

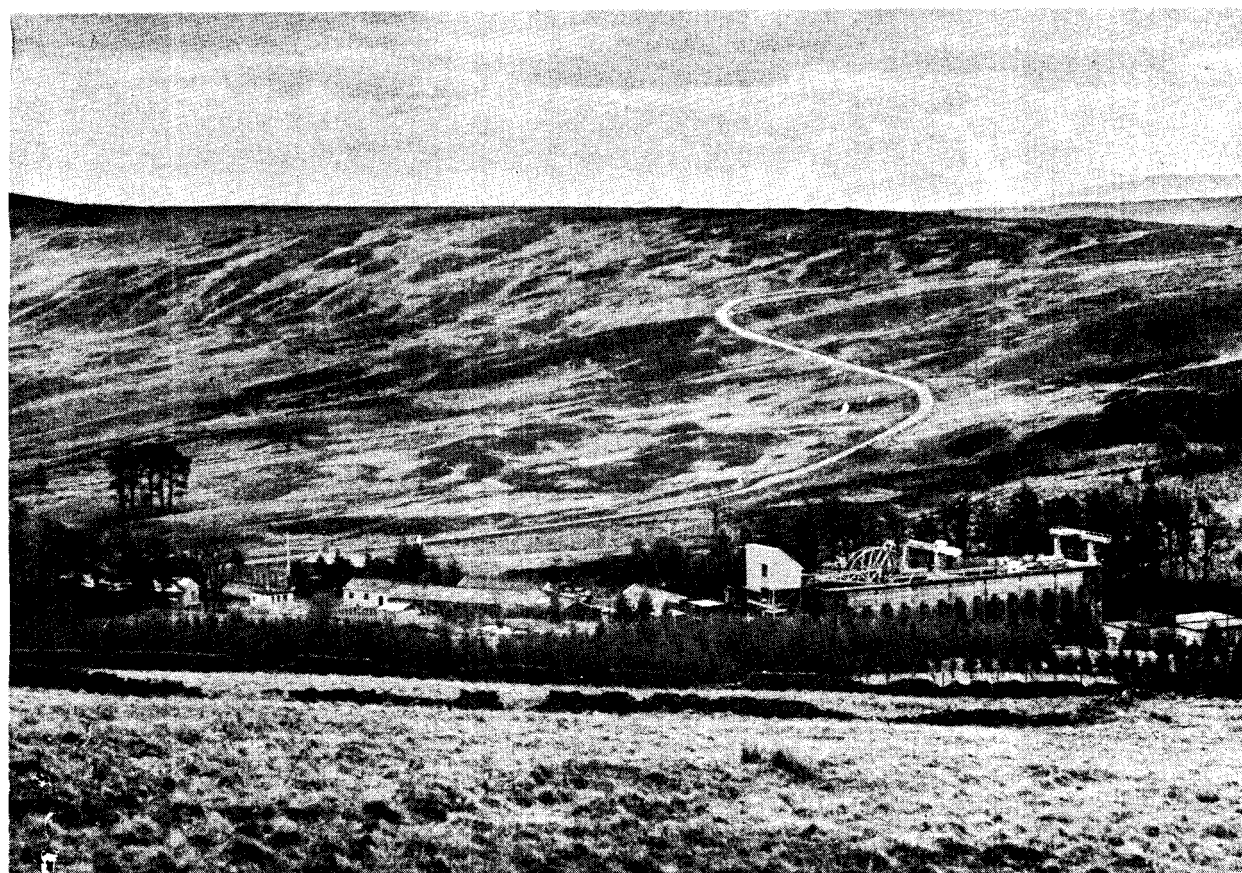
ARL

NEWS



JUNE 1967

No. 4



. FOR ARI STAFF ONLY .

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A.R.L. News is published every two months. The last date for receipt of contributions for the August edition is Monday, 17th July.

Editorial

Our cover photograph for this issue shows the largest of our establishments 'north of the border', and gives some idea of the remoteness of the working conditions of our colleagues in Scotland. Whilst they have no parking problems in the Establishment such as we have at Queens Road, the travelling difficulties that motorists and non-motorists experience, particularly in the winter, are something which us 'soft' southerners hardly dare think about. Still,

life up there has its compensations as described by Mr. Norman in our December, 1966 and February issues.

Below we reproduce a photograph of the ladies in the Photo-print Room to whom we are indebted for the generous work they do in printing the A.R.L. News. Many thanks ladies.

J. R. Gibb



Miss B. M. White

Miss V. M. Humberstone

Miss E. L. Finch

Miss V. F. Killick

W A S H I N G - U P L I Q U I D

Owing to holiday arrangements the August delivery of Claridge washing-up liquid, will be delivered one week earlier on Monday, 31st July.

DON'T FORGET

W H O G O E S W H E R E ?

ARRIVALS

<u>NAME</u>	<u>GRADE</u>	<u>GROUP</u>
Mr. J. L. Earnshaw	College Based S/C Student	M
Mr. B. J. Good	" "	M
Mr. G. W. Powell	A.E.O. S.E.R.L. Student	D
Mrs. C. Preston	Ty. Typist I (Part Time)	Upper Lodge
Mr. T. Hanratty	C.O.	A.H-B.R.E. Ex D.O.F.C. (Air)
Mr. R. G. Marsh	Ty. S.O.	D
Mr. W. Whalley	Patrolman	Admin.
Mr. C. G. Williams	Lab. Mech. Ex A.U.W.E.	W/Shop

CONGRATULATIONS TO

Mr. K. C. Martin	Lab. Mech. NOW	Actg. Artif. TGIII
Mr. E. G. Williams	Lab. Mech. NOW	Actg. Artif. TGIII
Dr. J. S. Gill	P.S.O. 'L' NOW	Actg. S.P.S.O. 'O'
Mr. J. S. Carlton	Ty. Sci. Asst. NOW	A.E.O. on probation
Miss S. D. Partridge	Temp Learner Tracer NOW	Ty. Tracer

DEPARTURES

<u>NAME</u>	<u>GRADE</u>	<u>GROUP</u>	<u>TO</u>
Mr. J. W. Douse	Patrolman	Admin	Resigned
Mr. H. Bonney	Lab. Mech.	W/Shop	Med. Retirement (Deceased)
Mr. V. Barkham	Skld. Lab.	W/Shop	Resigned

DEPARTURES (Continued)

<u>NAME</u>	<u>GRADE</u>	<u>GROUP</u>	<u>TO</u>
Mr. W. R. Wellwood	Patrolman	Admin	Retired
Mrs. M. P. Mabbs	Ty. C.A.	M	Resigned (Emigrated to Australia)
Mr. G. C. McNeice	E.O.	G	Retired
Mr. F. Hartup	S.E.O.	E	Retired
Mrs. A. E. M. Ferris	S/A	L	Resigned
Mr. D. A. Quick	Actg. D'sman	D.O.	Vol. Transfer A.U.W.E.
Mr. P. V. Cope	S.S.O. on Probation	G	Resigned

INTER-DEPARTMENTAL DARTS
LEAGUE POSITIONS TO DATE

(Each Team Plays 6 Matches)

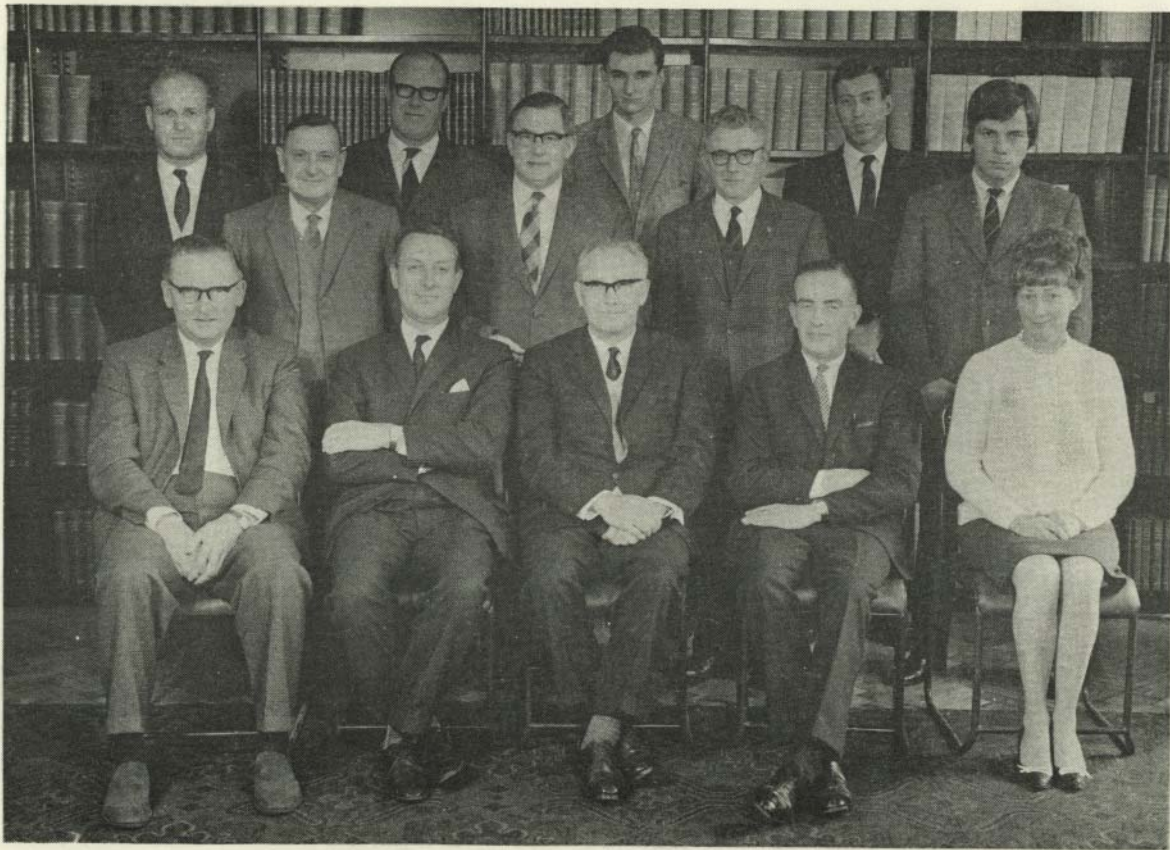
	<u>Played</u>	<u>Won</u>	<u>Points</u>
Photographic U/L	3	3	14
Workshop - Stores	5	2	17
D/Group, U/L	3	2	15
Drawing Office	3	1	11
M/Group	3	1	8
E/Group	3	1	7
C/Group	2	1	5

The amazing interest and enthusiasm so much in evidence since the Competition was launched has moved me to explain some of the common terms used:-

Bed & Breakfast - 26 A little optimistic these days
 Bung Hole - The Bull (or centre)
 Charlie Wood - It means your dart is off the board
 Downstairs - Lower part of board

More in a later issue

N. W. Ferguson




Back Row: T. Wallace, A. F. May, M. Lee, G. P. E. Barlow

Centre Row: H. J. Hill, L. A. West, T. Bridger, R. A. Mayer

Front Row: R. E. Penfold, A. F. Scovell, C. T. Wright, W. E. Elford,
Mrs. D. L. Tedrekin

Mr. C. B. Hammond and A. P. Dicker
were away when the photograph was taken.

E - GROUP

ditorial policy decrees that this article begins with the Group letter "E", so it is perhaps fortunate that the Engineering Group has changed a bit since the days of its forerunner Group X.

Had I been writing a commercial I might well have started with "Engineering Enterprises Executed Efficiently, Expeditiously and Economically", but of course we don't need to advertise!

Group E came into existence in December 1955 with the aim of creating a reasonably integrated unit covering the fields of design, manufacture, engineering investigations, metrology, civil works, photography and reproduction, stores and transport. To this in May 1966 has been added the engineering research section which was Group B until Mr. Fearon took up the post of Chief Scientist at A.E.L. How well the aim is being achieved is, I understand, occasionally a matter for comment, but then, as Group E spend much of their time telling other Groups what they should do, it seems only reasonable that a bit of reverse flow should occur.

To describe such a large family in one article - it embraces about one hundred industrial and eighty non-industrial staff - would be a bit heavy going, and this first note will deal mainly with work and staff in the research and development fields, leaving E(D.O.), E(W), E(C), E(P) and Stores to explain themselves at some future dates.

Design and manufacturing activities are in general the application of existing knowledge and skills, but the attempt has also to be made to assess future lines of development and to acquire knowledge and proficiency in new techniques that are likely to be useful in our work. The Plastic Section, now an accepted part of the Workshop, grew from such an assessment. Ideas and suggestions worthy and otherwise arise from many

sources, but the man mainly responsible for initiating and conducting suitable investigations is Fred Scovell, backed up by effort as available from the experimental, technical, drawing office and workshop staffs. Currently in progress is a survey of tape controlled machines, and the related drawing office practices, with an assessment of their potential use in A.R.L. We can then see whether a reasonable case exists for entry into this field. Other studies of a different type are the use of micro and macro-balloons in buoyancy material for deep depths, and the use of carbon filaments and epoxy resins in composite constructions to produce stiff, high strength, light-weight structures or components. We are also just starting to explore the field for fluidic devices which with their relative simplicity and robustness may have applications in a variety of control systems. Any or all of these could provide answers to satisfy present or future demands.

A corner of Group E of long standing in A.R.L. is the Metrology Section, identified in the E code as E(S), under the control of Tom Bridger who, despite having been identified as "Young Tom Bridger" until quite recent years, has just completed forty years uninterrupted service at A.R.L. and now heads the long roots league. This section has established a reputation for quality and courtesy that extends well beyond the boundaries of A.R.L. A wide range of high precision measuring and testing equipment is available to help solve the mensuration and other problems that arise. However, if you want the thingammigig tested for being "spot on", "dead right" or "absolutely flat" we are pretty sure we shall show it to be outside the tolerances.

The recently added Engineering Research section under Bill Elford is concerned primarily with getting at the source of noise and vibration of ships machinery. As Group B, under Mr. Fearon, the work was mainly concerned with diesel engines, especially the problem of waterside attack of cylinder liners. This work involved some rather sophisticated instrumentation techniques for gathering information about the behaviour of operating parts of the engines, and it would be true to say that

in this work, A.R.L. has led the field. Wide ranging contact with engine manufacturers both in this country and abroad has also enhanced A.R.L.'s reputation.

Consequent to the merger of Group B into E as the Engineering Research section, it is hoped to broaden the sphere of work to include noise investigations on gears, pumps, motors etc., as well as aiding the main body of Group E to fulfil its function as consultant on Engineering matters to other groups. Some noise work has already been carried out on a chilled water extraction pump, and work is in hand on electric motors and gear boxes.

C. T. Wright

A.R.L. C A M E R A C L U B

The A.R.L. Camera Club has suffered two losses recently, firstly in the departure of the estwhile Chairman and staunchest supporter, Mr. W. E. Paul on his transfer on promotion to A.U.W.E. Portland, secondly in the temporary transfer of 'Bushey Nook' to the contractors working on the L group rebuilding operations.

At a meeting on 2nd February, Mr. Paul was presented with a decorative ash tray as a token of the appreciation and esteem of club members, whose good wishes go with him to his new home.

Meanwhile, despite the loss of studio and darkroom facilities in Bushey Nook, the club is continuing to hold meetings in 201, alternating slide lectures with limited (2 lamp!) portraiture sessions at three-week intervals. Meetings are advertised on the notice board by the Porters Lodge at Queen's Road. Anyone interested is welcome to come along and join in.

N.B.W.

MODEL ENGINES (Continued from February issue)

Now to resume this story. After passing or not, the trade test, we had an educational exam. and a few small courses on cordage, and seamanship, and a few lectures on the dangers from the company we kept in British or Foreign ports. The next move in our education was a visit to the engine and boiler room of ships, big and small that were lying in the dock, for refit or general repairs. This was to give us an insight, into what we might, later on, have to deal with and it was time well spent. Those of us who were accepted, were now taken to the Naval Out-fitters in Chatham, and were measured for our uniform, which in a few days arrived, and consisted of two peaked caps, a No. 1 suit of beautiful material, plus a working suit, and fine quality tropical suits. This was a free issue and covered underclothes and everything, like a razor and other odds and ends a man might normally require, and all replacements later we had to pay for. We were sworn in, and looked as smart as new pins, and I will admit we had worked hard for it, and succeeded, so we thought we were justified in fancying ourselves a little. Of course, that wore off in time, and now things were beginning to move, and we had to watch the drafting board, and sure enough up went the names of our little bunch, with instructions to report to the Drafting Officer. I was instructed to report for duty on Torpedo Boat, Number 21, which was lying at Rosyth in the Firth of Forth, Scotland, and be ready to depart at 5.30 p.m. for Kings Cross to Edinburgh. There were about twelve of us departing, and I know we all gave Chatham a last look, and wondered if we should ever again see it. I regret to say there were many who did not; we knew what was in front of us, it was war, torpedoes, mines, shells, and the possibility of sudden death by being scalded alive from our own steam pipes in the event of accident. Nonetheless, with the hope of youth we were certain it could not happen to us, only the other bloke, so away we went. We arrived at Rosyth about 8.30 the next morning, and were ferried out to the depot ship H.M.S. TYNE, which was also a floating repair ship, very well equipped even to a foundry on board. The Master at Arms received us, and dispatched those of us, who he could, to the ships they were allotted to, who were tied up alongside, but for me, and one

or two more, there was no ship; they had sailed for Dardanells the previous evening. So for the time being, I was attached to the Tyne's complement, and being handy with my tools, I was well at home. A curious thing has happened; my first ship was number 21, and my works number at the A.R.L. for the whole of my time has been the same. I never heard what happened to my ship, whether she ever returned or not, and I always think it was very doubtful, she went to a terrible spot, more or less of no return. Life was comfortable on the Tyne, conditions pretty good and the Officers and Men were, in general, a friendly crowd, and I spent about two years on her. I also got married during this period, and the first part of my married life was spent at Montgomery Street, Leith, the port of Edinburgh, also I sat for my Marine Engineers Ticket, at the Rear Admiral's Office, at Victoria Street, Leith. The rest of the time, to the end of the war I was at sea, attached to the Eighth Flotilla, under Rear Admiral Winteringham. The Tyne was their depot ship, and our duties were U-boat hunting, general patrolling and convoy work, for the safety of merchant ships crossing the North Sea, and I must have travelled thousands of miles, for we steamed night and day and took our fuel oil from tankers at sea, never in port. There is a good bit to understand, when you were on watch, because you were responsible for the running of main engines, and all auxiliary plant. When the Bridge rang the engine room telegraph, you executed that order and ran engines as required. These engines were up to two thousand H.P. or more and one fault on your part and the ship might be in danger. I always remember the first time I was in charge, and the telegraph rang clang, slow ahead. I replied on telegraph (this must be done) and I opened up the huge main control valve, giving engines the required number of revs. We had four turbines, low pressure, intermediate, high and astern. Our steaming pressure was 220 lbs. per sq. in. and vacuum 28 on condenser. When you altered speed on main engines, unless you moved pretty smart, you would flood the engine room with steam. More orders followed, and I carried them out, and I gained confidence, the butterflies in the tummy gradually went; I had proved I was reliable.

(To be continued)

Chris Harding

H O G?

My friends and others will freely admit that I am not overgiven to vigorous self-assertion. It takes a lot to drive me into print; nevertheless there is a limit. I have endeavoured for many years to conduct myself as befits a law-abiding citizen and the modern tendency to regard me as a homicidal lunatic whenever I drive a car is slowly supping my morale. In the days before pedestrian crossings - and various signs and restrictions; a motorist was responsible only for his own behaviour. Now he must watch the traffic, the speedometer and the suicidal people who leap out from behind buses and in-between stationary cars, and he is duty bound to preserve intact the delivery boys on bicycles, not to mention young schoolchildren performing on two wheels. In the fullness of time "Motorist Squint" will be as common as "Coroner's bias". Why should I be considered a safer driver today with an eye on the thirty mark; if the speed limit had any practical application to the road conditions where it is enforced it might be defended, but thirty miles an hour is outrageously fast in heavy traffic and a nightmare imposition in certain roads where the police sport with stop watches on certain alternate Tuesdays and Thursdays.

I am well aware that the vast and asinine majority of pedestrians knowing nothing of road behaviour will assume that they have an answer to all this. I question their right to express an opinion. I have been a pedestrian myself for X-number of years and a motorist for nearly 2 of these and by the Grace of God my licence is unblemished. In my schooldays I rode a cycle without serious mishap. I therefore make claim to know the road far more exhaustively than any self styled pedestrian.

What do I want done. First let the speed limit join the red flag in oblivion, dig up all the zebra crossings, sell the beacons to the Ministry of Defence at exorbitant prices and use the money to build sensible roads with subways for

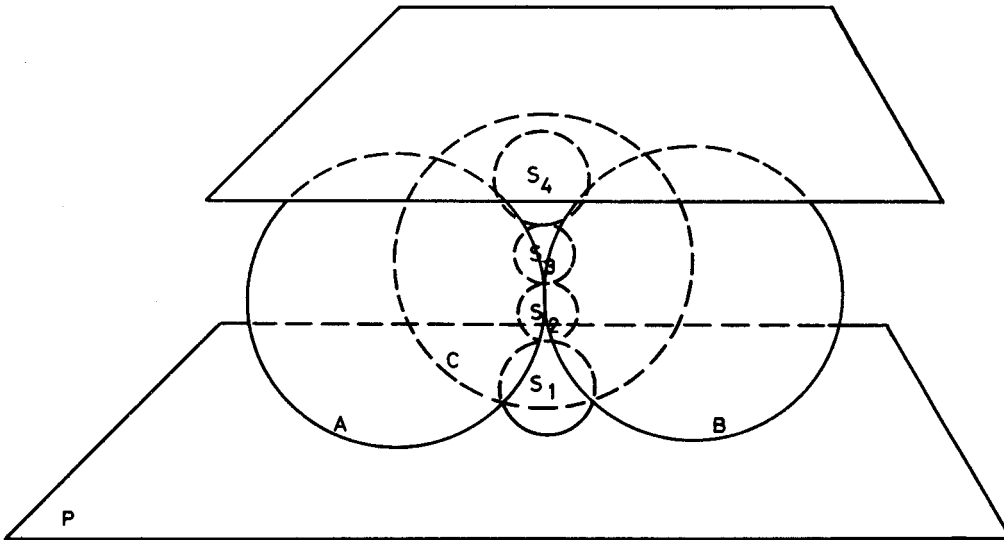
pedestrians, confiscate all bicycles and sell them along with the beacons and then fine any pedestrian who sets foot on the roadway.

Now who's going to do it?

ANON

(Caption added by Editor)

THE PROBLEM OF THE SPHERES



Suppose A, B and C are three equal spheres lying on a plane P and all touching each other. Suppose further that S_1 , S_2 , S_3 and S_4 are four spheres such that S_1 touches A, B, C and P; S_2 touches A, B, C and S_1 ; S_3 touches A, B, C and S_2 ; S_4 touches A, B, C and S_3 . Prove that there is a plane which touches A, B, C and S_4 .

G.P.M.H.

W H I T E E L E P H A N T S

The Portobello Market was favoured by a visit from two members of A.R.L., who had a yearning to find out how the other half lives, while spending a blissful hour or two, ferreting around in the biggest heap of old junk they had ever set eyes on, in the hopes of discovering some priceless piece of 'object d'art', the resale of which would raise the level of their bank balances considerably.

Disillusionment came very quickly, "Get rich quick" was clearly not for them, so they turned their attention to the other optimists around them, and to the proprietors of the stalls, who appeared to go along with the well known Yorkshire proverb, "where there's muck, there's money".

There were barrows piled high with old clothes, two young girls were sorting over a bag of ostrich feathers of many hues, perhaps to further enhance the black velvet dress they had already acquired - very "with it".

Old canvases in broken frames jostled with tools and gas stoves. An Indian gentleman was making up bottles of perfume from a large range of ingredients, the resulting smell being very exotic and reminiscent of the East, so thought the intrepid explorers.

A shop across the way, carried a fascinating stock of uniforms, much favoured by the 'avant garde' of fashion. Rows of scarlet guardsmens' jackets, of the very best quality brushed cotton, hung side by side with Newlyn fishermens' smocks. A young man was trying on a black cloak, while another, with obvious satisfaction, regarded his mustard yellow corduroy suited image, in a cracked and cloudy mirror.

Venturing into the side streets the inquisitive pair found a hive of industry, and a very profitable one at that, judging by the numbers who had taken it up. It seems that the idea is to buy up old dressers, strip them down to bare wood and lime

them. The fact that the tops and bottoms haven't always started life together seems unimportant. The same process is applied to tables and chairs etc. and the presence of a few wood worm holes, genuine or otherwise adds to the authenticity of the finished product. One dresser was priced at thirty pounds and was obviously very genuine, because of the dry rot and what seemed to be holes chewed by mice and rats.

Having bought a white china jelly mould locally for one and sixpence, one of our bargain hunters was naturally curious to know the prices of some displayed. The vendor seemed to think them a gift at fifteen shillings each, (having paid a shilling each for them). He afterwards confided that he could make as much on a Saturday, as he did per day 'as a lecturer'.

By the curbside, a very large old lady spilled over the sides of the orange box on which she sat. Along side stood a teenage couple, the girl with long blonde hair flowing down her back. "Firty! yer, yer, tell'er firty" the young man said, as he ran his grubby fingers up and down the girl's equally grubby neck. The fat lady nodded in agreement. Firty? firty wot, wonder the observers of this picturesque scene, as they went on their way discussing the possibilities of getting in on this highly entertaining and seemingly profitable bandwagon.

E. Garrod

THINGS THAT HAVE BEEN SAID
ON MOTOR INSURANCE CLAIM FORMS

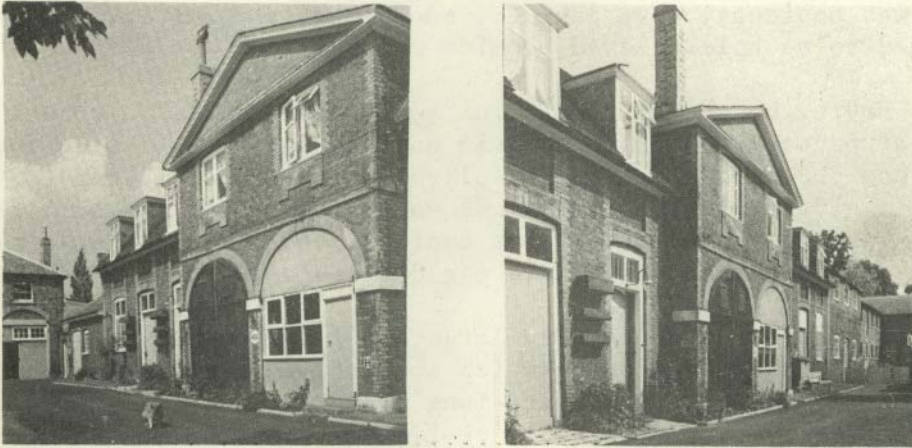
The accident was due to the other man narrowly missing me.

I collided with a stationary tramcar coming the other way.

The car occupants were stalking deer on the hillside.

I left my Austin 7 outside, and when I came out later, to my amazement there was an Austin 12.

UPPER LODGE IN THE SEVENTEENTH AND EIGHTEENTH CENTURIES



Mr. Thorpe's article in the first A.R.L. News dealt most interestingly with the later history of Upper Lodge, but he only took the story of the house back to 1741. In this account, which is intended to be complementary to that article, it is hoped to explore the earlier history of the site and to suggest that there is a possibility that it may have been occupied for rather longer than is generally believed.

When Cromwell occupied Hampton Court Palace the old Manorial records were dispersed, and most were lost. There can, therefore, be no definite evidence of the existence of the house prior to 1628, unless there is an accidental reference to it in some other record. About 1650, however, Parliament decided to sell the land now known as Bushy Park, and in 1653 a complete survey of the four parks, as they then were, was made. Although there was no map attached to the survey, the parks and the houses in them were described accurately enough to make it certain that Upper Lodge, then called both the Greater Lodge and the Old Lodge, existed at the time. It consisted of "A hall, a faire parlour,

a kitchen, a pantry, and other convenient roomes below stayres, seven lodging roomes above stayres, with a large Barne, Stable and other outhouses belonging to the same.", was valued at £159.10s.4d., and had been in the occupation of Sir John Hippley since at least 1628.

Sir John was an old Court retainer who had been knighted in 1617, and made Custodian of 'Bushy Park', which name then only applied to the western third of the present Bushy Park, in 1628. He had successfully turned Roundhead during the Civil War, but does not seem to have been as successful in redeploying himself back to Cavalier on the Restoration, for in the middle 1660s Charles II rebuilt the Lodge and gave it to his friend, confidant, and procurer-in-chief, Mr. Edward Progers.

This engaging character had been a page to Charles I and had accompanied his son into exile, where he had been banished from the Royal presence in 1650 as an "evil instrument and bad counsellor" to the King, apparently without much effect. In 1667, after the Restoration, he was made Keeper of the Middle Park and Harewarren, and in 1669 was officially sworn a Groom of the Royal Bedchamber; a highly appropriate post this, for his duties seem to have consisted mainly of providing the King with mistresses, including on occasion Progers' own highly flattered wife. After Charles' death in 1685 Progers retired from public life and went to live at the lodge in the Middle Park, which is now known as Bushy House, leaving the Old Lodge unoccupied.

When Charles Montague, Baron Halifax, was appointed Ranger of Bushy Park in 1710 it was stipulated that he put the Old Lodge back into good repair, and Progers moved back there, to die on 31st December, 1713, aged 92, of the effects of cutting a new set of teeth. Second childhood with a vengeance.

By 1754 the name Bushy Park applied to the whole area which it now covers, while the western portion had become known as the Upper Park; the lodge in it, therefore, came to be called the Upper Lodge. After Hampton Court ceased to be a Royal residence Upper Lodge became one of the Grace and Favour suites at the

disposal of the Sovereign, with the official name of "Charles II's Lodge". It was extensively rebuilt in the nineteenth century, and in 1826 was occupied by James Elphick, Esq., in 1840 by the Earl of Denbigh, in 1854 by Lady Isabella Wemyss, and about 1870 was granted to the first Marquis of Anglesey who promptly passed it over to his second son, General Lord Alfred Paget. (Hampton Court Palace held more Pagets than mice at the time.)

Surprisingly enough some of the eighteenth century lodge still survives; although the main building is Victorian yellow-brick, the stable on the East side of the stable-yard is a very fine piece of pre-Georgian architecture, while the high wall that used to surround the gardens and now surrounds the Tunnel and Whirling Arm probably dates back to Mr. Progers' time.

In conclusion, it is an amusing example of the continuity of tradition that the A.R.L. Motor Transport Section is housed in part of Sir John Hippsly's old stables.

P. T. Foster, Group 'L'

1967 STANTON CRICKET TROPHY COMPETITION

A.R.L. v AERO Division (N.P.L.)
(Cup Holders)

Wednesday, 31st May

The team to represent A.R.L. in the above scheduled match will have been chosen from the following 13 players. It is hoped that in the August issue of this magazine a victory can be reported and that the players were well supported by staff from A.R.L.

K. Bastion, G. Hill, J. Gamgee, D. Morgan, B. Moses, T. Panks, J. Parker, R. Penfold, A. Rayment, G. Rowe, H. Payne, D. Soutar, M. Webb.

A. C. Rayment.

A.R.L. ROSE SOCIETY SUMMER SHOW

This year our Summer Show, the big event in the Society's calendar, is on Saturday, 17th June. With a record number of entries expected it will be well worth a visit if only to look at the blooms. The show is held at Queens Road and all A.R.L. staff are cordially invited.

Since its inception the Society has been steadily growing. This year membership has risen by 20% which has enabled us to increase the number of classes of exhibits to sixteen. Two of these classes have been specifically introduced to encourage all new members to exhibit their blooms.

The following points may help members exhibiting for the first time. Blooms are best cut Friday night or Saturday morning. They should be plunged up to the neck in cold water for several hours then kept in water until required for display. Although "dressing" of blooms is permitted excessive handling should be avoided. "Wiring" of blooms is not, at present, accepted in A.R.L. shows. Although a long stem enhances the appearance of a rose, many prizes have been won by blooms on 9 inch stems or less.

Remember: Closing date for all entries - 16th June.



LETTERS TO THE EDITOR

Dear Sir,

Any joy felt by the exiles at Perranporth on viewing the cover picture on the last issue of A.R.L. News, was quickly dispelled on Page 1 where the Editor proved he did not even know what the place was called.

The ADMIRALTY EXPERIMENTAL STATION here at Perranporth has been an out-station of one of the underwater acoustic groups at A.R.L. (D, J, K and L) since 1952. Previously the site had been used as a trials station by the old Group W from a date in the latter part of World War II.

The main building is situated at the top of the cliff at the southern end of Perranporth beach. The commanding view of the said beach and sandhills beyond is scarcely done justice by the Perranporth Tourists Guide but there are occasional days (normally missed by our visitors) when the outlook is impeded by rain.

I hope this short note will put newer members of A.R.L. staff in the picture regarding one of the wilder parts of the Empire.

Yours faithfully,

J. Revie

(Ed. Note) Sorry for the slip of the biro. You didn't give me the impression of being "wild men" when I visited Perranporth last year.

Dear Sir,

Found - An OTIS KING'S CALCULATOR so far unclaimed. Will owner apply Admin. Office.

Yours faithfully,

G.J.R.

Dear Sir,

Indispensable

I read the rather clever (I thought) "doggerel" in the February issue and would have left it at that, believing in my humble way that it was so true. Then, praise be, I read Dr. Soole's reply in the April issue.

What a fool I've been!

To think that at no more than arm's length as I sit in the office is a basin and bung which could have proved in a moment that I am almighty - and - indispensable to their Lordships, my wife, the London Transport and Heaven knows who.

N. W. Ferguson

The Accounts Department

I wonder how many people know of the varied work carried out by the staff of the Accounts Department?

Needless to say, as individuals we only regard the "Cashier" as the chap who pays us each week or month; and also as "the one who tries to cut our travelling claims" - I wonder how many have benefited by having "extra" added to their claims?

It may be of interest to many of you to know that the Accounts Department staff numbering twenty five in all, look after the accounting of public money for A.R.L., A.C.O., A.E.L., A.O.L., S.E.R.L.(B) and S.E.R.L.(H). This of course means more than just paying the "Bills" and "us", and varies from Rent Collecting, fully costing one establishment, to arranging our pension and gratuity when the time comes for us to retire.

Anon.

A.R.L. I.C.D.S.

We are still in operation, despite many rumours regarding the Government reorganisation announced last December, not knowing quite what is our future, although we are promised a more useful role.

The Fire Guard Section have been exceptionally busy, coming Third in a Southern Area fire pump competition in between controlling various fires around Upper Lodge.

We are still very short of Fire Guards at Upper Lodge, so how about it some of you younger Assistants?

Later this year, probably starting early Oct, we intend running a First Aid Course to St. Johns Ambulance standards; if you are interested please let me know. Do you know how to operate the various types of Fire Extinguishers around the Establishment?

If not, read the instructions NOW, it saves time when your favourite hiding place is in flames.

If you have to use an extinguisher, please let someone know, it does help to have it refilled.

Finally, please be careful, the last few fires were caused entirely by carelessness - so beware!

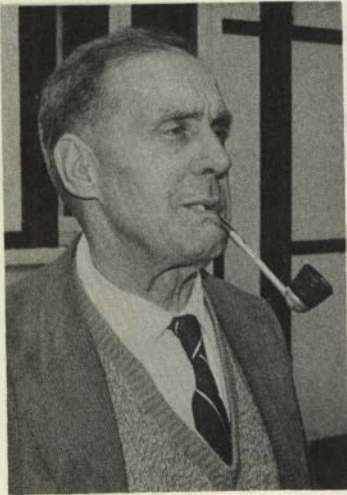
A. Peters
C.D.O.

S E C U R I T Y F L A S H

Has the cat been "vetted".

BEHIND THE SCENES

Mr. Walter Comfort



"Wally has been with A.R.L. for 22 years; he joined us in August 1945 direct from the Royal Navy where he served for 26 years and 9 months, during which time he explored the four quarters of the globe and is proud of his long association with H.M.S. ARK ROYAL, Aircraft Carrier which, he assures us, was only sunk once during the war, as unlike Lord Haw-Haw he happened to be there at the time!

In 1946 he, with others, found himself on a foreign draft to Upper Lodge - a deserted settlement of huts and underground shelters situated in the upper regions of Bushy Park.

The first task undertaken by this advance party was the removal of hundreds of sand bags which had been placed around the huts, clearing and filling-in shelters and the erection of a boundary wall.

The stockades in position, the first of the few arrived and as time and circumstances have shown, their industrious endeavours have produced the thriving community that we see today.

To seek solace in one's distress, if faced with a problem of obtaining the unobtainable or seeking that which was lost, one would be well advised to look in at Hut 33, Upper Lodge, and pour forth one's sorrows to our "Wally", who on meditation will, if possible, soothe away all mental torments by just saying "leave it with me".

The First Forty Years are the Worst

On the sixth of May 1927 a youth, a few weeks short of his sixteenth birthday, arrived at A.R.L. to take up duty in the important post of Laboratory Boy. The youth, of course, was myself and I certainly had no idea then, that I would be writing this forty years later after spending all those years in A.R.L. My arrival corresponded roughly with the beginning of the expansion of the Laboratory from the basic buildings of 1921, a process which is still going on.

The first few years were spent working under L.O. Cook on development and manufacture of special instruments and mechanisms and learning the function and uses of scientific instruments at the same time. In the early 1930's I was making use of some of this experience while working for Dr. A.B. Wood on the measurement of the characteristics and performance of magnetostriction transducers and on underwater sound transmission and measurement. Somewhere about that time I was promoted to the rank of Laboratory Assistant and for some time was the only person of that rank available in the Laboratory. This led to my being loaned to almost every group in the establishment at some time or other. On one occasion I was loaned to the Gyro Group to plot settling curves of a pendulous gyro intended for stabilisation equipment. The gyro was set up in a mounting on a swinging platform consisting of a 4 x 3 foot surface table top suspended from the ceiling by long steel supports with ball bearing joints. This had to be maintained swinging at a constant amplitude by the observer standing on the platform and synchronising his body movement by just the right amount. One day the then deputy Superintendent, Dr. F.B. Young came in to see how the work was progressing and joined me on the platform. He left hurriedly after about a minute, looking quite distressed. I learnt afterwards that he was very susceptible to sea sickness and apparently even the motion of the swing was sufficient to upset him. He was always prepared to do his share of sea trials along with his staff so they must have been very miserable occasions for him.

I referred above to the gradual expansion of the Laboratory, but sometimes, as still happens, the work arrived before suitable accommodation was available. One example of this was during the development of remote power control systems for gunnery. The work had reached a stage where it became necessary to have a real gun to play with. A 3.7 inch High Angle gun duly arrived but at that time the small gun laboratory was not even started so it was decided to instal it on the roof, approximately where that part of the main drawing office overlooking the workshop courtyard, now stands. As may be imagined a gun on the roof excited much comment among the uninitiated such as the staff of N.P.L. and no doubt among the residents on the other side of Queens Road. One wonders how a modern security officer would view the arrangement. Of course it was covered over by a temporary house of steel beams and tarpaulins after a time but this was principally to protect the staff working on it from the weather.

Later the large gun laboratory was built to accommodate an even larger gun but this never arrived since War was imminent and such weapons were required for more serious purposes.

Around 1937 there was beginning a steady increase in the staff including the appointment of more laboratory assistants and I in turn was promoted to TEA III about the beginning of the war.

(To be continued)

T.E. Bridger.

PORTSMOUTH COMMAND I.C.D.S. FIRE GUARD COMPETITION

Chatham Dockyard A	53.2 seconds	1st
Chatham Dockyard B	53.9 seconds	2nd
A.R.L.	54.5 seconds	3rd
Portsmouth Dockyard	63.2 seconds	

The A.R.L. team was F. Simmonds, R. A. Baker, K. Goodhall and A. Pank.

R. A. Baker

A D A M H A S N O T H I N G O N E V E

It seems to me this world of science is essentially a man's world, and while men have allowed a slight infiltration into their revered and exclusive sanctuary, I don't think I am far wrong in assuming that above a certain level women have failed to rise in this field.

This cannot be I'm sure because of the misconception in the past that anatomically women have smaller brains, although not a few members of the male sex would be quite happy to construe this as being small minded.

Women have achieved great heights in other fields, why can't we then, rise to the challenge of science. We obviously have a greater imagination, and we are more calculating than most men, at least this is what my husband and male associates would have me believe. We have the ability to turn our thoughts quickly from one subject to another, and before the comment of "Grasshopper minds" is facetiously thrown at us, I would hasten to point out that this ability is not easily come by, its acquisition being obtained over years of pandering to the many facets of the male ego. Most of us have acquired, through necessity, over the years considerable knowledge of most things mechanical, becoming (however mentally unwilling) handymen in the home, turning our hands from electrical circuits to the wielding of garden tools; we've had to, for most men take pride in the fact that once the workshop, office or lab are left behind they "switch off". This is something women never do! We have the ability to create - a home, attractive meals, new dishes, a man's appetite and - situations! We are past masters at invention - the foremost of these being excuses and reasons - for doing things, buying clothes and spending money.

Heaven forbid that I should bring up that old cliché "Anything men can do women do better", but on looking at the males around I can't help feeling that even if we only came up with the same results as men, we could do it infinitely quicker.

How say you, ladies?

MEO-PERICULO

