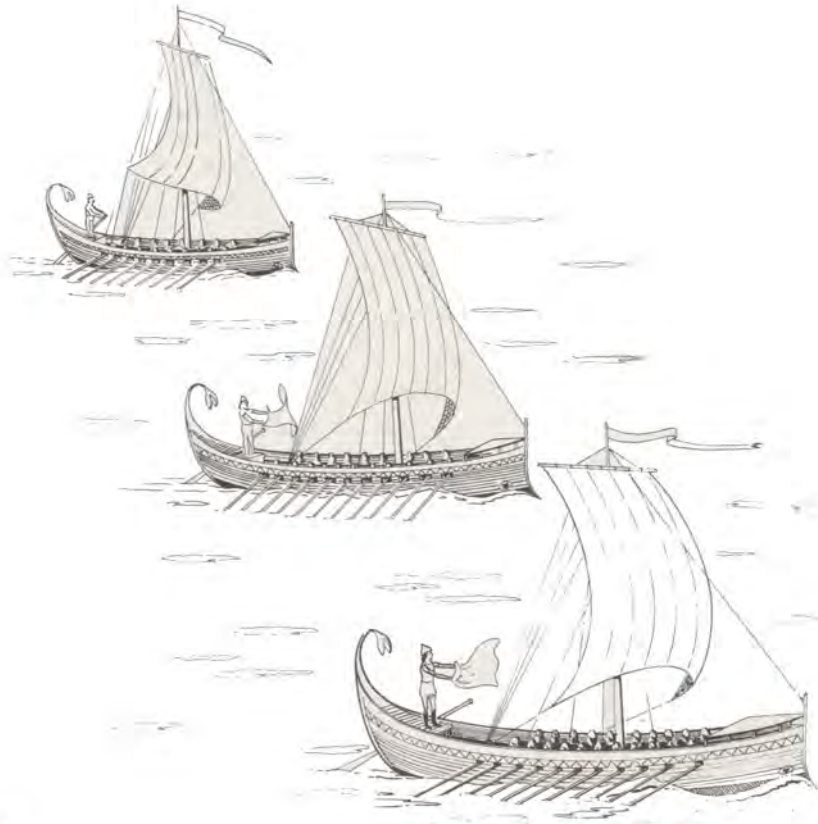


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THE COMMUNICATOR

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Editor:

Assistant Editor:

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Lieutenant R. F. Villier

Lieutenant R. K. Davies

Lieutenant K. A. West, BSc

FCRS J. H. Bailey

Mr. Edgar Sercombe, 44 Abbots Ride, Farnham, Surrey

EDITORIAL

"Nothing in the affairs of men is worthy of great anxiety".

When Plato wrote that over two thousand years ago there was no Communicator Magazine around for anyone to worry about and all his writings were probably published on bits of parchment. The cost of printing was probably a few bushels of oranges and a couple of olives. Today, however, inflation strikes at all forms of industry and in all walks of life. Sadly, the Communicator is no exception and the printing costs for the Summer edition of the magazine have shown that we can no longer afford to have it produced commercially. A number of alternative methods of production were studied and the decision was made to accept the generous offer of CINNAVHOMER's printing office to undertake the work. Inevitably, this will result in some alterations to layout and design and much more involvement by the editorial staff (all amateurs of course), and therefore some reduction in the quality of presentation. However, you may rest assured that we shall strive to maintain the high standards of the past and hope that much more time can now be spent on the content.

This radical change will mean that the magazine will be financially viable in its own

right and that the price can be kept to a reasonable 30 pence instead of the 50 pence forecast in the Summer edition. With the rise in cost of postal charges this is quite an achievement.

You will see that we have already introduced some new ideas and new sections and we would like to have your comments and suggestions on how to improve on these. The success of the RNR and Submarine sections will depend entirely on the support and contributions received. On the light side, the snap captions are introduced to stimulate amusing contributions but ideas are always welcome and each will be studied carefully so please send in your ideas to the Editor.

It is with some regrets and not a few extra grey hairs that I now hand over to Lieutenant R. K. Davies as Editor. I shall be Assistant Editor so will still be very much involved in the magazine.

I wish the new Editor good fortune and would like to pay a special tribute to Mr Edgar Sercombe, the Advertising Manager since the magazine was born in 1947, for his splendid work and enthusiastic support throughout the smooth and difficult times.

Finally, to all those who have made my time in the Editor's chair happy and rewarding, if at times hectic, I would like to say - Thank You.



Captain W.T.T. Pakenham, Royal Navy

Captain Pakenham joined the Royal Navy as a cadet at Dartmouth in 1940, and saw war service as a midshipman in HM Ships DUKE OF YORK and ORION. As a Lieutenant he served in the first commission of HMS VANGUARD, which included the Royal Tour of South Africa.

He qualified as a Signal Officer at HMS MERCURY in 1950 and as a "Dagger (C)" at the RN College, GREENWICH in 1953. Whilst a Lieutenant Commander he served as W1 - Officer in Charge of Radio Instruction - at HMS MERCURY, and later in several aircraft carriers including HMS CENTAUR and HMS EAGLE, and on the Staff of the Flag Officer, Aircraft Carriers. He was promoted to Commander in 1960 and became Training Commander HMS MERCURY, later transferring to take charge, as Commander X, of the newly formed User Requirements and Trials Section. A tour as the Naval Staff Communications Officer in WASHINGTON followed in 1964; on return to the UK in 1966 he served for three years on the Application Staff at ASWE as Commander C.

On promotion to Captain in 1970 he joined the Ministry of Defence as Assistant Director of Naval Plans. In 1972 he was appointed Captain of the Dockyard, and Queens Harbour Master, GIBRALTAR. He became Controller, Defence Communications Network in September 1974, and in that post supervised the reorganisation of HQDCN brought about by the Defence Review. He was appointed Director of Naval Signals in August 1975.

Captain Pakenham is married with three children, aged 15, 13 and 11.

A Message from The Director of Naval Signals

Naval Signals, and indeed the Navy itself, are at present in a period of considerable change; like all adjustments, this may at times be painful. Many of the changes are being brought about by the recent Defence Review, with its increased emphasis of our role in NATO, a retraction of our world wide responsibilities, and a radical pruning of the Defence Vote.

The other main adjustments which affect communicators are to be found in the introduction of the Operations Branch, and the related PWO scheme.

All these developments have been brought about by causes that are wider than their effects. The reductions in Defence stem from political and economic factors larger than the Navy. The Operations Branch and PWO Schemes were introduced to provide better manned ships for the Navy - a wider issue than the Communications Branch alone. I personally believe that, given the circumstances, the changes that are now taking place were in one form or another inevitable sooner or later, and that once assimilated they will be seen to have been based on the right decisions.

What we all have to do now is to make sure that the detailed measures needed to give effect to these changes continue to provide the Fleet with what it has always enjoyed, a happy and efficient naval communications service.

This will be my task during my time as DNS. I feel sure that in this I can rely on the support of all Naval Communicators.

A handwritten signature in black ink, appearing to read "William Greenham". The signature is written in a cursive style with a large, prominent initial 'W'.

It All Began in 480 B.C.

The history of naval signalling goes back many hundreds of years, but the varied methods of signalling as practised today are nearly all of much more recent origin.

Until the Napoleonic wars, signalling was mostly carried out by means of sail movements, firing of guns, and by flags displayed in various positions to convey different meanings from signal codes which had been privately devised and printed, and which were limited both in scope and use.

In 1780, Admiral Kempenfelt devised a code (subsequently revised and elaborated by Lord Howe in 1790) consisting of numeral flags and a small number of special flags and pendants, by which means several hundreds of different signals could be made. This code was basically the same as that used by Lieutenant Pascoe to convey Nelson's famous signal at Trafalgar, although the significations of the flags had been changed owing to the capture of the signal book by the French in 1804. A revised signal code containing much more detail was produced as the result of research by Admiral Home Popham, who had devoted much of his time to this subject over a number of years.

Semaphore was adopted in 1795 from a system devised by the Reverend Lord George Murray, and at first consisted of a screen containing six shutters which could be operated to give numerous combinations. This system was used by the Admiralty to communicate with the Nore and Portsmouth Commands, and comprised a number of signal stations situated on convenient hills, each of which formed a link in the visual chain between the termini. This system was extended later to Plymouth using an improved semaphore devised by Sir Home Popham in 1816 consisting of two moveable arms operated so as to form different angles, and lit by lanterns at night. It is claimed that in clear weather a

signal could be transmitted from London to Portsmouth in ten minutes although it had to pass through ten different stations in transit. These land stations were finally closed down in 1848 after the invention of the electric telegraph, but the system is commemorated to this day as many of the original sites of these stations are known locally as "Telegraph Hill".

The Morse Code, so named after its inventor Samuel Morse, an American, revolutionised signalling on land by the introduction of the "Electro-Magnetic Recording Telegraph". The use of this instrument was first demonstrated by the transmission of a message over a wire from Baltimore to Washington on May 24th, 1844. The wide possibilities of this system were quickly recognised and, in 1865, as a result of experiments and trials carried out by Captain Philip Colomb, Royal Navy, and Captain Bolton of the 12th Regiment, the "flashing system" was adopted by the Royal Navy, using shutters and flags by day and lamps by night for transmission of the Morse Code.

Visual signalling held complete sway afloat until 1905, and temporarily recaptured this pre-eminence in the year 1939, the year when Wireless Telegraphy emerged from its early experimental stage into practical use and further development. Even then, Their Lordships felt that the Naval Estimates would not stand the expense of this new "toy", regarding it somewhat as an unnecessary luxury, having just equipped, at great expense, all Ships with mast head semaphore. The revolution in naval communications brought about by the advent of W/T can be easily appreciated when it is realised that up to the year 1905 a naval unit when at sea and outside visual range was entirely cut off from all outside communication except by despatch vessel.

THE EARLIEST TIMES

The origin of signalling dates back to the fifth century B.C. The necessity for some plan of rapidly conveying orders and intelligence to a distance was early recognised. PLYBIUS, the Greek historian who lived 204-122 B.C., describes two methods one was proposed by AENEAS TACTICUS which was older than the third century B.C., and one perfected by himself by means of which words could be spelled, so anticipating the underlying principles of later systems. Flags were generally used, and although little is known about them, yet the codes used by the Ancients are believed to have been elaborate. Shields, displaying in a preconcerted manner, were also used to signify intentions.

The use of the flag, in English seas as the symbol of authority and command dates back many centuries. The Bayeux Tapestry shows William the Conqueror's ship distinguished by a blue-bordered white banner with a gold cross, and other ships are shown flying flags which were, no doubt, the personal flags of the Knights who accompanied him. Again, at the battle of the Dover Straits, in 1217, the flag is prominent to distinguish the ship of the Commander, Hubert de Burgh. At this battle it was arranged that an Englishman should secrete himself on board the French Commander's ship and cut down the banner, so that the enemy should be thrown into confusion for want of a leader.

One of the first signals to be used at sea was at the Battle of Salamis in 480 B.C. It was not made by flags. The Greek Commander decided to break with the tradition of the parallel line sea-fight and, having ranged his fleet near that of the Persians, to turn ninety degrees together at a given signal, and ram.

The signal made by the Greek Commander to order this manoeuvre was to be the waving of his cloak, which he then threw overboard. Although history does not record it, one would like to believe that the cloak went over on the side towards which it was desired to turn, and that the signal was repeated down the line by

every Captain throwing over his cloak in turn.

The rays of the sun were also used in much the same way as the present-day heliograph.

We may assume that our present system of flag signalling has been evolved from such primitive means as a design painted on wood or metal, and later on, on woven materials. They may have been used either as a distinguishing mark, as a rallying point around the leader of an army, or perhaps as a banner presented by the Church for use during a Crusade or Holy War. As a military ensign it was probably developed out of the fixed standard of the Romans and other ancient nations, through the transitional forms of the vexillum and labarum, in both of which a square piece of cloth was fastened to the cross-bar at the end of a spear.

It has, however, been asserted that the Saracens used flying flags prior to their adoption by any country of Christendom. One of the earliest known flags was the gonfalon, which was borne near the person of the Commander-in-Chief and was fixed in a frame in which it could turn. At the Battle of Northallerton in 1138 the English standard is said to have consisted of the mast of a ship fitted into a high four-wheeled carriage, and on top of the carriage mast was a silver pyx in which was a consecrated Host. Besides the gonfalon, three kinds of flags were much in use: pennon, banner and standard. The pennon was an ensign of knightly rank, while the banner, rectangular in shape, was borne by a king, prince, duke or nobleman. Not only nations and persons, but trades and companies had their flags and often carried them into battle.

In olden times every chieftain or knight sailed under his own flag and ships of war sailed under the flag of the Admiral of the Port.

The earliest methods of conveying orders from ship to ship during battle was by means of voice or by wind instruments. The disadvantages of such methods were many. To counteract this, a code was devised which consisted of a banner or streamer, which being exhibited in a

certain position would convey a given order to the ships in company. The turning of a shield from right to left was often a sailing direction to the several lines.

It is easily realised that a very few orders could be given by this method, and again, as only the senior officers used these signals, other vessels in company could only intercommunicate by voice or letter. This system remained the only means for a senior officer to convey his orders to the fleet until the middle of the fourteenth century. If it was necessary to make a signal not authorised by the above method, the only way that this could be done was to call the ship alongside and pass it verbally. In actual fact, in the year 1350 the only signals that could be made by flags were one calling a council, and another denoting that the enemy were in sight.

It is not until the reign of Edward III that we find any evidence of the use of the flag in the English Navy as a means of conveying orders. The ancient "Black Book of the Admiralty" contains a signal to be used by the Admiral of a Fleet to call together a council of his captains. This was done by hoisting a Flag of Council high in the middle of the mast, so that it could be seen and understood by all the fleet. Another signal provided for making a "Sighting Report" of the enemy by a flag placed aloft. The date of the inception of these two signals is between 1337 and 1351.

THE DEVELOPMENT OF VISUAL SIGNALLING

The invention of the cannon in 1346 made an important addition to the methods of signalling.

The first English Instructions for the Conduct of the Fleet were issued towards the end of the fifteenth century, and signals to convey these instructions were made as follows. Flags of a certain colour, such as the White Ensign, Blue Ensign, red, white and blue flags were hoisted, so its meaning was understood. It appears that these signals related solely to the manoeuvres of the fleet or squadron, and so were

few in number. This system was improved later on by the addition of other flags and positions. For example, if ships were required to station themselves off the port yardarm of the foremast; similarly, if required off the starboard quarter, the signal would be hoisted on the starboard side of the mizzen yardarm. Flags were used by day, lights and occasionally guns were used at night; but whenever possible orders were still communicated by hailing or else by sending the message by boat.

Night signalling had been carried out from earliest times and signals had been made by displaying beacons or torches. An early instance of beacon-signalling is found in the book of Jeremiah vi, in his call to the people of Benjamin to kindle a fire signal on one of their mountains: "Set up a sign of fire in Bethacerem; for evil appeareth out of the North and great destruction.

Again these fire signals are also mentioned in the literary remains of ancient Persia, Palestine and Greece. They were made by kindling piles of wood on the tops of lofty mountains and keeping the flames bright by night, or by having the fires so covered as to emit dense smoke by day. There were various preconcerted modes of exhibiting the light or smoke, so as to indicate the nature of the intelligence. Thus an Act of Parliament of Scotland in 1455 directs that one bale on fire shall be a warning of the approach of the English 'in any manner, two bales blazing side by side that they were 'coming indeed', and four bales that they were coming in 'great force'. Other messages were conveyed by people standing in front of the fire in different attitudes and at different altitudes. In England the beacons were kept up by a rate levied on the counties, and had watches regularly stationed at them, and horsemen to spread the intelligence during the day if the beacons could not be seen. They were most carefully organised when the Spanish Armada was expected.

In about 1530 matters were improved by the addition of two more signals. These were a

recognition signal and a signal drawing the attention of ships to the Admiral's motions. Nothing appears ever to have been done without calling a council beforehand - even at sea and prior to action. In later times Nelson himself was a great supporter of doing without signals during an action. At Trafalgar he made but two signals. One was his famous signal or message, and the other was a signal to engage the enemy more closely. This is a striking contrast to the Battle of Jutland in 1917, when no fewer than 257 flag signals were made in the Battle Fleet and the Battle Cruiser Force during a four-hour period - an average of just over one per minute.

When the Admiral hoisted a red flag to the fore-topmast head the fleet understood that each ship was to engage the enemy next to it. When in distress they were to wheft (flag stopped together at the head and middle portion and slightly rolled up lengthwise) their Ensign.

In 1653 Blake introduced a scheme and utilised the five most prominent points on his ship for flags. These related to the manoeuvres of the fleet or squadron, and numbered about twenty-five separate signals. He issued no signal books, nor were there any signalmen - the signals and instructions had to be memorised.

From early times directions had been issued from the Admiralty for the guidance of the Commanders of the Fleet, but no record of them had been kept. In 1655 the Duke of York, afterwards King James II, attempted to collect the most useful of them. One of these stated that when ships were to fall into battle order the Union Flag would be flown at the mizzen peak of the flagships, at sight of which the admirals of the other squadrons were to acknowledge it by doing the like. Again, when the Admiral would have the other squadrons make more sail while he himself shortened, a White Ensign was put on the ensign staff of the flagship. Another interesting instruction was issued in 1666: "When the Admiral makes a wheft with his flag, all other Flag Officers are to do the like, and then the best sailing ships are to make what way they can

to engage the enemy, that so the rear of our Fleet may the better come up; and so soon as the enemy makes a stand, then they are to endeavour to fall into the best order they can." The Duke collected all these and in 1673 issued the Fleet with a book which may be claimed as the first Signal Book, a copy of which, is preserved in the Admiralty Library.

In 1705 the Fleet was definitely issued with a code called "The Permanent Instructions." With these went the flag to be used and the position it was to occupy on the masts. The British method of signalling had always insisted that the colours used should be limited. The first essential was that the flag when hoisted should be instantly recognised. A red flag, a white flag, a blue flag, a yellow flag, and a Union Flag were the first five used. "One flag, one message", was the rule, and each flag bore a separate message according to where it flew. Thus, with five simple flags, and five hoisting points, twenty-five messages could be given. The original "Instructions" contained less than twenty orders and so this system called for no development for some time.

When Admiral Anson was at the Admiralty in 1744-62, he showed how these "Fighting Instructions" tended to restrict the scope of the Admiral and destroy his initiative. He wanted to make the Admiralty injunctions more elastic, and to encourage the creation of new procedures.

He therefore supplemented Blake's scheme and embodied his orders in "Additional Instruction."

When compiled, Vernon, Hawke and Boscawen were employed to test the reliability of Anson's improvements. For his services he was created Baron Anson of Soberton, in the County of Hampshire.

Editors Note. Would anyone like to write a follow up article covering the story of wireless before and between the Wars? Alternatively, an interesting or amusing experience which our readers would enjoy hearing about.

SITUATIONS VACANT

by

STAFF OFFICER RATINGS TRAINING

Have you noticed how the waiting time on some advancement rosters has reduced in recent months? The RO1(G), for example, could expect to be on the LRO(G) roster for over two years at the beginning of 1975. Now, the LRO(G) roster is dry. So, there are lots of superior situations becoming vacant - with all that extra money waiting to be paid to the successful applicants. Are you eligible? If so, what are you doing about it?

One hurdle that applicants face before they can take a step up and reap the benefit of a larger pay packet is the provisional examination for the next higher rating. During 1975 the number of ratings taking provisional examinations has dropped off considerably. This reduction was not unexpected. With the introduction of the Operations Branch and the resultant change in PE organisation, fewer people wanted to take the old style PE and it takes time for candidates to complete the Task Book which is an essential prerequisite of the new style provisional exam.

The old style PE has now been phased out and ratings who sit the last examination of this kind in December and who fail, or only obtain a partial pass will be required to sit a complete new style examination at their next attempt - having completed the appropriate Task Book.

It should be noted that provisional exams now contain an NBCD paper. This is an innovation for communications PEs and proving a stumbling block to some ratings but those who have correctly completed the NBCD objectives in the appropriate Task Book should find little difficulty. This, in fact, applies to all PEs. They are easy if adequate preparation is made.

If you are eligible, why not start preparations for your next PE now? An able rating can start Task Book 2 for Leading Hand at any time. It is not necessary for him to wait until recommended and eligible to be rated A/LRO before starting the Task Book. The rules for Leading Hand to Petty Officer are slightly different.

A Leading Hand must wait twelve months including acting time before he can be issued with Task Book 3 except that when a chap is exceptionally recommended, his Commanding Officer can authorise earlier issue. However, the earliest anyone can take the Petty Officer's PE is after twelve months as an LRO, including acting time. And had you realised that these rules apply equally to a provisionally qualified A/LRO who has not done the LRO's professional qualifying course? This ensures that wherever he is drafted, a Leading Hand can establish a basic roster date for Petty Officer. He will not suffer advancement penalties because of the drafting requirements of the service.

When you have completed your Task Book, take the next provisional examination. You will find it well worth your while.

Finally, a word about feedback. At the end of every career course in HMS MERCURY a post course discussion is held. By this means, the training staff obtain opinions and views of students which enable them to improve course and examination content for those who are to follow. The same sort of feedback is welcome for Task Books and provisional examinations. If you see any gaps in your Task Book objectives or maybe think some requirement to be unnecessary, if you have any constructive criticism whatever, ask your Divisional Officer to let MERCURY know.



Spider, Spider on the wall...



CY Goldsmith, L/WRNs Ann Laverick and Mary Alford

CY Ron Goldsmith from HMS Tamar is seen here trying to identify a huge spider that was discovered on the wall of the library in the naval base.

The picture shows the spider on a book page; it measures six inches. CY Goldsmith is examining the find, on his left is Leading Wren Ann Laverick, who first saw it and on the right, Leading Wren Mary Alford.

In the box on the table is an even larger spider which CY Goldsmith found in Kenya.

There was a touch of humour to the discovery. Earlier, the Yeoman had called into the library to ask if they had a book on spiders and L/Wren Laverick promised to check for him. Two days later she saw the spider on the wall and at first thought it an imitation one - placed there as a joke. "When it moved I realised it was no joke," she said. "I grabbed the telephone, rang CY Goldsmith and told him that while we did not have a book on spiders we had a ripe specimen for him here".

THE BATTLE OF THE FALKLANDS

Introduction by Lt. Cdr. S. M. Bush, R.D., R.N.R.

I was very interested to read in the Summer Issue Chief Yeoman Spencer's letter to his wife, describing his experiences in the Armed Merchant Cruiser 'Otranto', during the Battle of Coronel, the more so as I had recently been shown, by his daughter, a copy of a similar letter written by her father, Captain (later Major) C. H. Malden, RMLI, to his wife, dated Falkland Islands, Wednesday, 9th December, 1914, the day following the famous battle of that name, in which the defeat of the British squadron at Coronel was so completely avenged.

Captain Malden, having become interested in the early experiments in wireless telegraphy and having, I am informed, qualified as a Marconi operator, had, prior to the outbreak of the First World War, served in the Falkland Islands, at the Naval W/T station and, possibly, in an Intelligence capacity.

At the commencement of hostilities, he was serving in 'Invincible', the Flagship of Vice-Admiral Sir Doveton Sturdee, whose squadron was hurriedly sent south following the disaster of Coronel. The nature of Captain Malden's appointment is not known, but it would seem that he held a post on the Admiral's staff as, possibly, S.O. (I) and Fleet W/T Officer.

His letter, written immediately following the Battle of the Falkland Islands, is interesting, not only in describing his part in it, and his personal feelings, but in highlighting the part played by W/T, then still in its infancy in the Fleet.

Major Malden, as he then was, retired from the Service in the middle twenties to take Holy Orders, and died in 1937.

Permission to print Captain Malden's letter, has kindly been given by his son, Major Alastair Malden, MC.

COPY of letter written by Captain Charles H. Malden, RMLI, to his wife, Lilian, dated Falkland Islands, Wednesday, 9th December, 1914.

Since my letter of the 7th great things have happened. We have won a great Victory over the enemy after one of the longest sea-fights that has ever happened. I am quite unhurt and will give you the narrative from the beginning. On Monday night I was sent ashore late, and took some dispatches for the Admiralty and the Minister at Rio de Janeiro to be telegraphed. I got on board about 12.50 a.m. It was fine but very cold. I had been up the night before, and on that night I went to the Wireless Office, remaining there till about 3 a.m., as I was suspicious of some signalling, ostensibly from some Argentine stations, that was going on. I was tired when I turned in and woke up late, and went to sleep again as there was nothing much to do, the ship having started coaling early. At 8 a.m. I noticed we had ceased coaling, and the Flag Lieut. came in and said "You are all adrift, a four-funnelled cruiser has been sighted". I at once got up, dressed hurriedly, swallowed a cup of tea, and went down to the Wireless Office. By that time we had sounded off "Action" and were raising steam for full speed. I actually went to the Office at 8.45 a.m. which by your time would be about 1.30 p.m., just as you were getting ready for lunch probably. I took my confidential books, and your miniature which has never left me throughout the action. By this time more ships had been signalled outside the harbour by the shore look-outs. The old 'Canopus', an old Battleship which is permanently stationed here as a fort, fired four rounds at them, which apparently made them think a bit as they hung off the harbour. About 1½ hours later we sailed 'en masse', 'Invincible', 'Inflexible', 'Carnarvon', 'Cornwall', 'Kent', 'Glasgow', 'Bristol' and the Armed Merchant Cruiser, 'Macedonia' (a P. & O. liner).

All the enemy were there, some distance away on the horizon, 'Scharnhorst', 'Gneisenau', 'Leipzig', 'Nuremburg' and 'Dresden'; also two colliers. Can you imagine such a stroke of luck? We had come 8,000 miles to find them, and they had come and found us the moment we arrived. We know now from prisoners that they had no idea at all that we were anywhere about. All they expected to find was a few small ships, and they were going to take the Falkland Isles. I am frightfully pleased, as we had been trying to disguise our identity by false wireless signals all the way down, and apparently had been quite successful. As soon as they saw us, they tried to get away. They say now that they tried hard not to believe that we really were Battle Cruisers.

In a very short time the smaller cruisers had scattered, and the 'Bristol' and 'Macedonia' had captured the colliers. The 'Glasgow', 'Cornwall' and 'Kent' went after the 'Leipzig', 'Nuremburg' and 'Dresden', while the 'Inflexible', 'Carnarvon' and ourselves tackled the big ones, namely 'Gneisenau' and 'Scharnhorst'. The 'Carnarvon' dropped a long way astern due to inferior speed. It was a perfectly clear day with no sea, and we manoeuvred to get advantage of the light, which we did. We opened the proceedings by firing on the 'Scharnhorst' at 16,000 yards, at about 12.45 p.m., and the 'Inflexible' on the 'Gneisenau' at about the same time. Not long afterwards, we felt a violent jar and shake, and knew we had been hit somewhere. Not long after, there was a violent crash just above the W.T. Office, and we were filled with clouds of black smoke, which came partly down a fan inlet, and partly down an armoured tube that connects us with the conning tower above us. Our Wireless Office is below armour and is in the after part of the ship.

The lights remained on luckily and I could see that no serious damage was done, though the fumes were beastly. They were a good bit shaken in the Conning Tower, but no one was hurt. After that things began to get a bit lively. We were firing steadily, but with our heavy guns not very fast, while the enemy were firing very fast indeed. You could hear shot whistling all round you, and there were quite enough hits, thank you. We had nothing to eat but some lumps of galantine and a little bread. The Wireless worked splendidly, and we were getting signals and making them nearly up to the end. About an hour and a half later our air supply began to get very hot and I thought to myself there is a fire somewhere near our fan on the deck above. I was right, there was a very bad one or, let us say, rather a bad one, in the Sick Bay; the only at all serious fire we had. I remained passive and informed some men who got worried that the heating was due to something else, and the heat presently died away as the fire-party got the fire under. The enemy's shots were not having anything like their full effect, as we were keeping at extreme range to get the benefit of our heavier guns. We could not see the full effect of our firing owing to the smoke from the funnels, and began to get a little worried as to the way she went on. By this time we were more or less by ourselves, as we had developed a speed of 27 knots, and left the 'Inflexible'. About 4 o'clock, the 'Scharnhorst' suddenly stopped, heeled over, capsized and sank. Naturally we could not attempt to save anyone, and they were all lost. She was the Flagship. We then tackled the 'Gneisenau' assisted more or less by the 'Inflexible'. At about 5.45, or perhaps later, the 'Gneisenau' followed her consort. We managed between us to pick up about 10 Officers and 100 men. Poor devils, they had a very bad time in the icy water and 20 were dead. We picked up only two wounded. The Wireless worked till the last, when some wire netting fouled the aerial dept. and we had to clear, rather an unpleasant job under a weakening fire. We managed to get it done alright, but had difficulties in getting up our armoured hatch, as the weight balancing it was smashed. We then found out from the remainder of the squadron what had happened.

The 'Inflexible' and ourselves had sunk the 'Gneisenau' and 'Scharnhorst'. The 'Glasgow' and 'Cornwall' had sunk the 'Leipzig', and the 'Bristol' had captured two colliers. The 'Kent' had vanished in pursuit of the 'Dresden' and 'Nuremburg'. We got rather anxious about the 'Kent' as we got no signal or anything from her, and the enemy were following their usual tactics of dropping mines overboard when pursued. However, since I began to write this letter, a signal has come in from Port Stanley to say that she has arrived safely, her aerial wire shot away, and that she has sunk the 'Nuremburg'. That means that in one day we have destroyed the whole of the German Eastern Fleet with the exception of the 'Dresden', a very small cruiser. She has escaped to the southward and will probably get interned, as she has no coal and no ammunition. In fact, we have abolished the German over-sea Navy except the 'Dresden' and 'Karlsruhe'. As I said before, an incredible piece of luck finding them like that, when we expected to be months over it. Both ships were firing at us at one time, and we are a good bit knocked about, but we haven't a single man wounded. The Commander has bruised his foot, that is all. It is absolutely miraculous. We have a shot at the water-line which flooded two coal-bunkers, and one strut of the tripod mast is carried away. One four-inch gun smashed to fragments, and some large holes in the deck. We must have been hit twenty or thirty times, twice just above the W. T. Office, though the second shot didn't worry us much. The worst explosion is a shell that has blown the Wardroom to pieces absolutely. It came in right through the side, blew a hole about three feet square in the deck below, and absolutely blew the room to atoms. Many cabins were wrecked, but mine is untouched. You find everywhere curious examples of little things left untouched, such as a small telephone in the Wardroom going strong. There is an unexploded eight-inch shell in the Admiral's storeroom. We had a dreadful time rescuing the unfortunate people afterwards. The casualties throughout the whole squadron (ours) seem to be absolutely insignificant. The ship is naturally very uncomfortable now, being smashed up as regards our accommodation. We have done a very good thing, and a thing that wanted doing without a doubt. It is a tremendous thing for our Admiral, but we can't hazard a suggestion as to our next move.

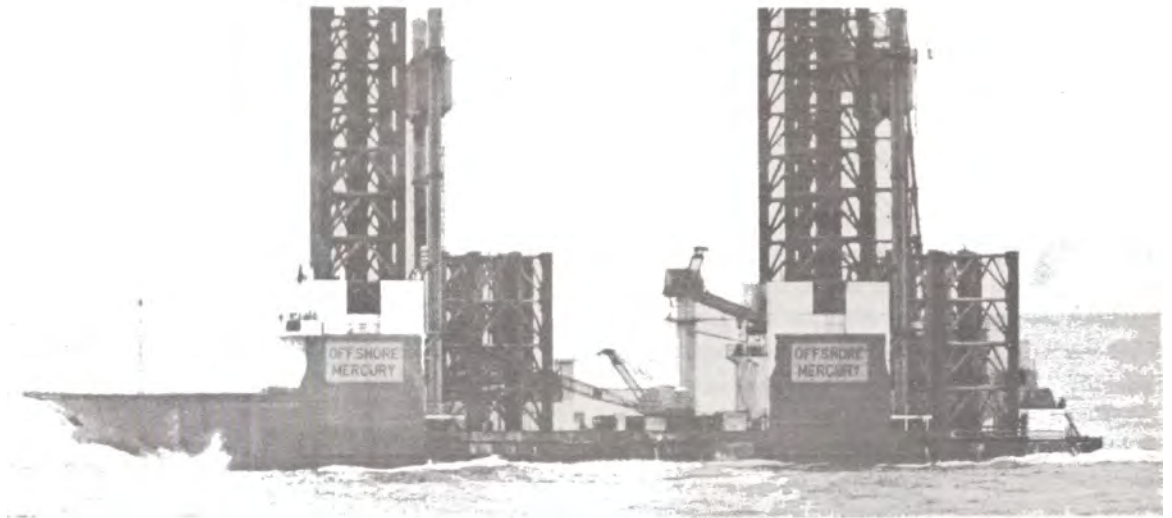
The Germans certainly put up a magnificent fight to the end, but they were quite outclassed, I am glad that it has only taken a little over month to avenge the 'Good Hope' and poor old Straw. I am also very glad to have been in the first great Sea Battle of the war, and in the position that I hold. The Admiral was very complimentary last night about the Wireless, and though I say it myself, I think we did well to keep the enemy in the dark. I hope they will call our battle The Battle of the Falklands, as it is rather a nice name.

This action, which I think may be called a great one has very much upset a great many preconceived ideas. Many experts said that no modern battle could last more than about half an hour, whereas we were fighting hard for six hours, or nearly so. Again, even the tremendous explosion in the Wardroom set absolutely nothing on fire, although there was wood about, and actually there was only one fire of any importance, that in the Sick Bay. Again, many people said that Wireless could not be used in action: that it utterly disproved. Wireless had to take the place of visual signals owing to the smoke.

One is generally asked to describe one's sensations during the action and mine were, I think, mostly irritation at the constant noise, accompanied by a headache, and towards the end "fed-upness" at the length of the proceedings. I didn't really feel any different to what I do at target practice.

I'm sure your miniature brought us luck. Think, it has been right through the first big British Victory of the War. I don't think we either of us expected that when it was done, did we?

One shell struck the foremost turret, right in the middle, and has not even chipped it, a wonderful advertisement for the armour.



Snap Caption: Make sure your DPC is filled in correctly. (you know the drill)



Snap Caption: He wants us to try on-line

RADIO TELEPHONE CALLS THROUGH THE SHIPS TELEPHONE EXCHANGE

by FCRS (RCI) M.J. CHALLINOR BEM

Since the introduction of the Radio Telephone Service the facilities offered to a caller in a Warship have been very limited.

Invariably we cannot offer the user privacy and the use of a quiet and comfortable position for making calls.

The system at present only works so well because of the enthusiasm and ingenuity of the Comms branch, and as you all know to provide the user with a reasonable service local modifications and patches have been introduced, but no matter how we may try we are always limited to the normal ships CCX remote control positions.

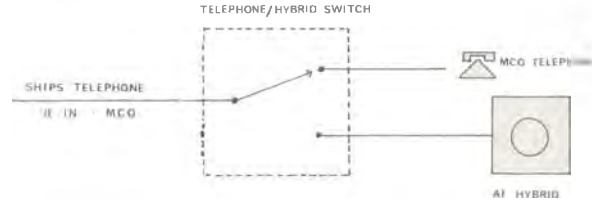
The ideal situation would be where it is possible for a radio telephone call to be made from any of the ships normal telephones, and this has now been made possible with the introduction of a AF Hybrid Transformer.

The AF HYBRID was designed to adapt a ships RWA (SHIPS RATT BAYS) system to a GPO telephone line, but it was discovered that this HYBRID could be put to other uses.

It will impedance match the ships control systems to telephone lines and it will adapt the ships 4 cable transmission and reception lines to a 2 cable telephone line.

The HYBRID was installed for direct connection to the shore telephone lines. A modification was introduced to provide more flexibility. This modification consisted of a switch between the MCO telephone and the ships internal telephone line. One position of the switch connected the MCO telephone to the internal telephone line, the other position connected the HYBRID to the internal telephone line shown in drawing A

Diagram: A

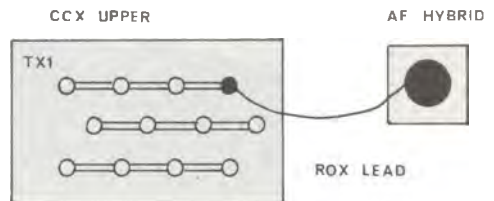


By dialing internally and using the TELEPHONE/HYBRID switch the HYBRID can be connected to any telephone user.

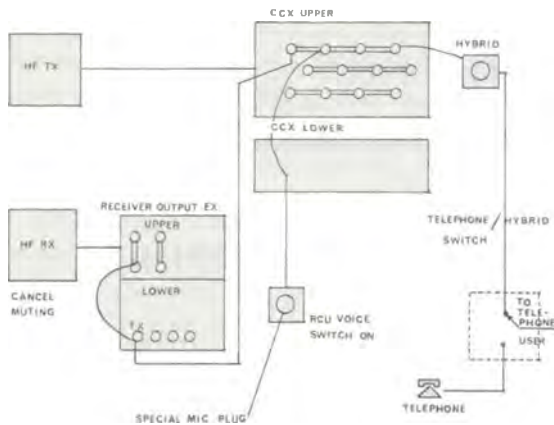
If the ships transmitters and receivers could be connected to the HYBRID it follows that, any telephone on board could be connected to the ships MF, HF, VHF or UHF communications systems.

To connect the HYBRID to the ships communications system a patch is required from the CCX upper to the AF HYBRID. It has been found that a normal RECEIVER OUTPUT EXCHANGE (ROX) lead will suffice. Shown in drawing B

Diagram: B



When the patch is made reception is immediately available on the telephone line, but unfortunately when the telephone user speaks his voice signal will not key the communications transmitter. The transmitter keying can be achieved in many ways, one way is to use a Remote Control Unit microphone plug and modify it with the MIC and pressel lines permanently made. Connect a spare bay to the transmitter in use and insert the made up MIC plug. At the start of RADPHONE working make the VOICE ON switch and break it on completion of the call. The final RADPHONE patching is shown in drawing C



On completion of the above connections, call the required RADPHONE station. When contact is made, dial the ships caller, inform him he is connected and switch the HYBRID/TELEPHONE switch to HYBRID. The caller now has complete control with transmission and reception in the true duplex mode.

The system described in the article has been extensively used for trials in HMS MERCURY and is at present being evaluated by ASWE.

'OUR FATHER ^{which} ART IN HEAVEN'
_{who}

(By Lieutenant-Commander J.H. Ellis, R.N.)

In the book "The Life and Times of Lord Mountbatten" appears the very amusing story about his first command in 1934. This is how he describes it :

My first command was HMS Daring, one of our latest and newest destroyers. We were all terribly proud of her. I put up a motto - 'We have made every sea the highway of our Daring'. But pride comes before a fall. After only a few months we received orders to exchange ships with the China Destroyer Flotilla, old craft dating back to the First World War. This was rather depressing, I had done everything I could to identify myself with the Daring. Daring by name and daring by nature - that's us, I told them.

Now our new ship was called the Wishart after a not very distinguished admiral at Portsmouth many years ago. What on earth could I say to them :

We have just left behind a ship with a great name - the DARING; a wonderful name. We have come to the only ship in the Navy with a greater name. For our ship is called after the Almighty himself, to whom we pray every day: 'OUR FATHER WHICH ART IN HEAVEN.....' that was the best I could do.

I had heard this story when serving in the Med. in 1935 and, of course, had read it in the book. But a few weeks ago I heard our Lord's Prayer on the radio which went 'Our Father WHO ART in Heaven.....' Remembering the story and that it seems that the beginning of the Prayer has altered, I wrote to Earl Mountbatten on the lines of what would he have done under these circumstances. He replied almost immediately :

If indeed the Lord's Prayer had been changed in 1934 I suppose I should have said that we were called after the old God whose name had recently been changed but we would't change ours.

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- Ref: 1. "Cost of magazine is 25pence"
2. "Cost of Winter Edition will be 50pence".
3. "Subscribers - please help".
4. "Cost of Winter Edition will be 30pence".

We owe you a word of explanation - if not reasons in writing.

Without describing in detail the manoeuvres of your editorial staff, supported strongly by CSS, I can only say that liquidation was staring us starkly in the face in the period July to September.

However, we have now secured the co-operation of CINNAVHOME'S Printers with the result that your magazine has strong chances of survival and long term development. The 2-year and 4-year plan subscribers who responded generously to the appeal by CSS are wholeheartedly thanked. Their donations, offered in great spirit, were noted and most appreciated. We have now been able to pay the bills for the Summer Edition, and look forward to a brighter future.

Those few subscribers who have remitted orders for Winter 75, with payment at the rate of 50pence, have had their accounts credited with the balance towards Spring 76.

Many thanks for your continued support.

OBITUARY

It is with very much regret that we announce the death of Lieutenant Commander P.J. COTTLE RN (Retired) on Sunday 19th October 1975.

Lieutenant Commander Percy Cottle recent' retired from ASWE where he had served in the capacity of a Retired Officer for 11 years carrying out the duties of the 'Crystal Authority'.

Percy joined the Royal Navy in 1930 as a Boy Seaman and subsequently became a Boy Telegraphist. He was promoted to Warrant Telegraphist in 1944 and Lieutenant Commander in 1961. On retiring from the Royal Navy in 1964 he joined the staff of ASWE.

He will always be remembered by his many friends in the establishment for his quiet efficiency and good sense of humour. He was a man who had many interests but first and foremost was his keen enthusiasm for gardening, for many years he devoted a considerable amount of time to this activity and a number of his friends often sought his advice on the many aspects of this rewarding hobby.

Percy was cremated at Portchester on Friday 24th October 1975 and the service was attended by colleagues at ASWE as well as serving and retired naval officers from other establishments.

All who knew Percy will look on his death with regret and condolences go to his wife and other members of the family.

FAMOUS SIGNALS

A ship was carrying out low level A. A. practice at a drogue target supposed to be at 2,000 feet. The pilot of the plane obviously had not read the orders for the exercise, and for an hour he flew up and down over the ship at 5,000 feet. Finally the pilot signalled to the ship :

I AM AT 5000 FEET - SHALL I COME DOWN

The ship replied

I THINK IT WOULD BE QUICKER IF I CAME UP TO YOU.

A U. S. destroyer was ordered alongside a battleship at sea to fuel. She made several attempts to get into position but each time something went wrong and she sheered off and circled around for another try. When the Admiral commanding the Task Force could stand it no longer he signalled to the battleship :

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COMMUNICATORS' PRIDE

By Lieutenant R. G. HALES, R. N.

One or two articles in the Summer 75 (Vol 22, No. 5) edition of "The Communicator" caught my eye (I don't just mean page 261), and gave added support to my feeling that the human element of the branch is no longer considered the most important one, and has almost lost the will to be "The Best". The article from "Tidespring" did, I am sure, cause many raised eyebrows and tut-tuts with its blunt but, at times, very true criticisms of our modern comms org.

As has often been said, if a man is to give of his best he must be able to feel proud of his achievements, and that his efforts and unique skills are worthwhile and appreciated. For example, the bunting of a decade or so ago was proud to be a communicator because his ability to get Sem 22/100, Flashing 12/99.5 really meant something; Sparks' chest filled with pride at being able to transmit perfect morse at 25+ wpm: Yeo and Pots were the elite of the PO's mess because they either knew all the answers required to provide good comms, or were able to find them in record time from publications at their disposal - a feat almost impossible with today's numerous, complicated and often ambiguously conflicting references and instructions.

Except for the more technically minded, whom most traditional communicators would regard as almost "greenie-material", what unique skills has the present-day individual in the branch (from Junior to SD) to offer and feel proud of? Perhaps his typing gives him satisfaction - but that's not a rare ability, is it? Perhaps he can run a good department in a tidy, clean MCO, getting congratulated during Captain's rounds - but any good Senior Rating could do that. Perhaps well, what else?

It seems as if it is only when an 'old-timer' writes or talks about 'real' comms of past years that one can sense a swelling of the chest with pride at being a member of "The Branch".

One could foster little comms-branch-enthusiasm when, for so long, the future of the branch appeared to be so uncertain. Even now, one gets the feeling that a communicator is available for any job that requires to be done, only being allowed to get on with communicating if he is one of the lucky few given a job requiring his full-time communicator's skills - a rarity nowadays.

In spite of the yarn quoted in "Ecology and Communications", few would deny that our present navies would virtually cease to operate without good comms. So what is the long-term requirement to achieve this?

First and foremost one must consider the COMMUNICATOR, and then the MATERIAL. There are so many brains working on the latter, that nothing more will be added. I wonder if a fraction of the thought, money, time and effort is being given to solving the first problem. What can be done to encourage the MAN to take a pride in his branch and strive to ensure that, whatever else is lacking, the human element will not be the one to let the branch down? It would take volumes to list everything which could be considered, but perhaps the following points will give some food for thought :-

- 1... Financial appreciation, as in the "Platypus" article? Perhaps, but it's not the real answer.
- 2... More chances of job satisfaction? Yes, but one can no longer expect to be in a solely comms environment for much of one's working time in the Service.
- 3... More obvious consideration and appreciation by immediate superiors? Yes, but the CO's, XO's and 1st Lts' problems with shortages of working hands must be appreciated.
- 4... A temporary standstill in the plans and material race to allow the human element breathing space and a chance to catch up? Obviously, but who dares stand in the way of progress?
- 5... Better guidance from above in the form of clear, uncomplicated, straightforward, well-planned and well-co-ordinated reference publi-

cations and instructions? Certainly. Radio Officer Weaver's observations on page 309 of Vol. 22, No. 5 should not be ignored.

Where does all this leave the communicator? Quite honestly, for most of us it means an almost impossible task of trying to keep up with the ever changing world of new organisations, new policies, new equipment, new procedures, etc. etc. What commonsense the words attributed to Petronius in A.D. 66 make to us now -

"WE TRAINED HARD - BUT IT SEEMED THAT EVERY TIME WE WERE BEGINNING TO FORM INTO TRAMS, WE WOULD BE REORGANISED. I WAS TO LEARN LATER IN LIFE THAT WE TEND TO MEET ANY NEW SITUATION BY REORGANISING, AND A WONDERFUL METHOD IT CAN BE FOR CREATING THE ILLUSION OF PROGRESS WHILE PRODUCING CONFUSION, INEFFICIENCY AND DEMORALISATION".

Far from combining branches, the human requirement of the day is for more specialisation within branches, but then we get involved in the problems of man-power, drafting, etc.

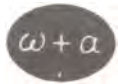
Well, YOU provide the answers

Coincidence?? or Astrology

That is the question an American leaflet asks when comparing incidents surrounding the assassinations of two American Presidents:

1. Lincoln was elected in 1860. Kennedy in 1960.
2. Both were assassinated on Friday in the presence of their wives; both shot in the head from behind. Both were succeeded in office by Southern Democrats named Johnson. Andrew Johnson, Lincoln's successor, was born in 1808. Lyndon Johnson, Kennedy's successor was born in 1908.
3. John Wilkes Booth, Lincoln's assassin was born in 1839; Lee Harvey Oswald, Kennedy's alleged assassin, was born in 1939. Both were Southerners favouring unpopular ideas - both were killed before being brought to trial.
4. Lincoln's secretary, Kennedy, advised him not to go to the theatre where he was shot. Kennedy's secretary, Lincoln, advised him not to go to Dallas - where he was shot.
5. Booth shot Lincoln in a theatre and ran to a warehouse; Oswald shot Kennedy from a warehouse and ran to a film theatre.





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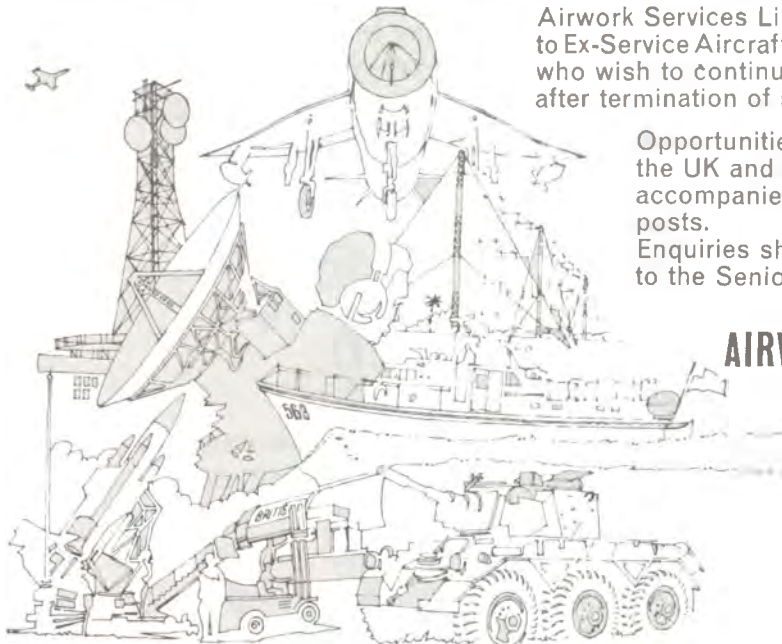
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If someone told you that the Wren Radio Operator's course was basic, and that no-one failed an exam, providing a little work was done each night, what would your reaction be? You'd probably knuckle down to it, full of earnest and great expectations for accelerated advancement, but if you belonged to the WRO5 variety, you'd relax completely and let advice go its own sweet way - in one ear and out of the other.

For the first week or so, there weren't many notes to revise (they didn't make sense anyway), so why shouldn't we investigate the prospects of the Mercury Club? It was only when the sixth week lurked ominously over the horizon that we realised that those 2 pages of notes had doubled, redoubled and were now sprouting out of everywhere. Hence, the immediate downfall of WRO5. The entire class failed their message processing, thereby setting an all time Mercury record. (What some people will do for fame!') However, despite our sudden superstar importance, I'm afraid to say that morale crashed right to the bottom, and only then did we start having nightmares about being recategorised as cooks - everyone passed the resit

TPX was another problem. In Mercury, one isn't taught typing - one is brainwashed. The whole process is a monotonous torture, but it works and that is all that is required.

Voice procedure isn't an easy thing to pick up, either, but we did enjoy ourselves. It seemed that, all of a sudden, everyone had a string of messages of extreme urgency to pass on to their oppos, and how exciting it was to be able to shout them down the microphone! It wasn't very pleasant for those tuning in at the time, I might add, but at least we knew that the equipment was in working order! Confusion reigned over all, but someone must have been praying hard the day of our exam, because we all passed - first time.

Between you and me, I think that above all, tape relay was voted the biggest pain in the neck. It was virtually impossible to learn notes, that

as far as we were concerned, could have been written in double dutch. Only when we gained a little experience from the message handling trainer did things begin to click into place. There's nothing like taping a message in and sending it from Whitehall, then running to Gibraltar to see a panic-stricken receive-op tearing her hair out, with a log in both hands, tapes round her neck and a biro between her teeth.

Most people cringe when first faced with all that machinery and wires, but there is absolutely nothing to be worried about. Everything is automatic, so nobody actually works unless they happen to be trying to log 4 messages at the same time with more still coming in - it is sickening to see your best oppo grinning fiendishly over the partition at you and sending her messages in one long chain. Still, there is plenty of opportunity for revenge!

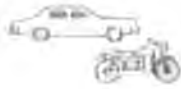
Unfortunately, the tape relay practical exam required a little thought, because the examiners insisted on trying to confuse us. The exam isn't like a normal lesson (chaos!) where, if we did something wrong, we threw the tape away and changed the numbers of the messages - this time, we had to act like responsible send and receive ops and carry out our duties efficiently - I think "deficiently" was the word used for WRO5, and I'm sure it was a slip of the tongue!:

I refuse to mention the tape relay theory exam, because the last time we boasted of our super brain power and divine intervention, we were brought back to earth with rather more than a bump. So much for over-confidence.

Over all, WRO5 would recommend this course to anyone with a sense of humour. The going isn't easy and was never intended to be - but then how can you expect to be Britain's last hope with only a skeleton knowledge of your job?

Everyone is here to help and guide you, and mostly to push you through into the fleet, and believe me, if WRO5 can make it, anyone can!:

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HARRY HAWKES

THE MACKAY SISTERS



Pictured above are the three Mackay sisters who are all qualified Wren Radio Operators. Leading Wren Linda Mackay (left) is currently in Malta, centre is Wren Sheila Mackay who has just completed Part II training and is now at HMS Warrior. Wren Lucanne Mackay is now at Cochrane and joined the WRNS only a few weeks before Sheila. The girls' cousin Wren Kim Mackay also trained to be a Wren Radio Operator at the same time as Sheila.



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Vacancies exist for Male and Female Cypher Officers for employment in the Foreign and Commonwealth Office, Downing Street, London SW1.

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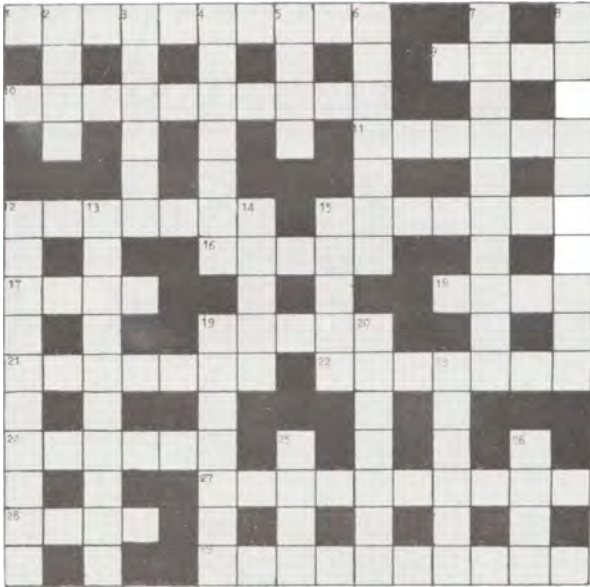
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CHRISTMAS CROSSWORD

by Ann Jewell



TELEPRINTER OPERATING SPEEDS

Teleprinter Operators in the Royal Navy may not have known it but it seems that they have been typing much faster than they thought they were. You see, we in the Navy have always used a six-strike word, i.e. five for the word itself and one for the space, when calculating our operating speeds. Virtually everyone else, including the other armed services, uses a five-strike word. In the interests of uniformity in the calculation of TP operator speeds and to enable the Royal Navy to compare like with like in this field it has been agreed that, in the future, the Royal Navy should also use the five-strike word.

The change is shortly to be announced both in a DCI and by amendment to RNCP 15. It must be emphasised that there is going to be no alteration to training standards. The change will just mean that if you depress 180 keys in a minute, whereas at the moment it is calculated as 30 words per minute, from the date the new calculation rules come into force, it will be calculated as 36 wpm and all Operational Performance Standards are being amended to the new higher figures accordingly.

ACROSS

1. Have charged particles which one owns. (10)
9. Nothing is clear if you seize rough copies. (4)
10. In the ballet nine performed with cloths. (5-5)
11. Don't dash - ramble gently to the hermitage. (6)
12. Father's set of three for the horse's ankle. (7)
15. It is sleeping on the sideboard or mantelpiece. (7)
16. Back in no French flimsy material. (5)
17. Seems everyone has an ache somehow. (4)
18. Take her back the plant. (4)
19. A headache erodes hidden entertainment (5)
21. You don't rate ten, however much you ask. (7)
22. Shelter in the hut lest the Scottish drawer is about. (7)
24. Game in which musical variations are hidden. (6)
27. The container has to be treble the capacity. (4,6)
28. Guineas after the Company teeth. (4)
29. Tensed up about 25 dn. ? That's bad. (10)

DOWN

2. Take a radio valve to put it in shape. (4)
3. Tinsel is quiet, not like crackers. (6)
4. Move the antlers to the works. (7)
5. "That men might shun the awful shop
And go to _____ to dine."
(G. K. Chesterton) (4)
6. The nag is in by noon for this figure. (7)
7. Place the R, M, near meat to restock. (10)
8. May be exchanged for a combat mule. (10)
12. Gives priority to those who give pence freeer than others, (10)
13. "So many worlds, so much to do,
So little done, _____ to be."
(Tennyson) (4,6)
14. Some thing for the darkness. (5)
15. Presents for the second day. (5)
19. Qualified to place a 'b' correctly. (7)
20. Let the mob rush in for the diamond. (7)
23. Correct variety of 15 dn.. (6)
25. Roll up to take the fee back to the king. (4)
26. Have a gin with your grilled sole. (4)

RNR SECTION

Oh! to be a P.S.I.

by CRS R. HILL

To be suddenly drafted from a Modern Frigate to land up in the centre of a huge strange City, to be confronted with strange and unfamiliar forms, a huge permanent loan book, complete access to QRRN, loads of DCI's to be sorted out, to find your complete pay code laid out in the BR 1950, to coping with multitudes of phone calls ranging from school to Theatre requests, to find out the pay codes of the many lads and lasses, to walk into a Wireless Office and find your old friends, the sets you were weaned on in the RN, the 89Q's, the CV 89's, the original KH series, and design 5's on the benches, the loads of long wire antennas and deck insulators, the old type TGA teleprinters still going strong - in short you find yourself the complete Jack Dusty, Chief Writer, Chief Buffer, Correction Expert and finally Radio Instructor.

This, then, inter alia, is the life of a Permanent Staff Instructor in the Royal Naval Reserve Communication Training Centres.

But, before you say 'that's not for me', what a soul rewarding job it is - to see the results of the team work coming back from their Annual Training with glowing reports, to see the look of self satisfaction on the face of the RO2 who is putting up his first star, to see the RO1 rated up

to RO2, the first LRO(TC) to qualify for C. Y. in the RNR when he has had no previous experience whatsoever in the RN, then to cap it all to be presented with the Mountbatten Trophy for being the most efficient C. T. C. in 1974.

When you consider the average RNR/WRNR rating is a full time worker all day, which must of necessity be his/her first priority, especially in these trying economic times, and then to see him/her fully booted and spurred on Parade at 1900, this is what it is all about.

What I cannot understand is the amount of wasted ex RN talent who go outside into the cold world and fail to turn up at the RNR centres, even

if only to renew old acquaintances, and try a step back into the 'old times'. Travelling expenses and a small payment for drills, with full pay when away for the Fortnights Annual Training, with a small bounty payment at the end of the year, is paid. The Annual Training will not necessarily be at home around the coasts of UK - we have had personnel away at Malta, Gibraltar, Copenhagen and Hamburg, to name but a few of the exotic(!!) trips.

We must not forget the 'Greenies' of the centre - a vital part of the Unit to keep the bits and pieces of electrical string still working and to play their part in the setting up of the equipment for the many displays one takes part in, in the area. Our two REM's have just been rated up killick and 2 more in the pipelines to keep the REA and CREL happy.

Not forgetting, either, the happy band of Wrens - the heart and soul of the centre, who work hard and play hard, especially for the Childrens Parties, Disco's and Birthday Parties, without whom a lot would be lost.

Finally, the Naval Control of Shipping Band of Mariners - always at the ready for the many Convoy exercises throughout the year, manning the Port Control Offices.

To round it all off - one must not forget the role of the RNR. If, for any reason a crisis arose, they are ready to man any of the Commens or ships as required of them.

VISIT TO BIRMINGHAM BY ADMIRAL OF THE FLEET THE EARL MOUNTBATTEN OF BURMA

by

LT. CDR. B. H. T. COOKSON, RD, RNR

Birmingham Royal Naval Reserves were honoured on Saturday 4th October when Lord Mountbatten visited the City to present the Mountbatten Trophy to the Communication Training Centre for their performance during 1974.

For the occasion, the Lord Mayor of Birmingham kindly permitted us to take over the Council House Banqueting Suite and with over 100 on parade, 230 guests and a musical accompaniment provided by The Birmingham School of Music, the occasion was, for us all, a most memorable event.

Rear Admiral H. W. E. Hollins CB, Admiral Commanding Reserves; The Lord Lieutenant of Warwickshire, The Earl of Aylesford; the Naval Regional Officer Captain F.J. Bishop Royal Navy and, of course the Lord Mayor of Birmingham Councillor A.L.S. Jackson JP and Mrs. Jackson, were amongst our guests and we were well supported by Captain J. E. Felice VRD RNR, Senior Officer Communication Branch RNR and the Area CO, Lieutenant Commander S. Harvey RD RNR.

ACR's Assistant Staff Communications Officer Lieutenant Nigel Kemp provided the vital link between 'Head Office' and ourselves, as ever, by ensuring the safe arrival of the British Empire Medal which was presented to CRS Aiden Walshe who completes 34 years service in January 1976 when he retires from the Reserve.

On parade with us, was CRS Ronald C. Hill, our Permanent Staff Instructor who joined us half way through the award year. His predecessor, Coastguard Officer J. Wilcox (then CRS and Permanent Staff Instructor) together with an earlier 'Resident Professional now FCRS J. Farley were both in the audience.

This list of names does little justice to all who contributed so much with such hard work to the winning of this Annual Award. I would wish to take this public opportunity of expressing my thanks to them all. As has been said before, 'BRAVO ZULU'.



Admiral of the Fleet The Earl Mountbatten of Burma seen here talking to LRO (TC) D. L. PETFORD who is the first RNR rating to qualify as a Communication's Yeoman without any previous R. N. Service - our congratulations.

GREETINGS FROM CFC KINGSTON UPON HULL

We are only a small Centre but things do happen here. RO Armstrong married Able Wren RO Armstrong in August. Our Officer in Charge was promoted to Commander, so with our Medical Officer we now have TWO brass hats. RS Taylor has been advanced to CRS and the Wren Leading Writer got her buttons. We have had visits from the Lord Mayor of Hull and plenty of visiting ships to keep us in touch. In November H. M. S. Galatea Hull's adopted ship receives the Freedom of the City. The 'Galatea' used to be the Shore Headquarters of Humber Division RNR before it disbanded. The Division's former minesweeper H. M. S. Humber has recently been in the news as H. M. S. Bronington which is to be commanded by His Royal Highness The Prince of Wales. We also have our Remembrance Parade to look forward to. We keep the Flag flying for the RNR and constantly hope for bigger things in the future.

CLASSIC QUOTE

One good Leading Signaller should be detailed for odd jobs repairing flags etc. He should be the biggest fraud on the staff for he will come in handy when returning flags etc. to the Dockyard.

Whispers from the Fleet.
(Early 1900s)

I have endeavoured to stress the fact that a skilled operator is not produced by courses of instruction but by several years of nothing but watchkeeping and handling apparatus, and even at present time when lack of numbers results in telegraphists spending most of their time with telephones on, the percentage of trustworthy operators is not high. In HMS with a complement of 32 hands I could seldom obtain four reliable auxiliary wave operators.

Report from the Fleet 1932.

In 1916 at the height of World War I, with the biggest Fleet in being ever known, the contract for the revised signal pad S1320b was for only 365,000 pads. There's a moral hidden somewhere Mr. Bowater.

Comment by Commissioned Signal Bosun
Jack Philip Nichols RN (Retd) 1933.

Pigeons coming from the East will wear an odd numbered ring marked with a spot of paint on the right shoulder. Those coming from the West will wear an even numbered ring and will be painted on the left shoulder. Should a bird suffer a broken leg clean it off with Condys Fluid, wind with strips of paper soaked in gum and place in a small bag with a hole in the bottom for the birds head to protrude.

Pigeon Post
Whale Island Orders, RN Pigeons and Loft Routine.
(Date unknown)



COMMCCEN WHITEHALL

What's it like to work at Commcen Whitehall?

Well it probably compares very favourably with other Shore Commcens as working conditions, since modernisation, are very good indeed. The introduction of Satellite Communications, which consists of a Tare operated broadcast, computer controlled Ship/Shore channels and automatic satellite rear links, in addition to the less exciting Defence Communication Network and Ship Communication facilities, it gives the widest possible Communication variety.

Clearly the most attractive advantage to RO's, apart from working alongside WRO's is the opportunity, for some maybe only once in their career, to live and work in "Swinging London". Although to live in London is more expensive than elsewhere, favourable allowances help to offset the additional expenses of "Eat, Drink and be Merry for tomorrow I've got the All Night On".

Regarding the watchkeeping, which as all will tell is arduous- there is a 3½ day break at the end of each watch cycle, thus enabling the most distant native of the UK to make it home.

A point worth noting is that many of the personnel at Commcen Whitehall are here for a second time and volunteered on the Drafting Preference Cards by nominating their first choice as London. Recommendation in itself - a complement of volunteers is our aim.

COME AND JOIN US by PO Wren Foster.

Commcen Whitehall is still running strong but we do occasionally seem to lack our full number. Come on get those Draft Preference chits in. Many of the trainee Wrens classes which visit seem rather awestruck at the thought of coming to work here. Rubbish, it's a great place to work.

Now with this equality bit in mind the Wrens are getting the same opportunities as the men. Most of the jobs here now are interchangeable with either sex.

Just lately TARE has been run by a team of Wrens in some watches, a PO Wren is the supervisor with a killick and a couple of Wrens and maybe the odd Male thrown in. The message Handling Room Router was always a masculine dominated world for some watches but the Wrens are showing that it is a job for them too.

Everybody has now got used to the new Message Handling Room. It really is quite smart with its cushion seated chairs (they don't snag your tights girls) and new equipment.

TARE has new Transtel Teleprinters for the outgoing journals therefore making it a much more pleasant atmosphere to work in. They are practically silent running so there's no need for shouting. A complete change to these new teleprinters in TARE is expected before this appears in print.

So as you can see Commcen Whitehall is alive and well and its fun living in central London.



"SAME HOTEL AS LAST WEEK?"

Fleet Section



HMS ANTRIM 'Mission Impossible'

By Lieutenant R. Bunting

These are the voyages of the Warship Antrim; her two and a half year mission - to seek out new lands, new runs ashore. To boldly go where EVERYBODY s been before

SEA TREK Part Two - "Out To Play" by RS K.W. Alner.

Communications Log: Sea Date 75/7.10

How does one condense the happenings of eight months (since our last entry) into a few short lines and make it sound amusing - or even interesting?

We fought a couple of wars way back at the beginning of the year. The first one - against the Portlandians - we won. I think! Anyway, everyone seemed to think we came out of it pretty well with a few minor abrasions which were soon put right.

The second one was a little harder to figure. Like all JMC's some went well, some didn't and we had a few casualties who, while not seriously hurt, were definitely on the danger list for a few months. To us in the Communications Department it was, to say the least, hectic and I think we handled more traffic than in the four months since.

It was about this time that one of our newer youngsters, told to make out his own telegram, stated: // JRO // MRS T. when asked why he had started with JRO, he answered, "Well, I'm not a Sub Lieutenant! (Think about it).

After an all too brief Easter leave (retard leave being divided from main leave by yet another two week exercise, would you believe?) The powers-that-be decided at last we were ready to go out to play. And as I write, here we are in the biggest playground in the world, the mediterranean. We've played on the climbing frames of Gibraltar, the swings of Toulon, the roundabouts of Civitavecchia, the slides of

of Trieste and at last we have found everybody's favourite - the sand pit. Tomorrow we'll be in Malta for three weeks AMP! I'm not sure but I think it stands for American Preparation, because right after that we've got a game lined up with Elmer and his friends, the US Sixth Fleet. I'll let you know who wins that round about Christmas.

In the meantime I'll close this entry with an answer from one of our OD's (who shall remain nameless) question papers: 'A plaindress message is one that is written in plain English - so you can read it.'

HMS APOLLO

By LRO (G) RICHMOND

Since our last article many faces in the department have changed, we have lost Lt. Knight as SCO, he was relieved by S/Lt. Burch SD(C). RS (Buck) Taylor and ROI (Slinger) Wood were relieved by LRO(G) Richmond and RO2 (T) Blowes. We have also lost CRS Lucas BEM to Mercury, we would like to wish him luck in the future and at the same time extend a warm welcome to his relief - CRS Evans.

In the past few months we have made good-will visits to Drammen in Norway and Newcastle, as well as our duty visits (?) to the ever popular and increasingly more native, Portland.

Communications in Drammen were hampered by the high terrain which formed the fjord around us, it made any formal guide to propagation impossible, but with the watchful eye and willing help of the Strike Fleet Cell in Kolsass these difficulties were soon overcome, making NZ258 a most valued asset.

Due to retard leave the department remained in three watches throughout our stay. This in no way prevented the lads from enjoying a good run ashore along with HMS Maxton (who was in company).

We sailed, minus Maxton to Newcastle whereupon we found a great deal had been done to make our visit both happy and memorable.

During the period two members of the department made an exchange visit to RAF Boulmar and it may be of interest for the reader to note that much more effort could be made to further relations and understanding between our branch of the two services. Prior to entering Newcastle we undertook a JOCOMEX with Boulmar which was unsuccessful and the exchange visit proved a unique opportunity to be able to have a 'wall-up' with the operators, and discuss the problems we had experienced; unfortunately it all boiled down to the age old problem of non-compatible gear. Matching antique vfo sets against ICS2 has its drawbacks and makes stable and constant comms an arduous task. But when you consider the actual base you are working can be likened to a scene out of the year 2000AD one realises someone somewhere has a false sense of priorities.

As all good things come to an end, we sailed from Newcastle, spent a weekend in Pompey before once again sampling the delights of Portland. The programme promised a quiet week of dlt's, and an extended long week-end to boot. We received dlt's, a Smashex 2, no extended and a flood of outgoing QTC's.

At the time of writing we are in AMP, so the department is busy working on the flagdeck, foremast, bridge and office in preparation for another stint at Portland. So what does the future hold?

We have, of course, Portland and we hope, a visit to Amsterdam in November.

I have just been reminded that by the time we shall be reading the Communicator CRS Lucas will be a FCRS, CONGRATULATIONS. Merry Christmas and a Happy New Year.

P. S. COFFEEEEEEEEEE!!!



HERMTOURS 75

by CRS BLOOMER and RO1(G) ROWLETT

After languishing in the bosom of Devonport Dockyard from the end of June until September 1st, it was with something akin to relief that we sailed for our Mediterranean deployment. After a brief stop in Gibraltar with just enough time to renew old acquaintances - apelike and others - and pick up FOCAS front runner, FCRS Arbuckle, we arrived in Malta on the 12th September. As we were only in for 48 hours, the movement was strictly up-tempo. Ensuring that our sea-soldiers in the shape of 41 CDO RM, got on; and the 'first time in Malta' brigade got off. Malta doesn't seem to have changed a great deal with the passing regimes. The exception being that you have to chase the night life now instead of vice-versa.

Mr. 'I know Malta quite well' Arbuckle managed to get us lost in St. Angelo and couldn't find Strait Street so we took his pronouncement with a pinch of salt. We said goodbye to the old SCO, Lt Cdr Wilson and greeted his relief, Lt Cdr Luce over a 'quiet' drink at the Rose and Crown in Paceville (We hasten to point out that the disturbance was not our doing). Lt Cdr Wilson now being firmly ensconced in MOD, breathing sighs of relief and frantically dying out his 'Hermes' grey hairs. Whilst we were in Malta, we met up with BULWARK and INTREPID who were taking part, with us, in Exercise Deep Express. Our quartet was made up by ASHANTI.

We sailed for the pre exercise work up on the 15th and, from that time onwards, things began to happen. The whole of the exercise participants anchored at Antalya, Turkey for a massive Hermes-style conference just prior to our annihilating the baddies'. Looking at all the uniforms and skin colours, it was more like a meeting of the United Nations but, we hope, the message was got across. FOCAS being embarked meant the inevitable increase in signal traffic

passing through the department. At one stage, with three broadcasts to run, SRL dealing with national traffic and the numerous ops-room circuits, we felt fully justified in re-naming ourselves "Commcen Hermes". The traffic was not as heavy as it had been for other exercises but, what with the increased flow accepted by us for ship-shore and the inexperience of most of the operators, we still managed to clear upward of 500 signals a day. We even felt quite pleased when Commcen Whitehall sent us a 'dit' asking for the ZOU for I11C (the exercise broadcast we were all reading at the time). All we needed was our own TARE and the situation would have been complete. We all know the pressures of trying to keep abreast of the million-and-one changes that occur during these sort of activities but we are still trying to find out who said that the FCCY looked like an exercise opord on legs.'

The 'buntings' had their work cut out trying to manage the Ops Room, Bridge and the MSO all with 12 hands. One moment of light relief, literally, was the query from one ship - 'I cannot read your light, it keeps flashing on and off'. We always thought that was the whole idea.

The exercise period itself has now passed into the realms of fantasy and there let it long remain. Suffice to say that once things got under way most of the communications problems solved themselves. We still had the inevitable head-scratching times trying to work out exactly what off-set the Americans were using and which circuit the Turks were actually on. Even at the end when we scuttled gratefully into Istanbul, there were a few ships whose comguard we still didn't know. (The latter upsetting the Flag Lieutenant - he had been gaily sending signals to said ships for five days). Ahem. Miracles we do at once, the impossible takes a little longer but we are not clairvoyant. At one stage, in the middle of the trauma, FOCAS moved himself on to the USS JOSEPHUS DANIELS and his retinue returned onboard with praises many for their communication set-up. However, we can make better coffee - and on call, too.

DITCH AND START AGAIN

HMS KENT by BRIGHAM

'Course I should have known better, I mean, I could have gone straight to the Ship's office and let the Chief Writer sort it out. No, I thought, see the D.O.

"Certainly, only too pleased" says He, "a couple of phone calls, a letter or two to Centurion and we'll soon have your pay query sorted out".

"Many thanks, Sir," says I, "most grateful". Then the crunch.

"One minute LRO, something you can do for me" handing me a piece of paper, with a smirk (the D.O. that is, not the paper), "not more than three thousand words, thank you."

Oh well better see what the thing says. "COMMUNICATOR MAGAZINE - Articles from ships. Short punchy articles not diaries of the past three months events". Oh no, worse than I thought. I mean, what else is there? Where do I start? Wait a minute, there's a thing, the MCO visitor's book, that should be good for a line or two, impress 'em with the visiting V. I. P. 's we've had. Let's have a look "1975 Malta" who's this? "Mrs J. Smith?" must have thought it was an Hotel register, and here's another one "its all too much Miss M. Jones", the mind boggles. And so it goes on, there's pages of the stuff, wonder who signed 'em all in, "Lt....." Hrm say no more, oh well so much for that idea,

What else is there? A line or two about the staff, start with the CRS I think. No wait a minute, better be careful, He's never forgiven me for getting hospitalised with a broken nose, the day before we sailed for a J.M.C. (not even a get well soon card). Just watch this - "Any chance of Wednesday afternoon off to play Rugby Chief?" "':* ?@£* - expletive deleted - "Always good for a laugh that one. Oh well better leave Him to show the Chief Greenie how to put the Bids back together again.

Excuse me a minute, here's the Chief Yeoman, "Who was the Lady I saw you with in Malta Chief?" "That was no lady, that was my Sister". Well He's original at least. Funny lot the Buntings, had one of them who "trapped" in Trieste, getting along famously with this Dolly Bird until she asks him if he has a girl friend at home. "Oh no" says he, all innocence, can't understand why she suddenly goes off him. Turns out she thinks if he doesn't have a girl, he must be Queer, like I said, funny lot. Speaking of Buntings, what about the ASCO? No, fairs fair, he did get us back from Malheia Bay, after being thrown out of a bar at three in the morning, and, having so upset the locals that the only taxi driver for fifteen miles refused to take us back. (No sense of humour the Maltese). "Go on Sir, ring the patrol headquarters, tell 'em your Duty Officer in the morning and if we have to walk we'll be adrift, that's it pull rank on 'em". Wonder how he squared off the patrol report with the Commander?

Enough of the Bunting world, what about the sparkers? Well there's Jan, first time in Malta, Quote this Marsavin tastes just like table wine Unquote, and who paid for an 80 pence taxi fare with his £30. Seiko then? Then there was our JRO working aloft, should have seen him come down the mast when he saw the Bristol's 965 aerial rotating just next door. "Excuse me Doc, may I have a test to find out if I've been sterilised". Don't know what the doc told him, but we always know where to find him now, says he's looking for signs of grey powder. From JROs to LROs, one, who shall remain nameless, fancied a stroll on the upper decks, so unused to the bright light was he that he couldn't see what he was grabbing hold of. Result - one lifebuoy over the side and one red flare sighted in the middle of Cardigan Bay.

Finally, what of the Golly world? Well, I will take the liberty of quoting from the RIC log in the MCO for the day we entered Gibraltar - "Bridge phoned asked me to contact EWO and tell them to put jammer aerials fore and aft. EWO replied, quote, Roger which one do they want fore and which one aft, Unquote". Need I say more.

Well, let's have a look at that lot, better than I thought really, should be enough there for an article, just a minute, though, Malta, Gibraltar, Trieste, Cardigan Bay, what did the paper say "not diaries of the last three months events". Oh No, means I'll have to ditch and start again. Oh to heck with it, wonder if the Boss'll settle for a large pink gin.

HMS NORFOLK

This term has been a fairly busy one for the department which has included a formal visit to Gothenburg, flying the flag of FOF1 (V. Adm. H.C. Leach), Exercise HIGHWOOD, annual inspection by FOF1 and a trip into the Med. The Med. trip should include, besides Gib and Malta, Alexandria, through the Suez Canal to Djibouti and return, then to Athens and Civitavecchia and Portsmouth via Gib for a final rabbit run.

The visit to Gothenburg was to commemorate the unveiling of a plaque to Admiral Saumarez who did so much to cement Anglo-Swedish relations in the early 19th Century (Admiral Saumarez flagship was HMS Victory). During the visit King Carl 16th Gustav visited the ship and his flag as an Honorary Admiral in the Royal Navy was flown for the first time in an HM Ship. To record the flying of his flag for the first time, an Admirals flag was presented to the King. All the ceremonial involved was watched very carefully by the Senior Communicator.

As prices were rather high in Gothenburg (a pint at 75p!), grippos were the order of the day. Vera Lynn gave a concert during the visit and she had a very responsive Anglo-Swedish audience. By coincidence, the vicar of the Anglican church is an ex-sparker.

Exercise HIGHWOOD was a quiet exercise for the department but the annual inspection made up for that. How do you keep the SCO out of the way during an inspection? Put him on the bridge as OOW and get him knocked out in the first attack, put in a Niel Robinson stretcher and lugged round the ship by a first aid party - good job he only weighs 10 stone.

The SCO (Lieutenant P. J. Sternbridge) appeared in the magic signal of 1 Oct and is now a Lieutenant Commander. We couldn't keep him out of the office after 0900Z, so he was detailed off as the broadcast operator - not bad for an ex K2.

We will be saying goodbye to CCY Ray Hunwicks (GANGES again), RS Jan Evers (FOST), LROs Pete Fearnley, Winnie Wincup and Bilton to LRO 'Q' on return to Portsmouth. Other comings and goings have included CRS (W) Mick Hebley (MERCURY) and RS(W) Paxton (Release) and welcomed CRS (W) John Lill and RS (W) Burman.

The future programme includes joining STANAVFORLANT as the Commodore's Flagship.

HMS SCYLLA

NEARING THE END

by

LRO (W) LEADBETTER

As the title of this piece will imply, this is the penultimate article from us before paying-off, although we will rise from the ashes some time in April, disguised as JUPITER.

It hasn't been a very newsworthy three months, apart from the fact that the Comms football team has at last won a game (all-action match report later), and various people have gone on draft.

CRS Ken Russell has left us, only last week, for civilian life, and will now be savouring his escape somewhere in the suburban wilderness of Watford. The onerous task of keeping track of all LRO McGoldrick's make and mends now rests on the shoulders of CRS Jones, lately one of the Portsdown Potholers.

CRS(W) John Bateman has left us, albeit temporarily, and in less happy circumstances. While returning from a run ashore in Gothenburg, he took a nasty fall, and broke his ankle in two places. Nasty business - as he himself would say. Needless to say, we all wish him a speedy recovery, and I'm sure all his acquaintances in the branch will join us.

CPO (OPS) (EW) Slinger Wood is awarded the CGM (Cracked Golly Medal) for surviving two weeks in our EWO during exercise High Wood.

LRO (G) Dave Middleton and RO1(G) Ian Clifford have sneaked off to join the submarine service, and are now floating in an escape tank somewhere in Gosport.

Among joiners have been JRO(G) Steve Cleverley (the only JRO with built-in set growing capacity I've ever seen), and an individual purporting to be SEA(EW) Humphrey, who is probably an undercover agent for the Cornish Liberation Front.

So much for personalities, what of events? Well, apart from our staple diet of weapon training, and extremely noisy gunnery shoots - not much.

The ship's adopted town of Aberdeen was visited, and I went on weekend, so I can't lay my hands on any juicy fragments, but judging by the mail we still receive from the Granite City, someone must have enjoyed it.

More spectacular was the visit to Gothenburg, in Sweden, in company with NORFOLK, ABDIEL, and our own squadron, to celebrate the anniversary of Admiral Saumarez, a 19th century British naval commander held in some regard by the Swedes. A 'Dial-a-Sailor' scheme controlled by NORFOLK provided some good grippos to alleviate the effects of the horrendous Swedish prices, and the locals were fairly welcoming. The major event of this visit however, was the victory of the Comms football team over the MEM's by 5-2.

The team for this match had been bolstered by the recent arrival of RO1(G) Stan Watson, a sort of Ben Nevis on legs, from the all-conquering Portsmouth Field Gun Crew, and the surprising availability of all our England prospects. LRO(T) Legs Lloyd was probably the man of the match, proving that old age is no barrier to athletic

endeavour by scoring an excellent goal. LRO(G) Chris Knott, who's almost as old, also shone, and the team remains brimming with confidence for this week's match with JUNO's Comms division.

The West German naval port of Welhelms-haven was a diverting five days, including a fair to middling brewery run, and some incidents in a night club called "Blue City", details of which will be passed under plain cover if required,

On the business side, definite progress is being made on the SEA(EW) side, with three ratings, including me, off to VERNON next week to be initiated into the mysteries of Blake Slips and Bollard Strops. Exercise HIGH WOOD, if not as exciting as promised, allowed all the Communicators to catch up on large whacks of training, and also proved that two out of two EWD's prefer the Ops Room's coffee to the EWO's.

FOF 2's inspection turned out to be an informal one, and the ship came through well on all counts, so we finish our commission with a good image.

Last month we said goodbye to LONDONDERRY, as she pays off for refit. The open-handedness of her Communicators, and the joys of their beer boat will not be forgotten, I assure you, and we wish all her Comms staff similar happiness, wherever they might end up.

That seems to sum up the last three months - stay tuned for our last article, which is guaranteed to become a collectors item - especially as we're going to have some really eye-opening photographs - promise!



HMS TIGER



To many of the older readers a draft to the 'Tiger' conjures up visions of such battles as the River Plate and cruiser squadrons ploughing through force 8's at 30 knots. Not many things have changed. The River Plate is behind us but the cruiser still lives on in a new guise. Admittedly, few will disagree, the new Helo-Carrier-Cruiser's lines leave much to be desired but are desirable in her new lease of life in the role she plays.

The first impression on being drafted to her could only be described as one of gloom - what has happened to the modern navy we have been reading about and constantly volunteering for - CND please note.

How wrong can one be? She appears classless but not nameless. One talks about Tiger or Blake but not type 42's etc. They have a name and ply the ocean like no other class of ship. At times people ask "Why is she going astern"? When in fact she is going full ahead and providing anti-submarine cover second-to-none with her four Sea King helicopters the old cruiser becomes a force to reckon with.

By this time you may be thinking what has this to do with communications? The short, snappy answer to that is nothing, except that anyone receiving a draft to 'Tiger' can expect a job with a difference and this is written by a communicator (even though certain members of the staff will disagree). Who in his right mind could be the Manpower/Reg/Mr. Fixit Chief as well as a communicator?

But joking apart. Are you bored? In a rut? The wife nagging? or just feel like a change? Then volunteer. We can guarantee a full life - not all excitement, but full - we invented two watches and the lottery system. A certain RS who shall not be named as RS Harris was known to run a pool on the next RAF Off-Set they would use. Would it be 2 KHz, 1 KHz or would they join in the game and not bother. This game is lots of fun as both our HF TR's are at least ten minutes away in good conditions - in DC exercises they can be ten days away; we lose a lot of staff that way.

Anecdote Time: Heard during a JMC. "Pots, the Portugese are transmitting on our

broadcast frequencies what shall we do". "Send for the Chief he can confuse anyone, they are bound to go away."

All this confusion I am led to believe is about to leave us. We are being fitted with SCOT. To a few lucky subscribers this is a satellite communications system that does what we have been praying for: No Int ZDK's or ZES's. Our heart goes out to you non-fitted ships - but do not despair - ENCON permitting we will allow other ships to avail themselves of the facilities. It's magic, at no extra cost, - except the usual - 'Come Round'.

For those about to cancel your subscriptions Don't - we intend to write again. Our comings

and goings are the problems of CND and are too numerous to name; Who wants to sound like CND's Who's-Who, but visitors are always more than welcome.

The team is led by Lt. Gawley, CRS Atha, CCY Martin and CRS(W) Drew (being relieved in April by CPO(EW) J. Wood); to name the rest would require two more editions of "The Communicator" - a thought for the next article.

P.S. A mark of success of the Operations branch is that we have even managed to sell copies of "The Communicator" to the Gunnery Officer (head of department, Ops branch) and the Chief GI. The overall manpower chief.



Some 'Tigers' visiting Scotlands Safari Park in Stirling

Communicator Personalities

Chief Communication Yeoman
GERALD R. KING



Attending an Investiture at Buckingham Palace on Tuesday 22nd July 1975 for the Award of the Royal Victoria Medal (Silver).

C.C.Y. King joined the Royal Navy in March 1946. At the start of his career, he served in such ships as H.M.S. Sirius (Cruiser), H.M.S. Liverpool (Cruiser) then in H.M.S. Narvik which was a key vessel in the preparations for the Atomic Bomb Test at the Monte Bello

Islands in 1952. This was followed by 5 years in the Submarine Service and a short period in H.M.S. Bulwark during the Suez Crisis.

In 1957 there followed a tour of duty as an Instructor for the South African Navy at Simonstown which lasted two and a half years.

In 1961 C.C.Y. King joined the Royal Yacht Service and has served onboard the Royal Yacht Britannia for the past fourteen years.



Buick being presented with the clasp onboard H.M. Yacht Britannia by Flag Officer Royal Yachts (Rear Admiral H. P. Janion).

In contention to RO Buicks career achievement and also serving in H.M. Yacht Britannia is R.O.1. (G) Tom Bethell whose seniority is April 1948.

Below is a photograph of our distinguished pair of 'wingers'.

Lives in Crowborough Sussex.

Joined the Royal Navy April 1944.

Rated Telegraphist April 1947.

Served in H.M. Ships St. George, Birmingham, Cleopatra, Mercury, Chequers, Peacock, Finisterre, Loch Quoich, Adamant, Tamar, Diligence, Britannia, Loch Insh and Victory.

Joined H.M. Yacht Britannia as a permanent member of the Royal Yacht Service January 1962

Presented with Long Service and Good Conduct Medal September 1960.

To mark 21 years as a Telegraphist, was presented with a painting of H.M. Yacht Britannia by Rear Admiral Sir Patrick Morgan K.C.V.O. (Flag Officer Royal Yachts) in April 1968.

Awarded clasp to his Long Service and Good Conduct Medal September 1975.

Many by now will have guessed the name R.O.1. (G) Richard Buick, or, as he is affectionately known, 'Father' Buick.

No claims are being made, but it is assumed that 'Father' is our Senior serving R.O.1. (G) and many would wish to offer their congratulations to 'Father' on obtaining the clasp to his Long Service and Good Conduct Medal - this representing 30 years of continuous assessments of V.G. Superior and Exceptional - a splendid achievement.

The above photograph shows R.O.1. (G)



Submarines

HMS MERCURY - ROSM SECTION

The ROSM sub section is no longer in joint ownership because on the 15th October it became a sub section in its own right. The section team consists of myself, Lieut R. K. Davies (GSM1), CRS Francis Tyson, who acts as my deputy as well as instructor, (and also my 'wet nurse' at present), CRS 'Sandy' Sanderson who teaches WT Proc/MRX Management and VS. (I don't know how the last one crept in), RS Eric Davies responsible for Message Processing/crypto, RS 'Buster' Brown who looks after EW Org. and, last but not least, RS Tony Oxtoby responsible for EW Org./RRX. Of course, by the time this goes to print one or two names might have changed. I regret to say that the two Davies's cannot claim any submarine experience but I did work in the 345 complex for a time and RS Davies told me that he once went to Dolphin with a WRNS class. That is better than nothing I suppose. Oh yes, and we also borrow a Lieut from time to time for the teaching of RCE/EW principles.

We have set up shop in Dreadnought block in a small office and in keeping with submarine traditions we all squeeze into it, making the most of what we have.

Since the forming of the ROSM sub section, when it was then in joint ownership, ten courses, consisting of 52 ratings in all, have passed through. At present we have one L/Sea (Radar) conversion course running and by the time you read this we will have three further courses of various types in full swing. We must not forget Kelly Squadron which, by the end of December, will have delivered about 60 communicators to the Submarine Fleet - a considerable achievement. These youngsters, of course, will have had no ship experience when they reach you and it is therefore up to the more experienced submariners to adopt the 'Sea Dad' attitude and guide them through their initial time in sub-

marines, after all, they will be the 'Sea Dads' of the future.

Well, now you know about our little set up. All we need now are men to train and a regular volunteer force to teach them. So, if you Senior Rates feel you might like to join us as an instructor please give us a ring and find out more about it. you will find us on the end of Mercury Extension 316, and don't forget, if you care to 'pop' in and see us there will always be a cup of coffee waiting.



Remember - THINK DEEP

... Its a great life in Boats ...

by CRS (SM) I. W. TYSON
(A Chief DEPLOSPABUNGOLPOS)

The term 'ROSM' is now an expression that everyone relates to anyone connected with the new branch. This in itself is a good sign. We have a general term that is immediately recognisable with the project and used to indicate any rate within the branch, it is also used as letter headings and of course as headings on articles concerned with the subject, (above)

What is a ROSM? Well of course it can be anyone from a JRO(SM) to a FCRS(SM), your actual ROSM-(RO 1 (SM))- comes in the lower end of the scale somewhere, but you ask anyone within the structure what they are and they will tell you they are about to do, or have just done, a 'ROSM' Conversion course or a 'ROSM' Career course when what they actually mean is that they have just done a RS (SM) Conversion course.

Even our office within HMS Mercury is called the 'ROSM' Office when in fact it is the 'GSM' Section Office. GSM? we hear you say, well we are set up as a sub section to the 'G' Branch organisation, a branch within a branch, hence GSM. Only when you enter the walls of Dolphin does it become (SM) complete.

However, can you imagine the other branches in communications using the same term the way we use ROSM. Would we have -

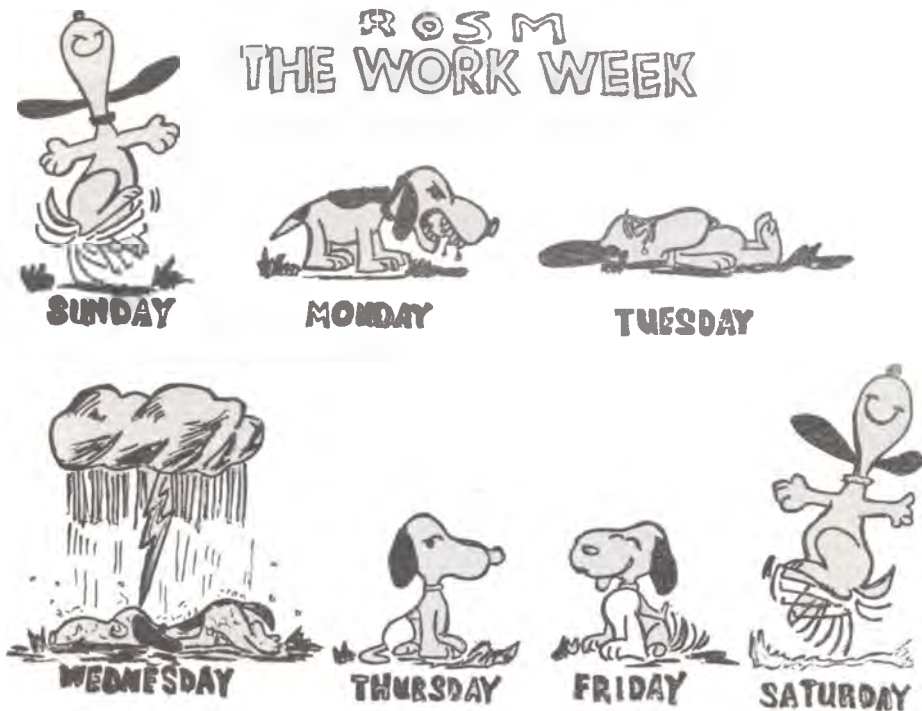
The 'ROG' Branch

The 'ROW' Project

The 'ROT' System

These three subbranches already have their own nicknames, i.e. Sparker, Bunting, and the 'Censored'. Only the Submariner can lay claim to all of these including a few others such as 'Postie', 'Plots' (RP), 'Deepes' etc. but does he become known as the 'ROSM'? or do we butcher all the others and produce a

"DEPLOSPABUNGOLPOS".



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Applications should be addressed to:

The Personnel Officer
Government Communications Bureau
100 Westminster Bridge Road
London SE1 7XF

KELLY SQUADRON

OPEN DAY 75

by LIEUTENANT COMMANDER M. GOACHER
ROYAL NAVY

On September 20th, after two months of telephone calls, memos, letters and meetings, Kelly Squadron's big day of the year finally dawned - and it was pouring with rain. In my mind I could hear the Chief Instructor saying "No problem Sir - implement plan Bravo", but the thought did little to reassure me. Four hundred drenched parents plus two hundred trainees, the guard and a Royal Marine Band, all packed into the drill shed might have added up to 'Plan Bravo' but it certainly didn't enhance the image of Kelly Squadron proudly showing itself off in front of our distinguished visitor, Admiral of The Fleet The Earl Mountbatten of Burma, who had kindly consented to take the salute at Ceremonial Divisions and speak to the Squadron

A quick telephone call to the Central Met Office brought the information that we were to have sunshine and showers (No, they didn't consider two hours of continuous rain with nil visibility to be a shower) and that the weather would gradually improve. Then suddenly the mist - and our spirits - lifted; it stopped raining, guests started to arrive and we were back in business.

By 1100 MERCURY was bustling with activity and crowded with Mothers, Fathers, Aunts and Uncles and the guard and band were forming up. Ceremonial Divisions, with the trainees under the most critical eyes of all - those of their families - went off without a hitch and, after an introduction by Captain D.A.P. O'REILLY, Admiral of the Fleet The Earl Mountbatten of Burma spoke to the Squadron about the destroyer KELLY, after which the Squadron was named in 1972. We were especially proud at that moment to have so many members of the Kelly Re-union Association with us, men who had survived her sinking in 1941. A painting of HMS KELLY, commissioned



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by the late Petty Officer Ted WEST, was presented to the Squadron by his widow and will form part of the new Kelly Squadron Display Board at the entrance to our Office complex.

After Divisions the families were treated to an excellent lunch in the Main Dining Hall and great credit must go to the Galley Staff who managed to provide such good service for so many.

Demonstrations were programmed in the Fleetwork, Voice, Morse and Video Trainers during the lunch hour during which many parents proved that they had at least as much aptitude as their sons and daughters and appear to have thoroughly enjoyed themselves.

The "Crossing The Line" Ceremony on the broadwalk was enthusiastically conducted by CRS WALTON and his team and was as popular as ever with our visitors. This was followed by the final event of the day, the inter Divisional "It's a Knockout" competition. The Instructors team managed to get themselves disqualified in most events as usual and the result was a victory for Fife Division who were presented with their trophy by Mrs. O'REILLY.

A draw in aid of the King George Fund for Sailors raised over £50. at the end of the afternoon, many of the prizes having been donated by local traders.

Over 400 relatives and friends of the WRNS and Kelly Trainees attended Open Day, many having journeyed from as far away as the North of England and Scotland. We were especially pleased to see so many people showing such a keen interest in the Squadron and would like to thank them, through the 'Communicator', for coming.

Current Instructions, National Anniversaries and Festivals.

1 Oct. Nigeria. National Day. Yes. Yes.
21 guns. Midnight.
31 Sep/1 Oct.

- So now I know why I never heard those guns.
Or can there be a Nigerian Leap Year I wonder?
T. Section (1975).

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ROYAL FLEET AUXILIARY 

KELLY SPORTS

The Autumn Term has brought its usual activity on the sports field and Kelly Squadron finds itself heavily committed. We are at present involved in 8 sports in the inter-part programme as well as training for the forthcoming Olympiad at HMS SULTAN.

This years Rugby team promises to be the best for some years. They reached the final of the newly innovated Portsmouth Area Under 19 Cup, known as the St Vincent Trophy by beating HMS SULTAN 36 - 9 in the semi final. They unfortunately lost 16 - 3 in the final, to a very good side from HMS COLLINGWOOD. Several players have been selected to play in the Portsmouth Command Under 19 Team of which Seaman SEW POWELL and JRO BAKER have been chosen for the Navy Inter Command Championships in Scotland.

On the Soccer Field the Squadron have supplied all but one of the youth team which at the time of writing has progressed to the last four in the Navy Youth Cup. The side managed by CCY FORD have trained hard and obtained good results in the competition. So far 3 matches have been played all of which were won, against HMS LONDON 7 - 3, HMS TIGER 7 - 2 and HMS BRISTOL 5 - 0. The team are now preparing for the semi finals to be played against HMS COLLINGWOOD on 16th November. From the team all players under the age of 18 have been called up for the Royal Navy Youth Trials and it is expected that some will play for the Navy Youth this season. The team has been well Captained by RO2 YORKE who scored a hat trick against HMS LONDON. A hat trick was also scored by RO2 RICHARDSON in the matches against TIGER and BRISTOL.

The MERCURY Boxing Championships this year were held for the first time in the new Recreation Centre. Kelly Squadron dominated the tournament which included only one Ship's Company boxer. The evening proved to be a resounding success with a demonstration from the

PTI requalifiers (Temeraire) proving most valuable and entertaining. Unfortunately due to instructional commitments only 3 of a 30 strong team were able to represent the establishment in the Command Novices Championships held at HMS NELSON. JRO LOW was beaten finalist in the lightweight division but won the trophy for the best loser of the evening. He has subsequently been picked for the command team in the RN Championships at Plymouth together with JRO's MCGUINNES, HILL and WILLIAMS who are the youth entries.

Our congratulations to RO2 MCGUINNES on reaching the final of the Junior Singles in the RN Tennis Championships at Wimbledon and in the Junior Stokes Memorial Trophy which was presented for sportsmanship throughout the Championships.

We now all look forward to the Autumn Olympiad at HMS SULTAN where we hope to win the 'Cock' for the fourth successive time.



COMMUNICATIONS GAZETTE

APPOINTMENTS

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

NAME	RANK	WHITHER
Baal, Z. M.	2nd Off	SHAPE
Brown, K. J.	3rd Off	FOCAS
Bryans, J. P. G.	Lieut Cdr	BDS Washington
Burns, B.	Lieut Cdr	Nubian
Cartwright, N. R. H.	Lieut Cdr	RMCS Shrivenham (Adv Comms Crse)
Cave, R. V.	Lieut Cdr	Neptune
Clinton, T. E.	Lieut Cdr	Heron
Chappell, S. F.	3rd Off	Whitehall
Cobley, C. K. D.	Lieut Cdr	Leander
Conley, L. M.	2nd Off	Mercury
Cooper, A. J.	Sub Lieut	Glasserton
Craig, R. M.	Sub Lieut	Norfolk
Dunk, M. K.	3rd Off	Dolphin
Faulkner, H. D. Y.	Cdr	Temeraire (DDNPTS)
Ferguson, J. M.	Lieut Cdr	JWE Old Sarum
Flower, D. W.	Lieut	Drake
Franklin, R. D.	Capt	FOCAS (Commodore (AW))
Frost, D. T.	Lieut Cdr	Fost
George, C. M.	2nd Off	DNS
Grimsey, R.	Lieut	Juno
Hildreth, D. J.	Lieut	Mercury
Hudson, J. T.	Lieut	RMCS Shrivenham (Adv Comms Crse)
Hughes, I. B.	Lieut Cdr	RNAVUT Bandar Abbas
Keate, H. R.	Capt	ADC to HM The Queen
Kennedy, I. M.	3rd Off	FO Malta
Keogh, R. W.	Cdr	Mercury
Kerrison, A. C.	Lieut	Drake
Lennon, J.	Lieut	Drake
Leonard, P. R.	Lieut	Antrim
Lodder, N. G.	Lieut Cdr	ASWE
Lord, J. T.	Cdr	DNS

NAME	RANK	WITHER
McDonnald, A. N. A.	Cdr	Neptune
MacDonnald, P. D.	Lieut	Cochrane
Packenham, W. T. T.	Capt	MOD (DNS)
Park, M. I.	Sub Lieut	Mercury (SD C Crse)
Penny J.	Cdr	DNS
Roskill, J. W.	Lieut Cdr	Dryad
Roe, C. E. K.	Lieut Cdr	Zulu
Skinley, M. R.	Lieut	Mercury (SD C Crse)
Tuke, P. J. V.	Cdr	NDC Latimer
Thompson, R. A.	Cdr	DNS
Wailles, P.	Lieut	COMNAVSOUTH
West, R. J.	Sub Lieut	Laleston
Wilson, G. A. S. C.	Lieut Cdr	DNS

PROMOTIONS

To Cdr	King P. J.
	Richardson, A. B.
To Lieut Cdr	Hamilton, C. F. B.
	Hughes, I. B.
	Dempsey, J. K.
	Stembridge, P. J.
	Withers, P.
To Lieut	Rogers, N. R.

RETIREMENTS

Lieut Cdr A. Banham
 Lieut Cdr A. L. Lang
 Lieut Cdr F. D. Rivers
 Lieut Cdr M. A. Robinson
 Lieut Cdr M. A. Stockton
 Lieut E. Davis
 Lieut A. H. Porter
 Lieut J. Shotton

DRAFTING

NAME	RATE	WHITHER	NAME	RATE	WHITHER	NAME	RATE	WHITHER
Adams M. I.	RS	BRNC Dartmouth	Coates W. W.	JRO(G)	Tiger	Gale V. P.	RO1(G)	Rooke
Adkins C. C.	RO1(G)	Diego Garcia	Cobb E. S.	RS(W)	Mercury	Garnett A. J.	LRO(G)	Mercury
Albon A. S.	LRO(W)	FOST	Cockbill T.	RO1(G)	Dundas	Gard M. C.	RS	Mercury
Allen C. J.	JRO(T)	FOSNI	Coleman G. L.	RO1(G)	Mercury	Garrity A. J.	LRO(G)	Whitehall
Allen J.	LRO(T)	Mercury	Cooper S. A.	WRN RO	Seahawk	Geer A. W.	RO2(G)	Penelope
Allison K. A.	RO1(T)	FOST	Cornelius T. L.	RO2(T)	Charybdis	Geere T. J.	LRO(T)	Mercury
Allison S. J.	LRO(G)	Fox	Crabtree G.	RO1(T)	Whitehall	Gent S. E.	WRN RO	Centurion
Amis C. D.	RO1(G)	Danae	Crighton R. G.	RO1(W)	Mercury	Gill G. H.	RO1(G)	Lincoln
Anderson A. G.	RO1(G)	Cochrane	Cunningham E.	RO2(T)	Kent	Goodbody P. J.	LRO(T)	Mercury
Angus L. J.	RO1(G)	Lewiston	Cusick M.	OS(EW)	Ashanti	Goodman D. I.	RO1(W)	Apollo
Appleby D. A.	RS	Mercury				Gore A.	CCY	Mercury
Ashley G. W.	RO1(G)	Falmouth	Dalby A.	CCY	Mercury	Graham J. W.	RO1(T)	Mercury
Ashton G. N.	JRO(T)	Ark Royal	Davies B. A.	LRO(G)	Neptune	Gray M. I.	RO1(G)	Rooke
Atkinson J. A.	CRS	95 C.DO FOU	Davison M.	RO2(T)	Mermaid	Gray R. G.	RO1(G)	FOSNI
Austin D. J.	RO1(W)	FOST	Dawson N. A.	JRO(T)	Torquay	Gregory D. T.	RS	Mercury
			Day B. J.	RO1(W)	Mercury	Griffin J.	RO1(W)	Ariadne
Baker H. W.	RO1(T)	Jupiter	Deans D. J.	JRO(G)	Hampshire	Griffiths P. R.	RO2(T)	Sheffield
Baker K. R.	RO2(W)	Mercury	Dickinson P. J.	LRO(G)	Fife	Grundy K. R.	RO2(G)	Bristol
Barn T. F.	RO1(G)	Bronington	Dickson J. C.	LRO(G)	Falmouth	Guy S. W.	RO1(T)	Mercury
Barr M. M.	WRN RO	Heron	Dixon R.	LRO(W)	Mercury			
Batchelar F. M.	LRO(G)	Mercury	Doak T.	LRO(T)	Mercury	Halley P. S.	JRO(T)	Rooke
Baxter S. R.	RO2(G)	Sheffield	Doig J. G.	RO2(T)	Devonshire	Halifax B.	RS	Mercury
Bell C. R.	LRO(W)	Mercury	Downey W. R.	RS	Ajax	Hamilton D.	LRO(G)	FO Medway
Belsey R. I.	RO1(T)	Mercury	Doyle J. R.	JRO(T)	Rothsay	Hamilton J. R.	RO2(G)	Eskimo
Bennett W. D.	LRO(G)	Mercury	Driscoll D.	CRS	Mercury	Hankey B. T.	LRO(G)	Cleopatra
Blewitt M.	WRN	Neptune	Dunn D. E.	RO1(G)	Cincfleet	Hanson N. B.	LRO(W)	Mercury
Bone A.	JRO(T)	Sheffield	Durrans B.	CPO OPS (EW)	Mercury	Harbinson J.	CRS(S)	GCHQ
Boulwood M. H.	RS	Dolphin	Dyer M. B.	LRO(G)	Mercury			Cheltenham
Bourke J.	RO1(G)	Mercury				Harding P.	JRO(G)	Cleopatra
Bracey S. G.	FCOY	FOF1	Earl C. T.	RS	Mercury	Hardy B. L.	LRO(G)	Mercury
Brierley C. G.	RO1(T)	ACCHAN/ Eastlant	Easter V. D.	JRO(G)	Hermeioe	Harmon D.	RO1(G)	Mohawk
			Eburne R. S.	JS(EW)	Llandaff	Harris J.	WRN RO	Neptune
Brown P. L.	LRO(G)	Mercury	Edgar R. W. D.	CY	Cochrane	Harris W. G.	RO1(W)	Cincfleet
Bryce A.	WRN RO	Heron	Edmonds J. R.	RO2(G)	Apollo	Harrison D. R.	RO1(W)	FO Medway
Buckley R. N.	CRS	Mercury	Edwards J. A.	WRN RO	Neptune	Harvey Y.	WRN RO	Cincfleet
Bucknall B. A.	WRN RO	President	Edwards N. D.	RO1(G)	Mercury	Heaney M. J.	LRO(W)	Mercury
Bullyment D.	RS	Mercury	Elliott P. R.	WRN RO	Cincnavhome	Heathcote J. S.	JRO(G)	Intrepid
Burgess E. G.	LS(EW)	Mercury	Elliott S. K.	JRO(T)	Cleopatra	Hegarty S.	JRO(T)	Gurkha
Butchers R. M.	RO1(W)	Bacchante	Emery I. G.	LRO(G)	Mercury	Henderson T. H.	RO1(G)	Mercury
Byford S. G.	WRN RO	FOST	Emmerson T. H.	LRO(T)	Mercury	Henry A.	RO1(G)	Kellington
			Evans D. J.	RO2(G)	Lowestoft	Higgins C. K.	JRO(W)	Andromeda
Cairns P.	RO1(G)	Mercury	Evans R. A.	RS	Mercury	Higgins D. M.	JRO(G)	Berwick
Cardin C.	RO2(T)	Mercury	Eves P.	LRO(W)	Llandaff	Holt M.	RO2(T)	Amazon
Carey A.	RS	Dolphin	Evemy C. E.	LRO(G)	Cincnavhome	Hood D. F.	LRO(G)	Mercury
Cart J.	RO2(T)	Tiger				Hopkins G. G.	LRO(G)	Mercury
Carvell D.	LRO(G)	Mercury	Faires R. D.	JRO(G)	Cincfleet	Hornby P. J.	RO1(T)	Mercury
Carver G. R.	LRO(G)	Salisbury	Farey M. J.	WRN RO	Neptune	Horne J. E.	WRN RO	Dauntless
Chadfield W. P.	LRO(T)	Keppel	Farley J. A.	FCRS	DNR	Houston B. C.	RO1(G)	Mercury
Chadwick L.	LRO(G)	Mercury	Farrell T. J.	JRO(G)	Bristol	Hughes J. W.	CRS	Mercury
Childe-Freeman M. E.	JRO(G)	Juno	Fassum J. C. F.	RS	Mercury	Hughes D. C.	LRO(W)	Mercury
Chislett R.	LRO(G)	Mercury	Fawcett A. S.	LRO(G)	Mercury	Hulse T. N.	CCY	Hermione
Clack C. E.	RS	Mercury	Fearnley P.	LRO(G)	Mercury	Hunt P. A.	RO1(G)	Mercury
Clark D. J.	LWRN	Ganges	Fealstead T. A.	RO2(G)	Amazon	Hylands P. J. W.	RO2(W)	Aurora
Clark I. E.	LRO(G)	Mercury	Fewings M. K.	LRO(G)	Mercury			
Clarke B. F.	LRO(G)	Mercury	Field D. N.	LRO(T)	Mercury			
Cliff R. G.	RO2(G)	Fox	Findlay M. R. W.	RO1(W)	Lochinvar			
Clifton A. W.	LRO(T)	Mercury						
			Fitch P. J.	RO1(G)	Mercury			
			Flanagan S. P.	RO1(W)	Mercury			
			Fleming D. W.	LRO(T)	FOCAS			
			Foord W. I. H.	RS	Mercury			
			Foreman S. W.	JRO(G)	Neptune			
			Foster M. L.	RO1(G)	Hydra			
			Fox A.	RS	Dionede			
			Fox J. R.	LRO(W)	Cleopatra			
			Fox M. J.	JRO(G)	Bulwark			
			French D. K.	LRO(G)	RNL Tangier			
			Froom P. E.	LRO(T)	Mercury			

NAME	RATE	WHITHER	NAME	RATE	WHITHER	NAME	RATE	WHITHER
Jack W. F.	JS (EW)	Antrim	Naden L. G.	RO1(W)	Mercury	Stillwell M. J.	RO1(G)	Mermaid
James I. M.	LRO(G)	Tiger	Nash S.	RO2(G)	FOSNI	Stoter A. R.	JRO(T)	Hampshire
Jenkins B.	RO1(T)	Mercury	Newman E.	WRN RO	FD Plymouth	Strachan J. W.	JRO(G)	Andromeda
Jenkins W. R.	LRO(G)	Churchill	Nicholson M. D.	CRS	Mercury	Stuchbury P. S.	JRO(G)	Bristol
Jennings B. J.	LRO(G)	Mercury	Nixon K. F. W.	LRO(G)	Dolphin	Sutton K. G.	LRO(G)	Antelope
Jerram C. L.	WRN RO	Gannet	Norris D. W.	LRO(G)	Hampshire	Sweatman J. P.	LRO(W)	RNU Tangmere
Johnson G. R.	LRO(G)	Mercury	Nutley K. J.	RO(G)	Mermaid	Symonds A. J.	RO2(G)	Eskimo
Jones L. P.	LRO(T)	Mercury	Nurum E. P.	RO1(T)	Dolphin			
Jones F. J.	RO1(G)	Mercury	Oakden K. R.	LRO(T)	Mercury	Taylor M. L.	LRO(G)	Heron
Jones M.	CY	Bacchant	O'Connor A. J.	RO1(G)	Falmouth	Taylor W. J. L.	LRO(T)	FOST
Jones W. J. O.	RS	Mercury	O'Dea J. P.	RS	RNR Ulster	Thom J. M.	LRO(W)	RNU Tangmere
			O'Shea P. D.	RO1(T)	Dolphin	Thomson D. A.	RS	Hermione
Kaye S. M.	RO1(G)	Forest Moor	Oxtohy M. G.	JRO(G)	Mohawk	Thomson G. A.	RO1(W)	London
Keay M.	LRO(T)	Mercury				Thomas M.	JRO(T)	Intrepid
Kelly D. M.	JRO(G)	Cinc fleet	Palmer G. A.	RO1(G)	Mercury	Thomas M. B.	RO1(G)	Mercury
Kent M. W.	JRO(T)	Berwick	Parker M.	JRO(G)	Norfolk	Thomas S. E.	LRO(W)	FOSNI
Kenward B.	LRO(T)	Mercury	Parker M. P.	RS(S)	Mercury	Todd A. H.	RO2(T)	Apollo
Kenward J. A.	JRO(G)	Ark Royal	Pattinson J. N.	LRO(T)	Comnavsouth	Tenes S. P.	RO2(G)	Danae
Kibble K. S.	RO1(W)	Hermione	Payne M. S.	RS	Mercury	Townley G.	JS(EW)	Hampshire
Kimpton E.	WRN	Mercury	Pearce S. C.	PO WRN RS	SHAPE	Tuttiett M. P.	JRO(T)	Juno
Kirby M. H.	LRO(G)	Dolphin	Peate T.	JRO(T)	Hampshire	Twite S.	RO1(G)	Dolphin
Knott C. D.	LRO(G)	Mercury	Pellington P. S.	JRO(G)	Mohawk			
Kuzniarski S. P.	JRO(T)	Exmouth	Perkins M. H.	JRO(G)	Cinc fleet	Ulliyart D.	LRO(G)	FOSNI
			Petch A.	JRO(G)	Cinc fleet	Vaughan D. R.	RO1(W)	Norfolk
Lambert E. G.	RS(W)	Mercury	Peters W. C.	RO1(G)	Mercury	Vonwilleigh M. E.	JRO(G)	Norfolk
Langan M. G.	JRO(G)	Ark Royal	Pickles C. J.	WRN RO	FOST			
Lauder I. C.	RO1(T)	Antrim	Pierre L. A.	LRO(T)	Intrepid	Walsh C. S.	WRN RO	Whitehall
Laurie M. T.	RO1(T)	Mercury	Poole B.	LRO(W)	RNLS Tangmere	Watts S. A.	WRN RO	Heron
Lee G. P.	RO1(G)	Danae	Poole B. J.	RS	Fearless	West K. E.	RO1(T)	Intrepid
Lewis P.	JRO(T)	Mermaid	Poulson N.	RS	Euraylus	Wheeler L. A.	WRN RO	Acchan/ Eastlant
Leyland W. B.	RS	Mercury	Powell A. T.	WRN RO	President			
Lindsay D. F.	RO1(W)	Mercury	Poynder D. C. P. T.	RS	Mercury	White T. J.	LRO (T)	Mercury
Little L. E.	RO1(G)	Aurora	Prewett S. J.	WRN RO	FOSNI	Whitehorn T. J.	RO1(T)	Scylla
Lockyer J. B.	CY	Mercury	Proctor A.	JRO(T)	Mohawk	Williams D. H.	JRO(T)	Ark Royal
Long I. M.	RO1(T)	Mercury				Williams S. J.	RO2(G)	Kent
Lucas B. A.	CRS	Mercury	Rafferty B.	JRO(G)	Ark Royal	Wilson B. R.	LRO(T)	Mercury
Lucas B. R.	RS	Rothesay	Rand M. R.	JRO(W)	Diomed	Wood D.	LRO(T)	Whitehall
Lutwyche L. A.	WRN RO	Mercury	Rawlings A. P.	RO1(G)	Mercury	Woodhouse L. A.	JRO(W)	Hampshire
Lynch M. R.	WRN RO	Cinc fleet	Reed R. M.	JRO(T)	Chichester	Wright J.	LRO(G)	Mercury
Lyons H. J.	RO1(T)	Mercury	Rees R.	CCY	Mercury	Wright S. E.	WRN RO	Cinc fleet
Lyseight V. S.	LRO(G)	Mercury	Robinson R. S.	JRO(G)	Cinc fleet			
			Rooney D.	JRO(T)	Hampshire	Young K. F.	JRO(G)	Ark Royal
MacFarlane I. G.	RO1(G)	Mercury	Rose A. M.	RO1(W)	Mercury	Young J. P.	JRO(T)	Keppel
Mackay S.	WRN RO	Whitehall	Ross A.	CCY	Mercury			
Main K.	RO2(G)	Hermes	Rummery J. R.	LRO(T)	Whitehall			
Martin S. J.	RO2(G)	Intrepid	Russell N. A.	LWRN RO	Mercury			
Martin S. P.	RO2(T)	Ariadne						
Mason G. J.	JRO(G)	Bulwark	Satchell R.	RO1(G)	Hampshire			
McClure R.	WRN RO	Whitehall	Saunders P. S.	RO1(G)	Cincnavhome			
McGregor N. O.	RO1 (G)	Scimitar	Saxby K. D.	WRN RO	Neptune			
McInnes H. C.	WRN RO	Heron	Seaborne D.	JRO(G)	Cleopatra			
Merrilees S.	JRO(G)	Norfolk	Sears M. N.	LRO(T)	Mercury			
Mills S. J.	JRO(T)	Bulwark	Shoemith N. F.	LRO(T)	Whitehall			
Milner J. K.	PO WRN RS	Gibraltar W/T	Simmonds D. C.	LRO(G)	FOCAS			
			Simpson I. R.	LRO(G)	FOST			
Mitchell M. E.	WRN RO	Neptune	Slater J. G.	RO1(G)	Enterprise			
Mould K. E.	RO1(W)	Apollo	Smith D. R.	RO1(G)	Abdcl			
Mountford J. W. T.	JRO(T)	Hampshire	Smith L. G.	RO1(G)	Mercury			
Muldoon D. J.	JRO(G)	Mohawk	Stacey J. E. S.	RO1(G)	St. Angelo			
Mulholland J.	RO1(G)	Mercury	Still. B. I.	RO1(W)	Aurora			
Murphy D. E. D.	LRO(G)	Mercury						

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linen, 11. Ashram, 12. Pastern, 15. Dormant
16. Ninon, 17. Each, 18. Herb, 19. Cheer,
21. Entreat, 22. Shuttle, 24. Enigma, 27. Beer
bottle. 28. Cogs, 29. Enfestered.

DOWN: 2. Oval, 3. Silent, 4. Saltern,
5. Inns, 6. Nonagon, 7. Rearmament,
8. Commutable, 12. Preference, 13. Such
things, 14. Night, 15. Doves, 19. Capable.
20. Rhombus, 23. Turtle, 25. Reef. 26. Sloe.



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COMMISSIONING FORECAST

EDITOR'S NOTE: *The following details are forecast only, changes well may take place at short notice. Details are given in the order: Ship, Type, Month, Base Port, Commissioning Port, Remarks.*

JAGUAR	..	A/A Frigate, December, Chatham, Completes refit for SB Sq
MINERVA	..	GP Frigate, December, Chatham, Major refit at Chatham
AURORA	..	GP Frigate, December, Devonport, Chatham
LONDON	..	GM Destroyer, December, Portsmouth, Portsmouth, Completes major refit
LINCOLN	..	AD Frigate, January, Chatham, Completes refit for SB Sq at Devonport
STUBBINGTON	..	Coastal Minesweeper, February, Starts major refit at Chatham
ARGONAUT	..	GP Frigate, February, Devonport, Major refit at Devonport
BRINTON	..	Coastal Minesweeper, Mar, Rosyth, Chatham, Completes major refit for FPS Sq
EURYALUS	..	GP Frigate, Mar, Devonport, Devonport, major refit at Devonport
JUPITER	..	GP Frigate, April, Devonport, Gibraltar, Commissions with ships company from SCYLLA, Cpt CD with full staff
UPTON	..	MCMV, April, Starts major refit at Gibraltar
JUNO	..	GP Frigate, May, Major refit at Portsmouth.
SCYLLA	..	GP Frigate, May, Devonport, pay off for refit at Gibraltar, ships company transfer to JUPITER
GAVINGTON	..	CMH, May, Rosyth, Gibraltar, Completes refit for 1st MCM Sq
LYNX	..	A/A Frigate, June, Chatham, Completes refit at Rosyth for SB Sq
DANAE	..	GP Frigate, July, Devonport, Major refit at Devonport
SEA LION	..	SM, July, Portsmouth, Completes major refit at Portsmouth
DREADNOUGHT	..	SM, July, Completes major refit at Chatham

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