They were surprised that we all finished, as they even went to the trouble to lay on a helicopter to take any of us out. They did find a use for it though, even if it was to fly out some of their own lads who couldn't stand the pace. Anyway after wrecking a ferret scout car we returned, much to their relief, to the mighty 'A' and went to Subic Bay for a week-end with the Americans. We tied up alongside the USS *Bainbridge*, one of their new guided missile destroyers. She is a very clean ship being nuclear powered. They are very security conscious and I was informed by a member of *Loch Fada's* staff that they sent an officer with an armed guard over with a Priority Restricted, which I may add only the CCY was to receive.

Japan was our next stop, with a month of courtesy visits at five ports, Kobe, Moji, Etajima, Hakodate and Otaru. The local people were very pleased to see us and in the time we spent at Moji the visitors onboard totalled 10,000, a good effort for two days.

Reluctantly leaving Japan we steamed back to Hong Kong. The typhoons gave us a lot of trouble, especially one which caught the *Vampire* and ourselves thirty miles instead of one hundred miles from the centre. On returning to harbour we were no sooner tied up than we had to sail again to search for a ditched American aircraft. Working with the Clark Naval Base and two US ships we found three survivors. This was our last bit of 'action' in Hong Kong.

Back to Singers whence we sailed after repairs to join the Aden task force. On the way we were diverted to search for a ditched RAF Shackleton which was down to the west of Sumatra in the Indian Ocean. After an overnight passage at full speed we arrived at the scene, and being the first ship there, worked with two Shackletons, a Hercules and RAF Changi. We found three survivors and two bodies. One of the survivors, being badly hurt, had to be operated on and plasma was dropped to us by the RAF to assist in his recovery. We later transferred the survivors to HMAS Yarra who took them to a port for onward transport to hospital.

Arriving at Aden we assisted in the withdrawal, spending some forty days at sea during which time we had FO2FEF's inspection. This went very well indeed all things considered, and FO2 went away a pleased man, we hope???

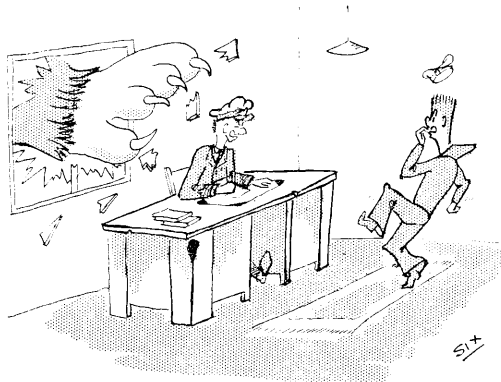
Ajax then took part in manoeuvres with two carriers and escorts during which valuable experience was gained, especially by the buntings. As a farewell to Aden we took part in the review by the High Commissioner, who inspected ships of the task force from HMS *Appleton*. Then all the combined aircraft did a splendid flyover to finish it off.

Leaving Aden we pointed our bows towards Mombasa with the *Galatea* and spent Christmas there. It was an uneventful visit, and we left on Boxing Day for Beira to do the first leg of our patrol. This again was uneventful and at the time of writing we are again in Mombasa waiting to sail for the second leg.

Although our future programme says we go to Simonstown, Saint Helena, and Gibraltar we have some doubts as to whether or not we will go.

Our staff are awaiting their draft chits, no doubt dreaming of some quiet place to set watch now and again. Some dream???

We said goodbye to the CRS, Bill Trappitt, two months back. His place was taken by CRS Jock



Buick. At present the staff is headed by Lieutenant R. K. Dibble and he is assisted by CRS Buick and CCY Rugman. The comms rates being:—
 'G' LRO's Lewis, Ryley, Sharp, RO2's Bailey, Barnes, Matthews, Macdonald, Wakeman, Archer, RO3's Morton, Willcox and King.
 'T' LRO's Skipp, Patrick, RO1 Lewis, RO2's Diben, Langridge, Cash, RO3's Morris and Ridgeway-le-Gresley.
 'W' RO3 Gardiner.

HMS ARGONAUT

As this is the first of, we hope, many articles to THE COMMUNICATOR we must explain that *Argonaut* is a shiny new Leander Class Frigate built on the Tyne by Hawthorn Leslie at Hebburn.

We commissioned on September 5 and had three days of rather hectic social life of saying goodbye to the local residents to whom some had become quite attached!! We then sailed to Portsmouth, tied ourselves firmly to the wall, and spent two months being tested and tuned and at times it looked as if we would never get to sea — but after a few weeks of sea trials we arrived at Portland on December 11 for our 'Work Up'.

Everyone was very much on edge and the fact that much of the equipment had only been accepted a matter of days previously and therefore was new to everyone didn't help our confidence at all. Simple problems such as 'How do you switch it on' or 'Which telephone do I use' had to be overcome before we got anywhere.

However after the first two weeks we discovered that Portland wasn't really as bad and that the staff really were helpful.

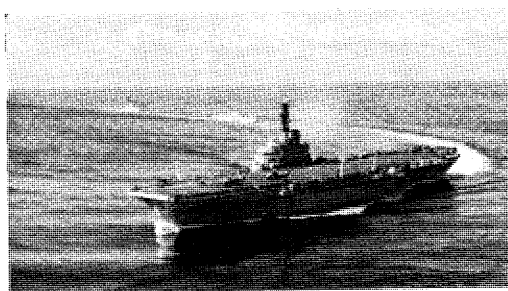
'Work Up' over we are now at Devonport and relaxing by painting the foremast in the snow and other such healthy pursuits. The Department are well represented in the sporting field for the ship's teams with LRO(W) Williams, RO1(G) Felgate, RO2(G) Porteous and RO2(W) Stonehouse in the football team and RO2(W)'s Stonehouse and Currie in the rugby team. With RS Robson and RO3 Kerridge in the hockey team.

The management consists of Lieutenant (SD)(C) L. G. Foot, RS Robson, CY Clifford and RS(W) Stevenson, well supported by what has been described as 'An Enthusiastic Bunch of Amateurs' so we are all confident of a good commission.

HMS BULWARK

by CRS Morris

Whatever happened to Phase Drafting? When an entire ship's company arrived in Singapore and found we had a turnover of less than a week, fifty per cent of the staff were 'first-shippers' from *Mercury* with most of the rest from such a variety of frigates as *Drake*, *Warrior*, *President*



'Bulwark' turning into wind to fly off Bedford 3-tonners

and the like. With a work-up condensed into three weeks, the prospect of jumping immediately into an operational role, and our only link with the past commission Sub Lieutenant Gawley (ASCO), we did our respective nuts and grey hairs sprouted like RA's at 1600. To add to all this, our equipment falls a little short of Laser Beam stuff.

However, the ordeal by fire — and the patience and hard work of the lads (RN and RM) ashore in Singers — is now bearing fruit (I bet CRS Snape still screams in his sleep 'It's that big B . . . again'). Finger trouble is now far less evident and we have learned exactly where each venerable 603 likes to be stroked and tickled in order to give of its best.

We relieved *Albion* on station on December 7 bulging at the seams with 40 Commando and their clobber, and became part of George Brown's 'Middle East Teeth', resigned to a very snowless Christmas. After landing the 'booties' at Mesirah for a scorpion-familiarisation course, they were hurriedly recalled in the middle of the night (the whole re-embarkation of men and supplies being completed between 0215 and 0615) and we galloped off to seaward. The less knowledgeable of us thought that the balloon had gone up, but it transpired that jelly fish were blocking our salt-water intakes and a few knots were needed to dislodge them. Even a planned three-day Christmas spell at Khor-al-Quai (shades of Pickwickian Yuletides!) with a possible swim and frolic with sharks and baracuda was scrubbed due to a spell of bad weather. It was like the 'Channel on a mad March day' as Mr Masefield would put it, and we had to seek shelter in a place which rejoiced in the name of Dohai Dibba. At anchor there, we became as festive as possible under the circumstances. The Christmas fare was as good if not better than any this writer has had in more congenial spots, and 845 Squadron's choppers plus the RAF got the mail to us pretty sharpish — some letters taking less than two days from postmark to recipient's grateful hand.

Now (Boxing Day) with bursting belts and leaving a trail of beer cans that one could walk home on, we are plodding back to our 'beat' nearer Aden, in company with *Hermes*, *Phoebe*, *Lyness*

and *Olna*, and hoping that the Feast of Ramadhan hasn't heated Arabic tempers. It appears that *Dulwark* is stuck here for quite some time to come, and as our longcasts only warn us of what's for breakfast in the morning, speculation as to our future runs riot.

Juniors' training has had to be somehow slotted in between three watches, vertrep storing parties, and calls to man additional assault nets if the 'booties' are ashore. I am, however, an old-fashioned type and am convinced that this sort of experience makes infinitely better operators than all the 'classroom academics'.

Interpart flight deck games are our main form of recreation at this time, and the Comms teams are about average in the tables. A big drawback is that with 'G's' especially — they spend the first ten minutes of a game blinking like moles in the strong sunlight!

Further afield, RO3 Foster and JRO Darby crashed ashore — MacArthur style — with a landing party at Pulau Tioman, decked out in kinky jungle greens. To quote the Duke of Wellington 'I don't know what they'll do to the enemy, but by God they frighten me!' However, our regular native-bopping IS platoon reps are RO2's Wilkinson and Fraser who look slightly less Carnaby Street in better-fitting JG's. Let's hope they don't have to display their sartorial elegance to a few bloodthirsty locals for real.

HMS CLEOPATRA

by SPAZ

Greetings to fellow communicators everywhere and congratulations to our most illustrious magazine on its coming of age.

We have now started the second commission of *Cleopatra*, the new crew having joined us on a typically wet and windy 'Devonport Dockyard' day last December. The whole department is now in the process of cramming as much knowledge as possible into their heads through PCT, CTT, diving, namet, leadership, NGS, ships husbandry and fire fighting courses. All this in an effort to live up to the very high reputation achieved by our predecessors of the last commission.

As usual the communications department is well represented in the ship's sports teams. A special mention in despatches for RS(W) Sked and RO(W) Staff who spearhead the so far victorious ship's football team and JRO(G) Smith for battling his way to glory as Junior Flyweight Champion during the recent Royal Naval boxing championships. The communications department is now forming its own sports teams so any other ship's communications department, big or small, fancying their chances at football, hockey, rugby or darts consider this as an open challenge.

We start our work-up at Portland in early June but our programme after that is a bit hazy at present but no doubt what ever crops up 'Cleo' will rise to the occasion.

HMS DARTMOUTH— BRITANNIA ROYAL NAVAL COLLEGE

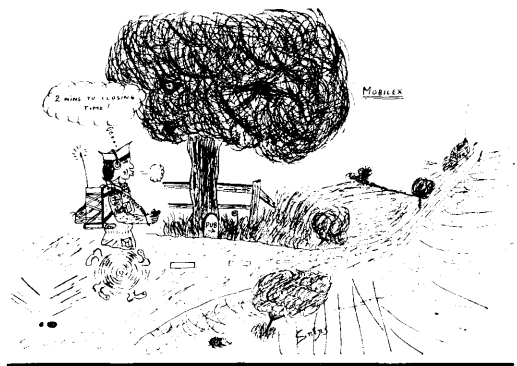
by Mr. A. Lucas

It is over three years since the last *Dartmouth* article appeared in THE COMMUNICATOR. Our only excuse for this is that from a Communicator's point of view, perhaps there may be little or less interest in the news of happenings at *Dartmouth* compared with that from the ships of the Fleet or other shore establishments.

The work of the staff here is varied, and the working day can be from 0630 until 1845. As expected we cover most of the aspects of Naval Communications, with the ultimate aim of training the long and short term Naval Officer to read flashing, to listen out or operate on a voice net, and have an understanding of fleetwork required by an OOW, with further experience gained at sea.

The people we train are Sub Lieutenants RN, RAN, RNZN and RMN of the 'X' and 'S' specialisations; and Cadets of the RN, RMN, Imperial Iranian Navy, Kenya Navy, Ghana Navy and the Trinidad and Tobago Coastguard all of the 'X', 'S' and 'E' specialisations.

As an aid to flag recognition, two daily flag hoists with a Commonwealth or Foreign Ensign, and National Flag are hoisted and our number of Ensigns and National Flags now stands at approximately 90, quite a collection.



R.I.P.

An article in a popular digest recently on the 'causes of death', revealed the following facts.

'...that coronary heart disease was commonest in light workers . . . the majority having light jobs in which STRESS was marked. Radio and Telegraph operators were highest on the list, followed by Priests, Dock and Harbour officials, Chemists, Doctors and Musicians. Executives and Bureaucrats were very low on the list'.

There must be a moral here!

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STC DEVONPORT

As regards articles for *THE COMMUNICATOR*, STC Devonport must take the cake for literary round shoulders. Once again as the cry goes up 'Good G . . . , the deadline is three days', everyone seems to find those little jobs that should have been done months ago.

We are preparing for the annual rush of RNR's on their 14 day refresher courses, plus a few fleet boards here and there. Heaven and the Minister of Defence willing, we should be quite busy from now until next October.

We have had our moments though! Since Christmas we have had numerous VIP's to gaze in awe at the high powered training organisation here, including TC from *Mercury* and the Manpower and Training VIP's from MOD(N). Our Oi/c is clocking up hour after hour on these four-minute contact times with all the VIP 'Look-ins'.

Draftey obviously understands our problem?? All the Complement staff who have had drafts are going ASHORE and the Supernumeraries AFLOAT, you must agree that Guzz is as good as a foreign.

The only men of Devon retiring since our last retirement social at Christmas were BEM's Watt Tyler and Pete Holdsworth.

We have now had proof that we have the best looking Sec in the business. She was picked as Miss Field Gun 1968 (Devonport) last week. The

only person not very pleased is Fred Farrer the Reg Chief, he now does all his own work, whilst his Sec carries out her regal duties.

Sports wise we are cock-a-hoop. After starting rank outsiders in the Commodore's Cup Knock-out, we are now second favourites. Meeting the favourites *Tiger 'A'* in the semi-finals. Results in the summer edition.

Best wishes for *THE COMMUNICATOR'S* 21st from the West Country and as we drink our pint in the lounge of the Cornwallis Gate, looking at the site of the Old Vicarage Road Signal School, our thoughts go back to Communicators of those earlier days.

HMS DIAMOND

by RO 2(G) M. J. Kelly

We forward this article with the dark clouds of Portland looming dangerously overhead, and a good number of the Communicators wondering if the Big White Chief is going to be in a pleasant mood for the next seven weeks.

We had a pre-Christmas visit to Amsterdam for a few days just to give the lads a break from the monotony of lying recumbent in Chatham Dockyard.

Our gallant Navigating Officer informs us that he refuses to purchase a copy of *THE COMMUNICATOR* without his name being mentioned — Lieutenant Evans, RN.

HMS DEVONSHIRE

We recommissioned at Portsmouth in October '66 and spent the first part of the commission either in dockyard hands or alongside the wall. After sea and acceptance trials we visited Plymouth for Navy Days, only to have the misfortune of breaking down and so delaying our programme for Portland work-up. Everybody in the department found the latter a hard and tedious slog and breathed a sigh of relief when it was all over.

It was then back to Pompey to give 10 days' leave to both watches before sailing for the Far East via Plymouth. First call, as is customary, was to Gibraltar. Suez was closed so it meant going the long way round, calling at Freetown en route to refuel. Simonstown in South Africa was our first official visit, where we spent Christmas, a good time being had by all.

Now it was down to more serious work, joining up with a task force headed by FO2FEF in *Hermes* patrolling off Aden, but this didn't last long as it was disbanded a couple of weeks later, enabling us to pay a week-end visit to the Seychelles.

The next event on the programme was to sail for Gan where we joined up with *Eagle* (FOAC), *Euryalus*, *Dido*, *Zest*, *Cavalier*, *Troubridge*,

Waikato and Yarra, plus several RFA's and submarines, for an exercise.

At the time of writing this article we, *Eagle*, *Euryalus*, *Dido*, *Zest* and the RFA *Olwen*, to be joined later by *Triumph* and several RN ships, are on our way for a mass invasion of Australia.

HMS EURYALUS

On a crisp December morning *Euryalus* sailed from Devonport on the foreign leg of a GSC. After only two days at sea it looked as though we would be heading back to Guzz. Fortunately (!!) the Engineering Department made temporary repairs to the damaged shaft and we were able to make Gibraltar only a few hours adrift. Due to the defect our overnight stay turned into one of four days. While the dockyard worked around the clock making good the damage, we took the opportunity to renew old acquaintances at 'Albert's'. The Comcen challenged us to a game of football and we duly obliged, winning by the narrowest of margins but not before we had lost the services of our tough tackling left-back LRO(W) Alfie Rose, who broke an ankle while collecting the ball off the Fleet Club roof! Hard luck Alfie.

The passage to Simonstown was very quiet and uneventful. The crossing-the-line ceremony was held on the flight deck, music supplied by Layman's Layabouts. Fortunately the instruments were confiscated or otherwise disposed of. The sounds produced by them resembled nothing heard before or since.

Simonstown was reached on December 23 and the 'strangers' busied themselves dhobeying their best lanyards. Needless to say, a marvellous time was had by one and all, except perhaps the CRS, who made the fatal mistake of going ashore with the Buffer who invariably goes ashore without his wallet. All too soon it came to an end, and after saying goodbye to our grippos we set off to relieve *Ajax* as OTC Beira Patrol and *Galatea* as D1(FE). The turnover completed, *Zest* and ourselves proceeded to patrol the calm waters of the Mozambique Channel. Did I say calm? A cyclone hits the area approximately once every five years (or so the Navigator tells us). We had two in one week. Fortunately we managed to keep to the outside of both and only moderately rough seas were experienced. During our period of patrol we cleared about 450 'Mod Mail' messages to Mauritius W/T, whom we would like to thank for their unending patience.

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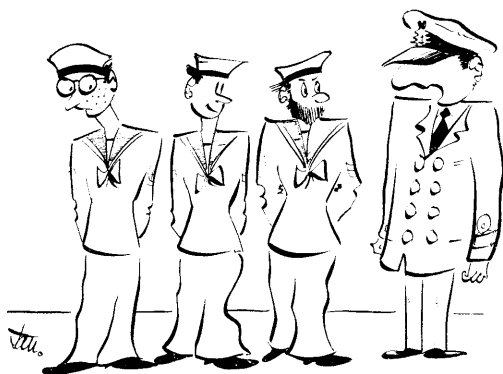
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Make	Year
6. (a) Rank:	
Name (Block Letters)	
(b) Address for reply (Block Letters)	
7. Date	

On January 21 *Ajax* and *Galatea* took over Beira duties and along with *Zest*, *Cambrian* and *Tidereach* we headed for Gan and exercises with the Fleet. After two days we found ourselves going South, this time to Mauritius where the Governor was having trouble preventing the Muslims and Creoles from bumping one another off. Dawn on the 26th saw us alongside at Port Louis with the landing party fully booted and spurred and raring to go. Because of the situation, normal leave wasn't allowed but full advantage was taken of the excellent recreational facilities offered us by HMS *Mauritius*. Several sporting fixtures were arranged, including soccer and hockey matches against the WRNS. The men's teams put up very creditable performances but were overwhelmed by the skill and speed of the ladies. To mention the scores would only embarrass the author, who played in both games. While the rest of the department played and lazed about in the sun our trained 'killers', namely RO's Freeman and Wade did their duty as sentries in various installations throughout the island. The stories they tell!

After five days of relative calm the presence of *Euryalus* was no longer needed, and so once more we set off for Gan arriving just in time for the end of the exercises. An afternoon was spent storing and refuelling before sailing to join up with *Eagle*, *Devonshire*, *Dido* and other units of the Far Flung Fleet for passage to Australia.

At the time of going to press we are berthed at Garden Island, Sydney doing a sixteen day AMP. As we have been here only a few days little can be said of the life ashore, except to say it looks very promising. Our future programme is, as always, uncertain but we shall be spending March in New Zealand flying the flag of FO2FEF who tells us that the future programme of the ship is of the style *Euryalus* has become accustomed to.



'Which one of you is the electrician?'

HMS FOREST MOOR

Here at *Forest Moor* the general way of life changes very little from day to day, except perhaps in the winter the TV room gets hammered more as the prospect of venturing out into the snow does not appeal to most of us.

The sportsmen here are still being kept occupied with regular football matches against outside teams. Table tennis seems to have crept up in popularity lately, perhaps also due to the cold weather outside. We will be looking for half-a-dozen keen blokes soon for the Knaresborough Bed Race — this roughly consists of covering a rather hectic course with a bed on wheels containing a beautiful young lady, and eventually swimming across the river Nidd with bed and contents. The event is finished off with a beauty contest between the ladies from the beds, a dance and of course plenty of booze, much to the delight of winners and losers.

The ship's company dances have started up again after rather a long break. The last one was a success in most respects and we hope the next will be even better; our organiser, Petty Officer Hallett, is leaving the Navy soon, so we have to make the most of his talents whilst he is still with us.

At the comcen end of the camp things plod on as usual and a number of new receivers have been installed. These, with the new POOW desk giving him on hand checking equipment for the circuits, should enable us to provide an even better service from *Forest Moor*.

The ship/shore bay here has been modified so that the operator can check incoming signals more easily and thus co-ordinate with Whitehall Wireless much better than before. Ships who are unable to get through on ship/shore can be assured that if their signal is heard at all, we will endeavour to print it, and all circuits are on loudspeaker throughout.

For your information, ninety per cent of traffic printed is either on Four or Eight Mcs, very little indeed on Six Mcs; quite a number of ships are heard on Twelve and Sixteen Mcs, but in many cases signals not printable!

FOST STAFF

To the outside world 'FOST' is yet another in the growing list of four-letter words. We hope this article will repudiate the popular belief that FOST Staff comprises 'ogres and gnomes'.

Communications-wise the staff is divided into two categories, Sea-Riders and Shore-based. The Sea-Riding staff consists of a CRS(G), CRS(W) and CCY, supplemented from time to time by Senior Rates from the OXP. As the name implies, Sea-Riders accompany the ships on their various serials, covering and reporting on all aspects of

their communications organisation. Criticism is not the 'forte' of the Sea-Rider and ships are encouraged to seek their assistance and advice at all times. It is a fact that the whole staff exists to help work-up ships and to correct them whenever they go astray. By the time the final inspection arrives, it is expected that they will have heeded our advice and reached the required standard. Provided ships come here prepared for six weeks of really hard work, they will find that the work-up period passes swiftly. With the correct frame of mind, ships will probably find themselves enjoying their stay here.

The Shore-based staff organise the various exercises, write reports on them and are responsible for the conduct of the Portland area nets. Whilst ships are in harbour, the staff will gladly assist with any queries, so please come and see us in the CXO, situated in the basement of FOST Block in the Dockyard. We look forward to maintaining a friendly liaison with all ships in the area.

On the sporting side, the staff soccer team, ably led by LRO(G) Welch, head the inter-part league having played 6, won 4 and drawn 2. However, one wonders whether the reason for this success is because the pitch is always a veritable mudbath. Knowing the beautifying qualities of a mudbath, they may hope to gain more easily the affections of the Portlando Senioritas.

The Sea-Riding staff is CRS(G) Oxborough, CRS(W) Sanders and CCY Jahme. The Shore-based staff are led by CRS(G) Randall, somehow assisted by RS(G)'s Moir, White, Matthews and Atha. CY Haines heads the MSO team. By the time this reaches the printers we will have said farewell, in true naval fashion, to CRS(G) Mills (Release). CY Case (*Naiad*) and RS(W) Culverwell (*Minerva*).

The D.O. is Lt. Dartnell.

In conclusion, we are here to help—HONEST!!!
WHOPPERS

The following signal was received by FOST:—
P 290855z

FM NAS CULDROSE
TO RBDMUC/FOST
INFO RBDKC/CINC PLYMOUTH
ZEN/NAS CULDROSE

BT

UNCLAS KBM DIVING AT 291000Z FOR 10
HOURS IN AREA DELTA 006 FOR SERIALS
368 AND 369

BT

The first of the Defence Cuts???

HMS GANGES

The new display classroom is now rapidly nearing completion and we are most grateful to *Mercury*, *Victorious* and all who have contributed equipment towards this project.

Recent departures to civvy street have included

CCYs Jupp and Riley, CRSs Briggs and Snowden and LRO Leigh, whilst assistance is being supplied to the sea going Navy in the shape of CCY Wright to *Ajax*, CY Barnham to *Yarmouth* and LRO Childs to *Lynx*. We wish them all the very best of luck.

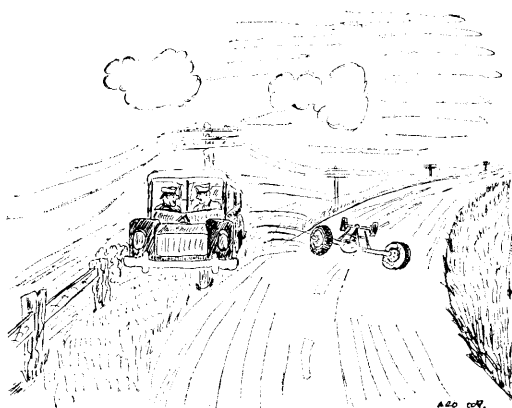
Planning is at an advanced stage now to acquire two inshore minesweepers for *Ganges* training. HMS *Dittisham* and *Flintham*, if we can clinch the deal, will add enormously to our training capability. They will be of particular benefit to budding Communicators who cannot be spared for long periods at sea.

The Summer activities are looming close and our time will soon be taken up with preparations for Mast Manning, Parents Day and the many other outside shows. Trips to the continent are also not far away; LRO(G) Beck will be our 'week-ends on, week-days off' sparker for these excursions.

What does the future hold for *Ganges*? In spite of all the ups and downs in the school leaving age and the efforts of people trying to stop young men joining, we shall continue to send Communicators to *Mercury* and to sea. We can see ourselves doing it until at least 1975. Come and join us, it is a very worthwhile job.



"'e said it, the nit, 'e said it"



'Corners well for a Pusser's Wagon!'

HMS GLAMORGAN

by T.E.H.

We have seen very little since our last time of writing but have accomplished much in the way of firings. Apart from one weekend in Liverpool and a week or ten days in Pompey between firings, we have been off Aberporth since January — we have heard that the natives now refer to us as 'The Grey Ghost of the Cardigan Coast'!!! which is a very apt description. At times we thought we had taken over the role of The Flying Dutchman: ever to sail, never to arrive.

However, now that the firings have been completed we are hoping that the future will bring us something better. At the moment of writing we are Portsmouth bound for docking and pre-deployment leave before wending our way to the Far East. A trip via Simonstown was eagerly awaited, especially by some of the ex-natives of The Cape who know well the warmth of a South African welcome, but alas, this is not to be, we have recently learned that we are going the other way round in company with *Fife*. Our calls are to take us to Washington, Norfolk, Kingston, through the Panama Canal to Rodman Naval Base, San Francisco, Vancouver, Esquimalt, Seattle and Pearl Harbour. I think that will do for a start and it will certainly make a very pleasant change from the grim monotony of Aberporth, Portland and Sea Acceptance Trials. Don't rush for Preference Drafting Forms, much regret we are full!!!

Inevitably Drafty has taken his toll of the younger members of our staff, six of whom have departed for *Mercury* and Sub Spec courses. We hope they did well and if they should find themselves in the East we would welcome a visit from them.

We have struggled long and hard to carry out exercises with No. 2 Wireless District RNR each Thursday evening. What could have been good

and useful exercises have been spoiled by heavy interference on the allocated frequencies. Whoever takes over from us will find good co-operation from CRS John Gregory and his staff at Exeter. We only wish we could have done more for you, John.

LRO's (G) Grimwood and Lynn are departing for civilian life on arrival at Portsmouth, although they are glad and happy to be going we shall be sorry to lose them. R. S. Godden has unfortunately also left us and has now returned to the West Country for a short spell, we hope all goes well for him. A very big thank you to all three for the good work they have done in the past 18 months.

HMS HAMPSHIRE

by RO2 Hardcastle

On August 7 *Hampshire's* only remaining Communicators left her, and the ship was descended upon by a completely new staff of thirty-nine enthusiastic shore station stalwarts, completely indifferent to the idea of becoming ship borne boffins. However, progress has been made, the whip won and we can now claim to be a team of some standing, in spite of a statement made by our ex-signalman turned MAA, to the effect that as we're a shower of animals it would be a good idea to change the ship's apothecary for a vet. However this all points towards a work harder play harder commission.

The branch is under the guidance of the three Peters: CRS(G) Newton, RS(G) Bryant, (known to his oppos as 'Pongo Pete'), and CCY Royal, with CRS(W) 'Nobby' Clarke and RS(W) Ken ('Smoothery') Robson, who between them look after the brushes and dustpans and the bleeps and burps. Right at the top of our very distinguished tree is the big white chief, Lieutenant Commander J. P. de H. Saumarez, our SCO.

We all settled down quickly to the rather tedious routine of refit and to the thought that ours, one similarly undertaken by our sister ships, would take some considerable time longer than was first promulgated. However, much to the surprise of all on board we became the first DLG to complete our refit on time.

The ship recommissioned on December 16 at South Railway Jetty, and a successful ceremony, which was conducted by the Bishop of Winchester, was attended by numerous friends, relatives, and sweethearts of all on board. Everything went well EXCEPT: the loud speaker systems failed and we sorrowfully missed all those interesting speeches, and after countless successful rehearsals the commissioning pennant failed to break.

During our voyages between C lock and SRJ there was plenty of opportunity for sport. The ships soccer team in particular did very well. We reached the final of the Charity Cup and beat

Collingwood 2-1 to take the trophy. However in the final of the Navy Challenge Cup, *Collingwood* took their revenge, beating us 2-1 in extra time. So instead of celebrating in that by now well known 'BIG H' tradition, we commiserated in the same way. To reach the final of this competition was a splendid achievement by the whole team, and we were the first ship to do so since the *Ark Royal* in 1939. Our Branch was well represented in the person of JRO R. Mitchell, who is also a Portsmouth Command Navy player. However the SCO has a theory 'that if he had achieved a haircut before the big event, we might have gained a total victory through superior aerodynamic streamlining'.

After Christmas leave we sailed forth from Portsmouth on our first 'Big' cruise to Portland. For three weeks we did our sea acceptance trials, during which the ships' company had a couple of 'quiet' runs in Portland and Weymouth, amassing between them a meagre seventeen patrol reports in one night. Also during our SAT's the Comms branch had their first introduction to the art of seamanship on the upper deck, through an unmentionable junior of the morning watch ditching gash over the sharp end. By this means the ship was dressed overall with a bin full of shreds, milk cans, dog ends, and the rest. 0630 is not the best of times to shake a mess full of watchkeepers for a forenoon's cleaning of the entire upper deck. The unmentioned rating was accordingly reimbursed, due to a few mishaps with the hose pipes.

Nothing spectacular has happened thus far but with the joys of Portland to come anything can, and probably will happen, so ZUJ Weymouth shore patrols. On completion of our work up we take the Flag of Rear Admiral Compston, FOFWF, and become a fully fledged member of the Western Fleet. Whatever the coming commission may hold for the 'BIG H' all will go about their work with the same 'SPIRIT' they have shown during these past seven months.

HMS INTREPID

Aden Report

The ship arrived off Aden on November 17, and during the next four days *Fearless* gradually shed the load as CTF 318s Flagship and communication link ship for all military authorities in Aden. Early on Monday morning November 20, FO2 FEF (Rear Admiral E. B. Ashmore, CB, DSC) transferred his flag to us and the communication battle was engaged.

Besides running the communications necessary for the task force of twenty-seven ships, which included a Strike Carrier, Commando Carrier, DLG, Frigates, RFA's, LSL's, LST's and a tug, we also gradually took over the strategic links out of Aden from our RAF and Army friends.

This meant that within forty-eight hours of assuming the duties of the Flagship we were handling over 700 signals in a twenty-four hour period. As all signals had a distribution for the Flag and other ships in harbour, thirty copies were required. Simple mathematics will show how much paper was coming out of the MCO daily — we ran through a year's stock in ten days.

New circuits were invented which one would be unlikely to find in any complan. Our best, and most continuously in use, was SLO60 Private on which the Staff Logistics Officer spent many happy hours arranging for the return of East African Beef and the purchase of additional tins of Heinz Pea Soup. Clearly we weren't going to leave Aden without a struggle — even if only over soup.

All of us certainly learnt more about communications in those last 10 days in Aden than during most of the rest of our communication careers. We also learnt who our friends were — like *Eagle*, who did everything to lessen our load, *Minerva* — who ran a radio relay for us for five days, *Fearless* — who gave us such an excellent turn over, and of course the RAF Comcen Khor-maksar and 225 Signal Squadron without whom we would never have had a story to write.

On November 30 we said goodbye to Aden and headed for Dubai (PG) to drop our embarked force and then on to Bahrain for a short stay before making our way to Singapore, which is to be our Far East port for the duration.

HMS KEPPEL

by RO2(W) Mould

Welcome to this our first contribution to a most elite magazine. Although a few of the staff joined *HMS Keppel* in the earlier part of last year, the majority of us did not arrive onboard until mid-June.

The ship was (?) in a pretty rough state but we all rolled up our sleeves and watched the other



Branches sort the mess out. Most of us were otherwise involved in finding our footing in Gibraltar and increasing good relationships with the local populace. Our stay in Gib. came to an end all too suddenly, six weeks after arrival. Many a sad tear was shed as we passed through the Straits of Gibraltar. But alas, a greater grief struck us all. Rumours of a place called Portland.

By the time we arrived there, quite a few of the creases had ironed themselves out. We had previously acquainted ourselves with each other in the social atmospheres of the London Bar, Othello (Tartan House) and the Monaco, etc., but how did we get on with each other as a fighting unit?

After brief visits to Portsmouth and Rosyth, we were soon to find out. Our work-up, although short, was sodden with the usual trials and tribulations, that only Portland can inflict. Prostrate Navigator, hysterical Radio Supervisor and fed-up Juniors, not to mention the two killicks that were believed to be on board. However, the staffs of the Black Dog, Weymouth Hotel and the Jolly Sailor were very sympathetic. By the time we left Portland we thought we could take everything. Little did we know, that the Clyde and the Irish Sea were to shatter our illusions of an 'ever-after' peaceful commission. By the end of the year, we must have been 'got at' by nearly every submarine in the Western Fleet.

After celebrating the festive season, in the usual quiet manner, we arrived back on board to be greeted by the outstretched arms of the new RS. His shock on meeting us, although understandably severe, was only temporary.

After the inevitable exercises, we spent a 'quiet' weekend in Belfast and then proceeded back to dear old Gib. Here we lie as guard ship for the next few days. We hope to be on our way back to the UK next week.

And so we bid a fond farewell. By the time this is printed, we shall all be on draft (we hope). May the Angel of Mercy guide those of you whose pleasure it will be to relieve us.

HMS LOCHINVAR

(Communication Staff of CMCM)
by LRO(G) Gardener

First of all, the staff of CMCM would like to wish the COMMUNICATOR magazine a very happy '21st' and hope to see many more issues of the Branch magazine.

Since our last contribution a lot of events have taken place (i.e. Forth Bridge was built (Rail), D-Day, and Grimsby Town (Mariners) in the First Division).

Here at Port Edgar we have lost the frigates from the Fishery Protection Squadron, but gained the CMS who now form the Squadron. We lost HMS *Reclaim* and gained HMS *Abdiel*, and if anyone would like to recommend a yacht for daddy, *Plover* is on sale at Rosyth.

We now have the 1st MCM squadron, and 4th MCM Squadron (Fishery Protection).

At the moment the staff consists of one CRS, one CY, one LRO(T), one LRO(G) plus three RO(T) for watchkeeping, backed up by a varying number of the much valued supernumeraries. Before you all start volunteering for this 'cushy number', bear in mind that a large proportion of our time is spent at sea exercising or on various fish patrols, backing up the sweepers comms staffs, usually only leaving behind four watchkeepers (RA's of course). At the moment the staff is preparing to embark in HMS *Abdiel* for a trip to Oslo with the squadron; as this coincides with the Scotland v. England soccer international we are having our usual crop of 'sick on shore', 'sprained wrists', 'sick wives' etc., but the CRS has kept his 'selected sea goers' under very close scrutiny, and it looks as if we shall have to go after all.

In the sporting field, the LRO(G) Ginge Gardener and RO2(G) McKeever play for the ship's soccer team. There are six comms in the Seamen's interpart team, which is undefeated and has scored 96 goals in seven matches, conceding only three (all RO2(T) McGivern's fault).

As for 'runs ashore' there are the bright lights of Edinburgh, and of course the notorious 'Beasties Ball' in the Lochinvar Flotilla club every Wednesday and Friday, but mainly life is just tolerated from weekend to weekend, and in fact some of us are looking forward to the Oslo trip, because the weather over there MUST be warmer than it is here.

Mauritius WRNS 6 — Euryalus 3



... YOU DON'T KISS THEM WHEN THEY
SCORE. I SAID YOU DON'T KISS...

TED.27/1/68

MAURITIUS W/T

by CRS Cokes

Never a dull moment — or so should go the motto of GZC/GZV/GXO.

Since last pen went to paper for THE COMMUNICATOR many signals have flowed through the station (we ashoreside types never mention water or bridges). November found us handling traffic for the Aden withdrawal, in the region of 12,000

per day. In correct chronological order December followed with Christmas and its fully expected rush of telegrams. Our New Year's resolution of 'quiet numbers' was broken for us with the advent of an internal security problem. This presented a diversion for all watches. During the 'hallowed' second day off, each watch proceeded to Port Louis armed to the teeth to protect the refugees as they collected their belongings from deserted homes. Many an amusing story arose out of this, not least of which was when a certain RO collected his rifle and accoutrements from the armoury, proceeded to the Security Gate — a distance of 20 yards — and found he had lost his grenade!! Panic in the T/P Workshop. Whatever the members of the King's Shropshire Light Infantry thought of us we will never know.

In just over a fortnight — on March 12 — the island of Mauritius becomes independent and a new flag joins the many that harass the Yeomen the world over. The flag will be four horizontal stripes of red, blue, yellow and green.

In closing we send all our Communication friends warm greetings and wish THE COMMUNICATOR a happy coming of age and many more successful editions.

HMS MINERVA

by First Leave Party

Minerva has once again returned to the land of the living after a hectic year amongst the barbarians of the 'Orient'.

We have of course participated in Beira patrols as readers of the popular press may have noticed. We can in fact shoot straight, the proof being the Far East AA Trophy which we won, despite strong competition.

We have spent many endless days at sea, the longest period being fifty-two days during which we had exercises off Penang with *Dreadnought*, chased *Eagle* across the Indian Ocean and, much to *Eagle's* surprise, lasted the course. We also participated in a 'Cento' exercise up the Gulf, remaining quietly at anchor for the most part. Later we covered the Aden withdrawal with the assistance of *Albion*, *Fearless*, *Intrepid* and others. Mind you, it has not all been seetime, we had five days in Australia and a Banyan at Karg el Qwai (up the Gulf)!!

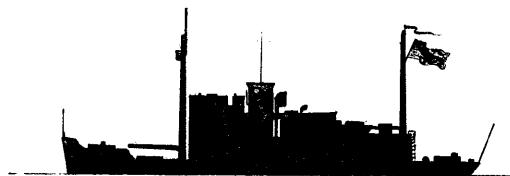
The Comms department has covered itself with glory once again. The 'G' side assisted in various links, Echo and Foxtrot at Aden and Golf at Singapore. The 'T' side has kept on its toes especially when working with *Eagle* and *Hermes* and then at Aden. The 'W' side has also risen to the occasion, the most hectic time being six weeks chasing *Hermes* during which fifty odd EWX's spoilt our sleep.

R/T calls were ever popular and many families were glad of our world wide facilities. Approximately 200 successful calls were made during the

year. Telegrams seem to be suffering as a consequence.

Several of the Staff have left us. Lieutenant Christie who is now at the Royal Naval College Greenwich was relieved by Sub Lieutenant Phelps in November, A/RS Lowry has gone to *Mercury* for RS's course.

To conclude this little ditty, we are looking forward to replacing some of your barrack stanchions in October when the lucky ones will be writing in our place.



HMS RECLAIM

by RO(G)2 A. Wood

Dampier has gone to her grave, *Plover* is sold but *Reclaim* lives on, complete with wooden masts and sails and a further lease of six years of life, to see her through to 1975. It is with this thought in mind that we bring to the readers of COMMUNICATOR, what we believe, is the first article on this 'little-heard-of' ship.

Hiding under an Auxiliary pennant number (A231) but sailing and working as a Diving Trials Ship, commanded by Commander P. J. Messervy and carrying a crew of eight officers and ninety-two ships company, of which eight are divers, we take this opportunity to mention our primary job afloat, the divers' world. Having been moved from FOSNI'S command to Portsmouth late last year, to work under the Admiralty Experimental Diving Unit for trials, the department has an operational capability of dives to 250 feet by Air or Oxyhelium assistance with a Submersible Compression Chamber to bring them to within 20 feet of their objective. The latest accredit to the divers is the salvage of an LCM ramp door off Lulworth Bay.

For readers looking for their 'oppos', the Communications Department consists of LRO(G) 'Frank' Lawson, LRO(T) 'Jan' Gardiner, RO(G)2 'Slinger' Wood, RO(G)2 'Bob' Doyle and RO(U)2 'Pat' Kuffel, all under the capable hand of our SCO and Navigational Officer, Lieutenant A. R. Williams, RNR. Jan, Slinger and Bob having replaced 'Derby' Allen, 'Ron' Alleway and 'Dave' Mitchell respectively, within the last four months. Radiowise, life is comparatively easy on *Reclaim*, with few sets and absolutely no 'modern' equipment to worry about.

Runs ashore are few and far between, Antwerp being the last foreign call, during September 1967, though week-end runs to Alderney are a bit more

frequent. Needless to say, therefore, that we all look forward eagerly to our three-week visit to Gibraltar in March and then to our long awaited refit to see us through to 1975!

HMS RHYL

by RO2(T) A. W. Croucher

A draft to HMS *Rhyl*. Well, we'd heard that she was in refit, but on coming through Devonport dockyard and sighting a railway wagon bearing the inscription '1st Lieutenant HMS *Rhyl*' in large white letters, the least imaginative of us conjured up thoughts of living in a siding or something. However, we needn't have panicked, as the vintage item of ex-Great Western rolling stock turned out to be our mobile paint shop.

Of course the start of a new commission has its snags, and we had our fair share; nothing in the ship seemed to function in the correct manner or be situated in its appropriate place. When I opened the door of the MSO for the first time, an avalanche of nondescript paraphernalia cascaded into the Burma Road. This, apart from blocking the gangway, disclosed the fact that our department obviously possessed no relevant equipment whatsoever, and we would have to start from scratch. So our recce round the dockyard was expedited the following day.

Most ships, to our disappointment, failed to yield anything useful or were in the same predicament. However, the almost derelict *Alert* did provide us with a distribution box, which later proved to be unsuitable for our office and now does service as a letter rack in the messdeck.

Eventually stores began to trickle through and the ship began to get more akin to the proverbial 'Bristol Fashion'. In fact our screws have actually turned under our own steam. The paint shop has been shunted elsewhere, and the flagdeck is now graced with terylene halyards, so we can join in with hoisting Prep and the occasional flag four, which are still deemed necessary despite all the modern electronics the boffins dream up.

Portland seems to be everyone's concern at the moment, but the Springtime weather might help slightly to offset any harsh feelings once we get there. Then when the work-up and a few inevitable exercises are past we can relax a little and look forward to the sunnier climes of the West Indies.

During our Yeoman's absence, LRO(T) Harry Pollard has had a tight rein over us but at the same time maintains a jovial and 'happy family' atmosphere. I think personally this could be the key to success as we try to work as a team. Harry is currently known as the 'Magpie' due to his ability to find unwanted dockyard items which might prove useful to us, such as hacksaws, old grease guns, hammers and punches etc. So we have our own workshop in the form of a kit locker.

We quite often experience amusing incidents, such as when one of our keen juniors espied the chrome speed flag holders, and tried to assemble them into a vacuum cleaner! Also a signal was received as: '...coming past B lock', which should have read: '...Cunningham/Fraser block'.

Still, we press on regardless.

Happy Easter to everyone.

148 CDO (AO) BTY RA

by RS Perry

Amidst the Atap Bashas of Nee Soon, in the darkest corner of the Transit Camp, dwell a happy little group of sparkers who make up the Naval part of the Naval Gunfire Support Team.

Our stay in 'Singers' has been all we could have wished for, with plenty of exercises in many interesting places, such as the Philippines, Hong Kong and Australia, plus the 'bread and butter' jobs in a multitude of jungle areas up country in Malaya and Borneo, and until recently Aden and Bahrain. Our staff being spread pretty thin at times, in fact at no time during our two-and-a-half years here were all the gang together in one place, and a full year had passed before I had met all six members of my staff.



'I'm no good for you luv, only nice girls love a sailor'

Due to the current run-down not so much is seen of the various ships' staffs, though a large number have passed through our hands doing short NGS courses. These have proved very popular, as a welcome break from the chores of ship borne life, especially the treks out into the jungle, and the chance to swop sea stories in the Battery Bar afterwards — we even had two staunch types who sacrificed station leave to come back for a second whack. We recently said farewell to 'Our Man in the Dockyard' Lieutenant Evatt, who dealt so well with many problems we set him in his capacity of DO to us. Many thanks, the invitation still stands when you return on the *Albion*.

On the sporting scene we do pretty well; though only totalling 25, we can turn out football, rugby and hockey teams to match most frigates, Pete Pullen playing football for the Regiment which has gone from Division 3 to Division 1 in two seasons, and for a sideline he plays for *Terror*. Any challenges are accepted, usually followed by a darts match to give the losers a chance of getting their own back.

On the personal side, the marriage of Johnny Martin was celebrated in the best possible manner, his stag run being rehearsed many times to make sure it went off well. And Mrs. Greener increased the ranks of little Greeners by giving Dave an early Christmas present in the shape of a new daughter in accordance with Harold W's call for increased productivity.

Now we are in the throes of swopping with 20 Battery at Poole, a process which, due to exercise commitments at both ends, will take four months with groups of about six going every two or three weeks, so in the not too distant future we will renew old contacts at Portland.

RNCC SINGAPORE

A Visit to Northwest Cape

Navcomsta Northwest Cape lies about 850 miles North of Perth as the kangaroo jumps and for those of you who have started to hear of this place but know little about it, a brief description follows.

After a prolonged survey of likely sites for a VLF station to cover the Pacific and Indian Ocean areas the US Navy decided in 1960 that the deserted bush at NW Cape was perfect. Negotiations with the Australian Government followed whilst plans were drawn up and, in 1963, 18,000 acres of land were set aside for use by the US Government for a nominal fee. In 1963 (October) the first spade was driven into the ground and anyone who knows the Australian outback will appreciate how tough a job that is. And then, streets ahead of schedule, in August 1967 the callsign 'NWC' was first heard on the

air. And, judging from some reports, the callsign NWC has been heard practically all around the world.

Originally intended only to house the new VLF station, plus administrative facilities, it was later decided to add an HF receiver and transmitter complex. With the addition, now, of a satellite terminal, the Navcomsta NW Cape must be about the most modern military radio station.

Apart from a Royal Australian Navy Liaison Officer, the whole complex is manned by the USN —if manned is the right word, for they have two *Wave* officers and some nursing sisters on the staff. A USN Captain is the first (and present) commanding officer of a station that includes about 20 officers and 300 men.

Being new, the station is also somewhat novel to the average Brit. The security regulations might have been written and produced by the late Ian Fleming. Disembodied voices invite one to 'State your name and business' when the appropriate door bell is pressed. Assuming one answers this satisfactorily, a ghost (presumably) opens the door, for when I did so the door eventually opened, as they say in the adverts, 'untouched by human hand'.



"I'll take her, on condition her mother stays here"

The object of the VLF station was to improve submarine communication coverage in the Indian Ocean and Pacific. It certainly does that, but the old polar diagram needs checking. It's improved reception even up the Bristol Channel according to one submarine.

Needless to say, the vital part of this station is the VLF aerial and this needs a photograph to do it justice. It is arranged in a rough circle, each aerial being 'panelled' to permit easy maintenance and, of course, the amount of wire used to arrange optimum radiation is staggering. One thing no one told the designers. They installed some plastic covered insulation pieces in the Aerial system. The station had hardly been commissioned when all the plastic insulation started disappearing. The white cockatoos were eating it.

So, if ever your ship is in the vicinity of Exmouth Gulf, see if you can't go alongside the NW Cape jetty and take a look at the modern wireless station. But take a tip, don't let anyone pipe 'Hands to Bathe'. The water abounds in poisonous fish of many varieties.

HMS ST ANGELO (FO MALTA)

MSO

by N.R.F.

No longer is our MSO stuck on top of the Fort St Angelo. No longer do we work high in the clouds in one dingy room, seemingly miles from the nearest civilisation and living like hermits, a forgotten people.

On October 7, 1967, we were brought down to earth, literally, and suddenly became part of the busy, technical 20th century. A new office was waiting for us — a virgin office, still with the smell of fresh paint. But what was inside? There were four rooms, each containing new, shining, modern equipment which proudly sported lights, buttons, switches and a host of wire leading anywhere and everywhere. There was a carpet on the deck, an armchair, a refrigerator, a wash basin!! It was all so bewildering — so different from that one dark room which could only boast a pre-war 'clankerty clank' teleprinter and a pair of semaphore flags — the difference was almost frightening.

Of course, there was just one snag. 'Their Lordships' had not given us this new habitat for free — no, we had to pay for it. Our payment was very simple — instead of just looking after *St Angelo* communications we had to share the work-load of Lascaris MSO, taking over responsibility for Dockyard Authorities, 7th MCMS, RNH Malta and the like.

As you can well imagine, October 1967 was a period of trial and error for us all, but we emerged triumphant with an error rate so small as to be considered negligible. (The bouquet for this must surely be handed to the CCY i/c who

worked many long hours to produce a well-oiled smooth running machine.)

We have been kept busy since our 'Commissioning Day' as it has been necessary to keep a full log of FO Malta traffic as well as the normal *St Angelo* work. Add to this exercises, Royal visits, Cyprus unrest and Sicilian earthquakes and you have a fair idea of our daily life.

You are, no doubt, wondering what staff we have to operate this hive of activity? There are four watches — one rating and two Maltese civilians per watch — with a CCY in charge of all.

For those of you who like the personal touch, the man in charge is CCY Hunter and the ratings in charge of each watch are LRO(T) Feek, RO1 (T) Sanders, RO2(T) Walker and RO2(T) Hillier. We are shortly to lose LRO(T) Feek and RO2(T) Walker who must by now be due for some sea time (ah well, it comes to all of us in time!). To end the 'Personal Column' we would like to congratulate CCY Hunter on his recent marriage, in January this year, to Wren R/O Parsons, best wishes to them both.

This, then, brings us to the present time and we end this article by assuring all Communicators that when your traffic reaches this MSO it will be in good hands.



'Sure I'd love to be president, but I'm afraid I can't, we sail tonight'

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COMMUNICATION GAZETTE

APPOINTMENTS

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

Name	Rank	Whence	Whither
ANSON, SIR PETER, Bt	.. Captain	Naiad in command	Mercury as CSS
ATKINSON, P.	.. Lieutenant (SD)	Mauritius	Arethusa
BROOKS, A. H.	.. Sub-Lieut. (SD)	BJSTT Ghana	Barrosa
BYWATER, J.	.. Sub-Lieut. (SD)	Wiston	Dartmouth
CARR, R. H.	.. Lieut. Cdr.	FEWO FEF	Mercury
CARTER, G. D.	.. Lt. Cdr. (SD)	Mercury	DNS
CLARKE, G. C.	.. Lieut. Cdr.	Fife	ASWE
CLARKE, R. T.	.. Lieut. Cdr.	Albion	CINC Plymouth
CROZIER, T. F. R.	.. Lieut. Cdr.	President	Fife
DAVIS, W. H.	.. Sub-Lieut. (SD)	Cleopatra	COMFEF
DE MERINDOL, P. H.	.. Lieut. Cdr.	Mercury	Agincourt
DICKENS, A. H.	.. Commander	DGW(N)	CBNS Washington
DODSWORTH, P.	.. Sub-Lieut. (SD)	Mercury	Exmouth
EDWARDS, E.	.. Lieutenant (SD)	Victorious	Mercury
ENDERS, F. W. C.	.. Lieutenant (SD)	Mercury	Centurion
EVATT, G.	.. Lieutenant (SD)	FCA to COMFEF	Bulwark
FERGIE-WOODS, I.	.. Lieut. Cdr.	Victorious	Albion
FORSEY, D. J. B.	.. Lieutenant (SD)	Dartmouth	Vernon for MCD course
FULFORD-DOBSON, M.	.. Lieut. Cdr.	Mercury	FOST
GABB, B.	.. Sub-Lieut. (SD) RAN	Mercury	Harman W/T
GOACHER, M.	.. Sub-Lieut. (SD)	Mercury	Wasperton
HOWELL, A. E.	.. Lieutenant (SD)	Whitehall W/T	ASWE
JAMES, P. K.	.. Sub-Lieut. (SD)	Mercury	Walkerton
JARROLD, I. J.	.. Sub-Lieut. (SD)	Mercury	Bronington
KEMP, N. G.	.. Lieutenant (SD)	Sirius	Whitehall W/T
LARKINS, J. L. B.	.. Lieut. Cdr.	SCO to FOAC	DWE(S)
LEONARD, P. R.	.. Sub-Lieut. (SD)	Mercury	CINC FE
LLOYD, G. C.	.. Commander	Victorious	CINC Portsmouth
LODDER, N. G.	.. Lieutenant (SD)	Neptune	Mercury
LOWDEN, G. W.	.. Commander	President	Mercury as Cdr. X
MACKAY, A.	.. Sub-Lieut. (SD)	Drake	Manxman
MAITLAND-DOUGALL, C.	.. Lieut. Cdr.	Naiad	FOSNI
MILLER, J. B. D.	.. Commander	Mauritius i/c	DNS
MORGAN, D. V., MBE	.. Captain	CSO to FO Medway	COF FEF
MUNRO, P. O.	.. Sub-Lieut. (SD)	Victorious	Lincoln
O'BRIEN, H. P. H.	.. Lieut. Cdr.	Belton i/c	Mercury
ORCHARD, L. W.	.. Lieutenant (SD)	RN Staff Course	FEWO FEF
PENNY, J.	.. Lieut. Cdr.	ASWE	Dido as 1st Lt.
Miss E. M. PETHERAM	.. 1st Officer	Forth Div. RNR	Raleigh
PICKEN, T. D.	.. Sub-Lieut. (SD)	FOST	Mercury
PORTER, A. H.	.. Lieutenant (SD)	Sheba	Warrior
PRINCE, P. C.	.. Commander	Seahawk	MOD
Miss N. D. PUDDICK	.. 3/O	St. Angelo	Cochrane
PURVIS, J. W.	.. Sub-Lieut. (SD)	Centaur	Mercury
REUBENS, E. G. H.	.. Lt. Cdr. (SD)	CINC Plymouth	Oi/c Kranji W/T
RUSBY, C., MVO	.. Captain	DDNS	Tartar in command
SANDERS, C. H.	.. Lieutenant (SD)	Lewiston as 1st Lt.	Neptune
SINGLETON, E. C.	.. Sub-Lieut. (SD)	Mercury	Triumph
SHOTTON, J.	.. Sub-Lieut. (SD)	Mercury	Hermes
SPENCER, E. A.	.. Lieut. Cdr.	CINC Plymouth	Mercury
STRAKER, B. J., OBE	.. Captain	RNTS Woolwich	ADNTWP(T)
Miss J. W. F. SUNLEY	.. 2/O	President	AFNORTH
SWAIN, K.	.. Sub-Lieut. (SD) RAN	Mercury	Cerebus
Miss D. P. SWALLOW	.. 1/O	Rooke	Pembroke
SYKES, J.	.. Sub-Lieut. (SD) RAN	Mercury	Harman W/T
TERRY, L. G.	.. Lt. Cdr. RAN	Juno	Carpentaria
TULLIS, G. M.	.. Lt. Cdr.	Fiskerton i/c	Mercury

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WALKLETT, C. H.	Sub-Lieut. (SD)	Mercury	Oi/c STC Kranji
WIGG, F. C.	Lt. Cdr. (SD)	Mercury	Sultan
WILTON, R.	Sub-Lieut. (SD)	Mercury	Wiston
WINKLESS, W. J.	Sub-Lieut. (SD)	Plover	Forth
WITHERS, R. S.	Sub-Lieut. (SD)	FOSNI	Naiad

PROMOTIONS

To Captain (Effective June 30, 1968)

R. D. FRANKLIN
B. K. SHATTOCK

To Commander (Effective June 30, 1968)

J. L. B. LARKINS
H. M. BALFOUR
W. L. R. E. GILCHRIST

To Lieutenant Commander

C. H. LAYMAN
O. R. H. MAITLAND
S. E. HUGHES

To Acting Sub-Lieut. (SD)

N. J. ADAMS
M. S. BAKER
L. GOOCH
B. D. LLOYD
T. J. PHILLIPS
R. C. STYLES
T. E. TOOKEY, RAN

To First Officer WRNS

Miss E. M. M. PETHERAM
Miss D. P. SWALLOW

RETIREMENTS

Commander J. B. R. HORNE, DSC, AMBIM
Commander P. R. MARTINEAU
Lieut. Commander R. W. GRAHAM-CLARKE
Lieut. Commander (SD) R. G. HEARN
Lieut. Commander (SD) C. J. J. KEMP, MBE

Lieut. Commander O. R. H. MAITLAND
Lieutenant (SD) D. BEASLEY
Lieutenant (SD) E. BRISTOW, DSM
Miss D. H. HEAPE 3/O
Mrs. E. I. WILLIAMS 3/O

RN LONG COURSE, 1968

Lieutenant B. J. ADAMS
Lieutenant R. F. CAVE
Lieutenant S. DRAKE-WILKES
Lieutenant C. W. HUNTER

Lieutenant S. H. G. JOHNSTON
Lieutenant J. MC. N. FERGUSON
Lieutenant A. B. RICHARDSON
Lieutenant J. K. WILLIAMSON

WRNS CE COURSE, 1968

Third Officer P. M. BOOTH
Third Officer J. A. RODDIS

Third Officer E. A. ROSCOE
Third Officer L. F. TINCKHAM

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CB

Rear Admiral P. W. B. ASHMORE, MVO, DSC

OBE

The Reverend J. G. SCOTT (Padre at MERCURY)

MBE

Lieut. Commander J. W. DAUBNEY

BEM

Chief Radio Supervisor C. E. WILDING, RNR

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TO CRS

BOOTH, C. N. 830882
PERROW, F. P. 858304
COWLEY, R. 857058
SIMPSON, J. D. 836840
SCANLAN, K. 820301

TO CCY

SMART, J. V. 890057
HANKEY, T. C. 916817
SLATTER, L. B. 836788
PATTERSON, D. J. W. 778070
CLAYTON, D. 905165

TO CRS(W)

CARR, A. F. 983497
BROWNSON, R. F. 944341

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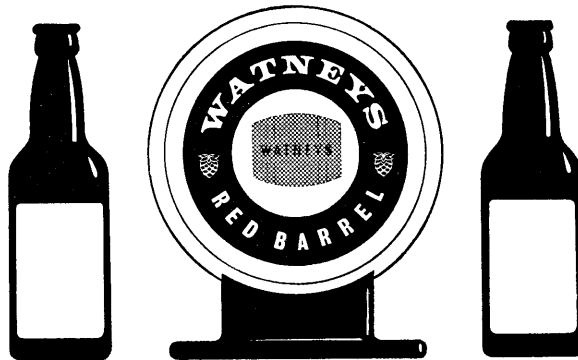
QUALIFICATIONS for men and women between 21 and 45 (particularly ex-Service personnel) with recent experience in cypher work including teleprinting. Conditions of service include acceptance of limited overseas duty, night and Sunday shift duties.

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DRAFTING

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

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

Name	Rate	Whence	Whither
AINSLIE, R. ...	RO2(T)	Whitby	Lochinvar
ALBON ...	RO2(W)	Mercury	Lochinvar
ALDRIDGE ...	CRS(W)	Fost	FO 2 FEF
ASELTINE ...	RO1(W)	Fost	Osprey
ATTARD, A. ...	RO2	Lowestoft	Mercury
ARTINGSTOLL, G. ...	LRO(T)	Mercury	Llandaff
BAISH ...	LRO(G)	Fost	Terror
BARNES ...	LRO(W)	Mercury	Whitehall
BARNHAM, B. D. ...	CY	Ganges	Yarmouth
BARRON, M. J. ...	RO2(T)	Lochinvar	Hermes
BATEMAN, J. C. ...	LRO(W)	Royal Arthur	Drake
BARTLETT, B. J. ...	LRO(G)	Verulam	Mercury
BAILLIE, J. ...	LRO(G)	Royal Arthur	Victory
BAGNALL, P. ...	RS	Victory	Mercury
BALDOCK, J. ...	CY	Whitehall	Mercury
BEEDEN, J. R. ...	LRO(T)	Victory	Mercury
BEWSHER, B. ...	RO1(T)	Drake	Mercury
BERRY, A. D. ...	A/RS	Royal Arthur	Cochrane
BIRD, F. ...	A/RS	Cochrane	Mercury
BISHOP, E. J. ...	LRO (G)	Forest Moor	Mercury
BLACKBURN, D. A. ...	A/RS(W)	Royal Arthur	Mercury
BOULTWOOD, M. H. ...	RO2	Mercury	Dolphin (For S/M)
BOWE, E. T. ...	RO1(T)	Maryton	Mercury
BOOTH, A. R. ...	RO2(W)	Mercury	Fife
BREARLEY, D. E. ...	RO2(G)	Mercury	Warrior
BRITT, N. E. ...	RO2	Falmouth	Mercury
BROWN, D. C. ...	LRO(G)	Mercury	Warrior
BROWN, P. R. ...	RO2	Undaunted	Mercury
BROWN, G. A. ...	RO2	Victorious	Mercury
BROWN, K. R. ...	LRO(G)	Mercury	Warrior
BROWN, T. ...	RO2(W)	Penelope	Mercury
BROMLEY, P. W. ...	RO2	Victory	Mercury
BRODIE, G. C. ...	RO2	Mercury	Tenby
BRUCE, R. M. ...	LRO(T)	Mercury	Ganges
BURNETT, R. A. ...	RO2(G)	Dolphin	Mercury
BROUGH, N. V. ...	RO2(W)	Mercury	Terror
BRISCOE, M. ...	RO2	Mercury	Dolphin (For S/M)
BURKE, G. T. ...	RO2(G)	Cochrane	Woolston
BURNS, R. ...	RO2(T)	Lochinvar	Bournemouth
BUSHELL, R. J. ...	RO2(G)	Dolphin	Mercury
CASE ...	CY	Fost	Naiaid
COURT, A. M. ...	RO2	Murray	Cleopatra
CHAMBERS, A. S. ...	CY	Mercury	Cleopatra
CHANDLER, R. ...	LRO(T)	Mercury	Leander
CLARK, G. R. ...	RO2	Torquay	Jufair
CLEMENTS, G. P. ...	RO2	Mercury	Decoy
CAREY, A. ...	LRO(G)	Oberon	Dolphin
CARRINGTON, R. C. ...	RO2(W)	Warrior	Yarmouth
COE, R. J. ...	RO2	Londonderry	Victory
COOKSON, E. ...	RO2	Mercury	Cleopatra
CULVERWELL, P. ...	A/RS(W)	Osprey	Minerva
CLOW, R. ...	RO2(G)	Mercury	Iveston
DALY, M. J. ...	A/RS	Drake	Tenby
DANN, J. D. ...	CY	Arethusa	Dryad
DEANE, A. ...	A/LRO(G)	Leopard	Mercury
DEAR ...	RO2(W)	Fost	Lincoln
DENNY ...	LRO(G)	Fost	London
DEVENNEY, J. P. ...	RO2(G)	Whitehall	Appleton
DOWNES, G. K. ...	LRO(T)	Drake	Hardy
DUANE, M. ...	A/LRO(G)	Wasperton	Mercury
ELLIOTT, L. E. ...	LRO(G)	Royal Arthur	Burnham W/T
ETHELL, W. A. ...	RO2(G)	Mercury	Mauritius
EVANS ...	RO2	Mercury	Hermes
EXCELL, K. H. ...	CRS	Mercury	Mauritius
FAIRCLOTH, P. W. ...	RO2(W)	Whitehall	Exmouth
FAIRCLOTH, P. W. ...	RO2(G)	Mercury	Aisne
FOSTER, J. D. ...	RO1(G)	Drake	Staff of FO2WF
FLYNN, R. D. ...	CRS	Terror	Victory
FRIEND, A. E. ...	RO2(W)	Victory	Lincoln
GALLAGHER, P. M. ...	LRO(G)	Lochinvar	Mercury
GARDNER, W. ...	RO2	Mercury	Whitby
GARRETT ...	RO2	Mercury	Whitehall
GODDARD ...	CY	Lochinvar	Mohawk
GRAY, W. ...	LRO(W)	Mercury	Hermes
GREEN, G. L. ...	LRO(T)	Lochinvar	MHQ Rosyth
GROGAN, J. ...	CY	Whitehall	Mercury
GORE, A. ...	RO2(W)	Mercury	Whitehall
GOUGH ...	RO1(W)	Fost	Ajax
HALL ...	RO2	Mercury	Pellow
HARDIKER ...	RS(G)	Fost	Hermes
HARDY ...			

Name	Rate	Whence	Whither
HAMNETT	RO2	Forest Moor	London
HEAD	RO2	Mercury	Whitby
HALLIFAN, G. A. J.	A/LRO(G)	Mercury	Fox
HARVEY, K.	LRO(G)	Mercury	Manxman
HINKS, C. J.	RO2	Glamorgan	Hardy
HUDSON	RO2	Mercury	Clarboston
HOEY	RO1(T)	Neptune	Lochinvar
ISHERWOOD, J. M.	RO2(G)	Mercury	Keppel
JAMES	RO2(T)	Fost	London
JEFFREY, R. P.	RO2	Mercury	Cleopatra
JENKINS	RO2(G)	Fost	Jufair
JEROME, S. T.	RO2(G)	Chilcompton	Mercury
JONES, A. R.	RO2(G)	Forth	Wakeful
KEYES, H. G.	RO2	Llandaff	Dolphin (For S/M)
KILLICK, B. L.	RO1(G)	Mercury	Cambrian
LACHLAN, D. A.	RO2(G)	Victory	Sirius
LAWLESS, G. B.	RO2(G)	Mercury	Verulam
LISTER, C.	LRO(G)	St. Angelo	Wakeful
LYNCH, G. P.	RO2(W)	Bulwark	Mercury
LOVEYS	RO2(W)	Mercury	Terror
LUBY, R. J. B.	RO2(T)	Pembroke	Exmouth
MACKIN	RO2(W)	Lochinvar	Mercury
MAHY, D.	LHO(G)	Royal Arthur	Whitehall
MASON	RO3	Mercury	Clarboston
MCCUNKEY, J.	RO1(G)	Dolphin	Walkerton
McKEEVER	RO2(G)	Lochinvar	Jupiter
MUNNS, M. J. L.	RO2(G)	Victory	Woodlark
MELDRUM, M.	RO2(T)	Lochinvar	Loch Fada
MILLS	CRS(G)	Fost	Release
MURCHIE, A. N.	RO1(G)	Lochinvar	Hermes
MORRIS, D.	RO2(W)	Forest Moor	Sirius
NEWTON, S. E.	RO2	Arethusa	Mercury
NEWETT, R. D.	RO2	Mercury	Osprey
NORMAN, L. H.	RO2	Hecate	Mercury
NOURSE, J. F.	RO2	Neptune	London
NORCLIFFE, K. V.	RO1(T)	Lochinvar	Hecate
OLDBURY, R. L.	CY	Fearless	Mercury
OWEN	RO2(G)	Dolphin	Lochinvar
OXBOROUGH, B. M.	CRS	Mercury	Osprey
PITTICK, D. B.	A/LRO(W)	Mercury	Terror
PICKLES, D. A.	LRO(T)	Mercury	St. Angelo
POMPHREY, A. W.	CY	Ganges	Sirius
POWTON, T. F.	RO1(G)	Drake	Jaguar
QUINNELL, K. R. A.	A/LRO (G)	Pembroke	Exmouth
REVELL, T. J.	A/LRO(T)	Centurion	Wiston
REYNOLDS, T. J.	A/LRO(W)	Whitehall	Chichester
REYNOLDS, D. G.	A/LRO(W)	Whitehall	Arethusa
RICHARDSON, B. C. R.	RO2	Mercury	Eagle
RIMMER	RO2(W)	Fost	Terror
SHORT, J. F.	RO2	Whitby	Jufair
SIMPSON, A.	RO2(G)	Cochrane	Bossington
SMITH, D. G.	LRO(W)	Mercury	Phoebe
SMITH, G. R.	RO2(G)	Nurton	Lochinvar
STEVENS, D. J.	CCY	Mercury	Scarborough
SWINFORD	RO2(G)	Mercury	Fraser Gunnery Range
THIRD, A. M.	RO2	Arethusa	Tenby
TURNER, D. A.	RO2(T)	Warrior	Lincoln
TYLER, K. B.	RO1(G)	Victory	Sirius
UNWIN, J.	RO2(G)	Cambridge	Leander
UNDERWOOD, J.	CY	Victorious	Mercury
VAUGHAN, K. B.	RO2(G)	Mercury	Fellow
WATSON, J. R.	CCY	Drake	Leander
WIGGINS, R. A.	RO2	Arethusa	FO 2 WF
WALKER, A.	RO1(G)	Sirius	Mercury
WARRINGTON, I. M.	RO2(G)	Mercury	Egeria
WHITE	RS(G)	Fost	FO 2 FEF
WISTER, C.	RO2(G)	Mercury	Mauritius
YOUNG, D.	RO2(W)	Wakeful	Mercury

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