

No.144

May 1973

BIRTHDAY HONOURS

Staff will be pleased to learn that Her Majesty the Queen has honoured two members of the Staff in the Birthday Honours List.

The Director has been appointed a Commander of the Order of the British Empire and Mr. R. H. Elston has been awarded the British Empire Medal.

We offer our warm congratulations.

EARLY RN ACTIVITY IN THE FIELD OF WIRELESS

(With acknowledgements to the Royal Naval Amateur Radio Society)

In the rush of preparation for the naval manoeuvres of 1899, H.M.S. Alexandra, the flagship of Admiral Sir Compton Demville; H.M.S. Juno, Captain Jackson*in command, with Mr. Marconi on board; and H.M.S. Europa, were hurriedly equipped for wireless telegraphy.

When hostilities commenced, the Europa was the leading ship of a squadron of seven cruisers dispatched to look for a convoy at a given rendezvous. The Juno was detached to act as a link when necessary and to scout for the enemy, while the flagship necessarily remained with the slower-moving battle squadron. Signalling in all weathers by night and day, the wireless saved many vital hours of steaming.

The Juno and Europa were often in touch at sixty miles, and on one occasion, a fleet signal from the flagship was relayed through the Juno to the Europa, a distance of 105 miles. A decisive victory was gained by the 'B' Fleet and wireless contributed in no small measure to this result.

Since meeting Mr. Marconi in 1896, Captain Jackson had turned his attention from signalling by conductive and inductive methods through water, to signalling by electromagnetic waves, and it was fitting that he should have participated with Mr. Marconi in the success which met this first great practical test of wireless in the British Navy.

Early the next year, the Delagoa Bay Squadron was employing wireless under the conditions of war, carrying out blockade duty and searching merchantmen for contraband intended for the Boers.

In addition to covering a wider search area while still in touch, wireless telegraphy enabled two or three slow vessels to carry out concerted action out of sight of each other and their quarry, and, by closing on the approximately known positions of the suspect from different points of the compass, to bring her to, in spite of any advantages she might have in speed.

* Later, as Admiral Sir Henry Jackson, F.R.S. he played a major part in the founding and guidance of this Station. - Ed.

H.M.S. Thetis, Captain Stokes-Rees in command, extended her mast to a height of 143 feet above the water line and kept her sprit and aerial up and in use at all times and in all weathers and when steaming at full speed. Two masts went over the side in fifteen days, due mainly to the stretching of the hemp guys, as at that date no wire rigging was allowed near to the aerial; but, with zeal undamped, she rigged a jury mast and carried on while a third mast of full height was being built, which in due course was erected while the ship was still at sea.

It was not long before wire guys for aerial masts were in general use, their screening effects being prevented by breaking them at intervals with porcelain insulators.

At the end of the year 1900, the Royal Navy had forty two ships and eight shore stations equipped with wireless telegraphy; in the year 1905, there were over eighty ships equipped, many of them with long distance receivers which enabled them to keep in touch with England through the Marconi Station at Poldhu when far out in the Atlantic, at Gibraltar and in the Mediterranean.

The cage aerial, which originated in the Royal Navy was first used in 1908.

In 1908, the 5KW spark set at Horsea, working on 3,000m, was read on a magnetic detector by ships above the Forth Bridge.

The Cleethorpes and Horsea 100KW, 250 cycle spark stations were completed in 1909, and a similar station at Gibraltar in the following year.

In 1911, the four 14KW stations at the Admiralty, Aberdeen, Ipswich and Pembroke were completed, and the Horsea 100KW are commenced working in 1911.

At the end of the year 1913, there were 435 ships fitted and thirty shore stations, and the direct control of the fleet from the Admiralty was an accomplished fact.

Facing each other across the North Sea in 1916, were the "wireless direction finders" land stations of the British Admiralty and the German High Command, each keeping a constant watch on the movements of the opposing fleet, the Germans in addition assisting the navigation of their Zeppelins by giving them positions when required.

The moment arrived when wireless was responsible for one of the most critical decisions of the Great War. The account is best given in Admiral Sir Henry Jackson's own words:

"We have heard about the use of direction finding for minor tactical movements of all arms, but this is a case of a major strategical operation which brought about the historical meeting of the British and German fleets at the battle of Jutland on 31st May 1916. I was the First Sea Lord at the time, and so was responsible for the disposition of the Grand Fleet.

Our wireless direction stations, under Captain Round, kept careful and very intelligent watch on the positions of German ships, using wireless signals from one of the German ships, and on the 30th May 1916 heard an unusual amount of wireless signals. This was reported to me; the time was a critical and anxious one in the war, and I had some reasons for expecting that the German fleet might put out to sea during the week. Our fleet was ready at short notice, and had arranged, unless otherwise prevented, to put to sea on the following day for a sweep of the North Sea. But, if the German Fleet got to sea first, the chance of a meeting in waters not unfavourable to us was remote; our object was to get to sea before or shortly after the Germans, and hitherto we had not succeeded in doing so. Later on in the afternoon, it was reported to me that the German ship conducting the wireless had changed her position a few miles to the Northward. Evidently, she and her consorts had left the basins at Wilhelmshaven and had taken up a position in the Jade River, ready to put to sea. This movement decided me to send our Grand Fleet to sea and move towards the German Bight at once and try to meet the German Fleet and bring it to action. This they did with their usual promptitude, and the result was the famous battle of Jutland".

STAFF NEWS

Congratulations to:

Roger and Margaret Emery on the birth of their daughter Lynn Neoma on 12th May

Mr. F. V. Bale	now	P.S.O.
Mr. D. Eccles	"	"
Dr. C. Jordan	"	"
Mr. J. A. McGivney	"	"
Dr. J. R. Norbury	"	"
Mr. B. C. Boland	"	S.S.O.
Dr. R. K. Burdett	"	"
Dr. C. J. Gibbins	"	"
Mr. A. J. Gibson	"	"
Dr. P. Gondhalekhar	"	"
Mr. J. E. Goodyer	"	"
Mr. P. P. Reader	"	"
Mr. M. F. Reid	"	"
Mr. E. A. Buck	"	H.S.O.
Mr. S. M. Cherry	"	"
Mr. D. R. Lepine	"	"
Mr. K. F. Tapping	"	"
Mr. P. Monk	"	S.O.

Welcome to:

P. Van Santen	S.C.S.
A. Price	"
D. N. Halsall	"
C. G. Constantinou	"
J. Greengrass	"

Resignations:

L. R. Jenkin	S.S.O.
D. A. Cowcher	H.S.O.
J. C. Reed	Sen. Photographer
R. W. Quennell	Cfn.I

Other Changes

W. Etheridge	S.O. (Falklands)	Transferred to E.S.R.O. complement
J. Ford	Local recruit (Falklands)	" " " "
R. S. Guy	Ex.O to Div.I Gp.4	ARD Culham
A. J. Lucas	S.O. to Div.6 Gp.1	
J. A. Crawford	S.O. ret. to duties at R.S.R.S.	

SPORTS AND SOCIAL CLUB NEWS

FORTHCOMING EVENTS JUNE/JULY

- THURSDAY 7 JUNE 1973 - 'AWAY TO A.C.O.' - SPORTS AND SOCIAL EVENING AT ADMIRALTY COMPASS OBSERVATORY
- SATURDAY 23 JUNE 1973 - BARBEQUE
- FRIDAY 29 JUNE 1973 - S.R.C. SPORTS DAY AT CHISWICK
- THURSDAY 26 JULY 1973 - 'AT HOME TO A.C.O.' - RETURN MATCH FOLLOWED BY A SOCIAL EVENING AT R.S.R.S.

COMMITTEE MEMBERS

1973/74

- Chairman - Jeremy Allnutt
- Vice-Chairman - Chris Gibbins
- Hon. Secretary - Carol Spears
- Hon. Treasurer - Tim Bevan
- Min. Secretary - John Crawford
- Bar Manager - Fred Salter
- Bar Stewards - Doreeen Baldwin
Ufuk Yilmaz
Rodney Knight
- Members - Wendy Harrington
Ellen Scammell
Piers Eggett

CIVIL SERVICE ROWING

Cygnets Rowing Club and the Civil Service Ladies Rowing Club both provide rowing and sculling facilities for members of the Civil Service and Post Office. Everyone is welcome at the Boathouse where tuition will be provided in both rowing and coxing (up to 9 stone) for beginners.

Experienced oarsmen and coxons wishing to race may join one of Cygnets Rowing Club's two racing squads which are, at the time of writing, Senior 'A' (one eight) and Senior 'C' (one eight). Other novice crews are in the course of formation. The senior squad had the honour of racing under Civil Service representatives colours in the 'Thames Cup' at Henley Royal Regatta last year and hopes to compete again in 1973. Those not wishing to race are catered for by regular outings in "Gentlemen's" crews. Volunteers for coaching beginners will be most welcome.

The Civil Service Ladies Rowing Club is perhaps the premier ladies club in the country having provided the England crew in various international regattas of recent years. The club provides a high standard of coaching for both beginners and experienced oarswomen and in order to maintain their successful record, 23 trophies being won in 1972, are always delighted to welcome new members. This is particularly true at the present time as the club aims for selection in the first ever womens rowing events in the 1976 Olympiad at Montreal.

Both clubs are based at the Civil Service Boathouse, Duke's Meadows, Chiswick, London W4, which provides good changing and showering facilities plus a well stocked bar! Social activities include frequent parties and dances.

For further information contact:-

MEN:- Roy Ellison Tel. No. 01-928-7878 Ext. 7845
WOMEN:- Pat Heron Tel. No. 01-222-7730 Ext. 358

Bridge Club

In the Final of the Civil Service C.B.A. Championship held at Berners Hotel, London and attended by 39 pairs who had qualified in heats held in various parts of the country, Barry Martin and Mike Johnson finished in 20th place and were awarded 47 Local Points bringing their Master Point total for the competition up to 125.

The last event of the season was the ex-DSIR cup competition for teams of four held at RSRS on 13 May, which was won by a team from the Transport and Road Research Laboratory.

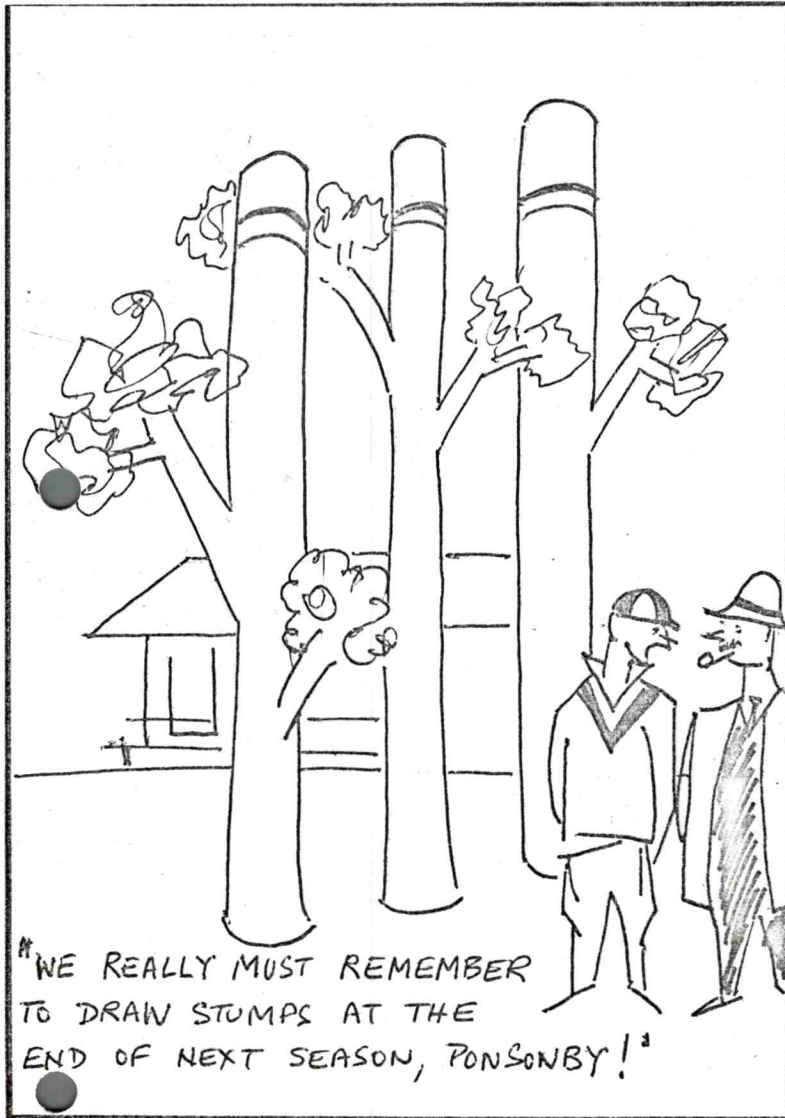
A. J. Gibson

Motor Club

New stocks of oil have been ordered and all the popular grades will be available again when these arrive. (Fortunately motor oil is zero-rated for VAT so there will be no increase in price for the time being). Investigations into the Electronic Engine Test Equipment are proceeding and by the time this is published it is hoped that an order will have been placed. A recent acquisition is a pair of axle stands to supplement the Jack and ramps already available, there has been one enquiry regarding a small spray-gun. Airless vibrator types are on the market at no great expense and if numbers feel that there is a demand, consideration could be given to obtaining one.. It is also proposed to purchase a comprehensive socket spanner set (A.F. and metric sizes) which would be available to club members against a signature and a deposit.

P. Muzlish
Hon. Secretary

Cricket Report



Well, a start was finally made to the Season with our match against Wilkinson Sword on Wednesday 9 May. The weather had been so bad over the first few weeks that the attendance at our nets-evening and practice match was very poor. Thirty-three people played cricket for us on various occasions last season and yet only eight or nine could be mustered for the Practice Match. It was the first time, that I can remember, that we haven't held an actual practice game on the wicket. Instead those who had turned up had an energetic hour and a half in the nets. (Some aching limbs in the morning!)

The first match, against the Treasury at the Civil Service Ground, Chiswick, and a new fixture for us, had to be cancelled unfortunately because of wet weather.

Against Wilkinson Sword, after much telephoning to and fro to decide whose pitch was driest, we batted first and scored 64 runs for 8 wickets in our allotted 20 overs, (Bill Hayes 18). Wilkinson Sword were dismissed for 43 runs in 18 overs due to consistent bowling by all our bowlers, - resulting in a win for R.S.R.S.

In our second match, which was against the British Aluminium Company's Research Establishment, we again batted first making 97 for 3 wickets in 20 overs (Barry Martin 54; Keith Lowe 26). The result was very close, with British Aluminium scoring 94 runs in their 20 overs for the loss of 6 wickets (Terry Patterson 3 for 14) giving us a narrow victory.

Our first Sunday match was played on 20th May against Phoenix (1971). This side is made up from members of the Procurement Executive and various other Civil Service Departments. The match was played at RSRS and was an all-afternoon affair, an excellent tea being provided by the lady-wives! There was no limit to the number of overs but it was agreed that the side who batted first would declare at 5 o'clock when tea would be taken. We again batted first and went on until almost 5 o'clock when we were all out for 140 (Barry Martin 47; John Kitt 47). We were not optimistic at this, for we knew we had faced quite a strong side in previous years and the total seemed hardly enough. However, after tea we took the field determined to avenge former defeats and the resultant excellent bowling and tight fielding brought the Phoenix side back in with only 57 on the board (John Kitt 3 for 3; Eric Dunford 4 for 20) another excellent win for us and a most enjoyable game.

It was good to see so many spectators on this latter occasion, most adjourning to the Club Bar afterwards to top-off the afternoon's cricket. If you're ever in the vicinity on a Wednesday evening or week-end afternoon when a match is posted do drop in and give us your support - you never know the Secretary may buy you a pint!

John Cathrew

P.S. Don't forget! The Smith-Rose Cup Cricket Match (North v. South) will be an all afternoon Match on the day of the Sports Club Barbecue - 23rd June.
Come early and enjoy some cricket before the Party

LETTER TO THE OUTSTATIONS

Dear Colleagues

Seeking something to report means scanning a mental checklist whilst moving around Ditton Park and noting such things as refits, redecorations, rebuildings and rubbish. Much of the past few months has touched upon former matters, so here comes the rubbish you may say, and be right enough.

When the writing of these paragraphs has been deferred as long as possible and still the muse hasn't done her stuff, a touch of desperation creeps into the mind. Behold, then, a distinct sense of finding a ram in a thicket when a group of staff were found gazing heavenward at a PHENOMENON above the entrance to a main lab.

Clockwatching? - unlikely, we're a bit above that sort of thing in the temples of science - well at any rate we do it with an air of unobtrusive elegance. What then, graffiti? no, just little drops of water, but oozing from a seemingly solid portico.

All sorts of possibilities became evident. A new spring water source which, suitably marketed, would make our fortune by curing folk of a few real maladies and countless imaginary ones. 'We take you now to the Pump Room, Ditton Park.....' The Weeping Wall of Datchet - a paranormal manifestation which appears whenever scientists salaries are grossly below par. The start of a sort of symbolic curtain of water which those who aspire to true wisdom must first penetrate.

Thus runs on an idlers empty mind - until the coming of the doers. Straightway they sum up the scene, open a trapdoor, see a pipe joint faulty and several gallons of water swilling above our unsuspecting heads. They remove the water, join the joint. Drips and fantasy dissolve within the hour.

Nought remains save a damp patch and - don't tell me - a wet contribution from,

Yours sincerely

The Editor

List of Reprints - May 1973

Nil

Internal Memoranda

Nil