

# ARL

# NEWS



OCTOBER 1967

No. 6



# SOCIETIES, CLUBS AND ASSOCIATIONS

## Your C.S.C.A.

Hon. Branch Sec. Tedd.  
Norman W. Ferguson,  
Stores Office,  
Ex. 24.

## C.S.B.F. (Benevolent Fund)

Mr. C. J. Borrill,  
Sec. Kingston Local Committee  
of Civil Service Benevolent  
Fund,  
G Group, U/L Ex. 7.

## C.S.S.G. (Sanatorium Soc.)

Treasurer,  
Mr. E. R. Holly,  
Stores Office,  
Ext. 23.

## N.P.L. Music Society

Mr. K. Ellis,  
A.P.U., U/L Room 444, Ex. 45.

## H.S.A.

Sec. Sister Hammett,  
Room 28, Ex. 300.

## C.S. Sailing Assn.

Admiralty Link,  
H.C.W. Meyer, Room 40, Ex. 224.

## N.P.L. Sports Club

A.R.L. Rep.,  
G. P. Barlow, Ex. 33.

## A.R.L. Stanton Cup Convenor

Mr. H. Hood, Ex. 9.

## The Rose Society

Sec. Mr. Lenihan, U/L G Group

## S.T.C.S.

R.N.S.S. (London) Branch  
Sec. W. Parrington, D.O. Ex. 116.

## United Kingdom Civil Service Benefit Society

Local Sec., Mr. J. Gleeson,  
Stores Office, Ex. 24.

## Upper Lodge Club

Sec. Mr. M. Murray,  
Group G, Ex. 83.

## Motoring Association

Mr. Redmayne,  
Workshop, Ex. 225.  
Mr. C. J. Borrill, U/L Ex. 67.

## I.P.C.S.

Sec. D. W. Norman,  
Group G, U/L, Ex. 84.

## Canteen Representatives

Mr. Morrell, U/L D Group Ex 33  
Mr. Warwick, D/O Ex 308/133

Would the Secretaries and representatives of any other groups or associations who would like to be included in future editions - please notify Mrs. P. Ward, Admin. Ex. 124.

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### Editorial

This issue of A.R.L. News is again late, due mostly to the Editor being unable to devote much time to its production. (Sickness within the office is also a contributory factor). At the same time it has been a case of touting for material, which in the early days was readily forthcoming. It therefore seems that on both major counts it would be better if the A.R.L. News was published once a quarter and this will be put to the A.R.L. News Committee for approval.

More contributions for inclusion in the next Edition which should appear early in January, 1968 are needed.

J. R. Gibb

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### American Phraseology

They do not tell a man he is too old for the job ..... They call him "over-qualified".

W H O   G O E S   W H E R E ?

<u>Name</u>	<u>Grade</u>	<u>Group</u>
Mr. J.D. Cross	T/S.S.O.	'G'
Mr. R.J. Panter	A.E.O.	'D'
	College Based	
	S/C Student	
Mr. P.C. Glass	T/Machine Asst.	'M'
Mr. K.F. Sampson	T/Sci. Asst.	'M'
Mr. M.E. Court	Psychologist	A.P.U.
Miss M.D. Williams	C.O.	Stores Office
Miss M.G. Edwards	T/S.S.O.	'O'
Mr. A. Gardner	Psychologist	N.T.R.U.
Mr. A. Croad	T/Sci. Asst.	'M'
Mr. A.J. Kitson	Psychologist	A.P.U.
Lt.Cdr. R. Hawketts (RN)		N.T.R.U.
Lt.Cdr. J. Hawkins (RN)		A.P.U.
P/O B. Smart (RN)		Attached 'D' Group
P/O A.W. Johnston (RN)		" " "
R.E.M.I K.I. McAllister		" " "
Mr. I.D. Hartwell	Apprentice	E(W)
Mr. J.C. Holland	"	"
Mr. M.D. Hopkins	"	"
Mr. A.L. Roberts	"	"
Mr. T.F. Hoad	"	"
Mr. H. Scothern	Porter	Admin.
Mr. F.W. Weale	Skd. Lab.	E(W)
Mrs. H.W. Bradbury	Cleaner	Admin.
Mr. G.E. Gibson	Patrolman	Admin.
Mr. R.S. Firbank	Gateman	A.E.S.P.

CONGRATULATIONS TO

Mrs. D.W. Tedd	S.O. Confirmed	'M'
Mr. I.C. Kidd	S.S.A. "	H.M.E. Loch Goil
Mr. E.R. Holly	E.O. (on trial)	Security
Mr. I. Dobbie	E.O. Confirmed	A.H.-B.R.E. Glen Fruin
Mr. J.L. Leaper	P.S.O. "	'G'

CONGRATULATIONS TO (Cont.)

Mr. L.T. Messum	E.O. Confirmed	'G'
Mr. J.G. Sheldon	P.S.O. "	'L'
Mr. J.M. Holgate	E.O. "	'D'
Mr. J.H. James	S.S.O. "	'D'
Mr. K.J. Stevens	E.O. "	'L'
Mr. H.G. Rissone	P.S.O. "	'D'
Mr. D.E. Weston	S.P.S.O. (on merit)	'L'

SPECIAL CONGRATULATIONS ON MARRIAGE

Mr. C.E. Bulson	D.O.
Mr. D.G. Field	E(W)
Mr. A. Stuart-Williams	E(W)

DEPARTURES

<u>Name</u>	<u>Grade</u>	<u>Group</u>	<u>To</u>
Mr. A.A. Horrigan	T/E.O.	'L'	Resigned
Mr. M.J. Walshe	T/A.E.O.	'O'	"
Mr. G.W. Powell	SERL based S/C Student	'D'	Returned to SERL
Mr. R. Crombie	T/S.A.	AH-BRE Glen Fruin	Resigned
Mr. H.A. Payne	E.O.	Security	DNSY London as acting H.E.O.
Mr. R.A. Seabrook	T/S.A.	'C'	Resigned
Mr. J.A. Draper	T/S.A.	'G'	"
Mr. M.C. Short	T/S.A.	'D'	"
Mr. R.J. Panter	A.E.O. College based S/C Student	'D'	Returned to College
Mr. J.M. Neves	T/S.A.	'D'	Resigned
Mr. J.F. Slasor	T/D'man	D.O.	Returned to College
Mr. B.J. Good	College based S/C Student	'M'	Returned to College

DEPARTURES (Cont.)

<u>Name</u>	<u>Grade</u>	<u>Group</u>	<u>To</u>
Mr. C.G. Purves	T/S.A.	'D'	Returned to College
Mr. J.L. Earnshaw	T/A.E.O.	'M'	Returned to College
Mr. A.R. Downing	T/S.O.	'M'	Resigned
Mrs. V. Gierth	T/A.E.O.	'D'	"
Mr. J.W. Barton	S.S.O.	Duty RNC Greenwich	D.G. Ships
Mr. R.E. Payne	Skd. Lab.	E(W)	Resigned
Mr. A.K. Hay	Patrolman	Admin.	"
R.E.M.II D.R. Walker(RN)		Attached 'D' Group	Drafted

Specialisation

It seems long ago since there were all plain 'managers'! How did we manage without the subtle and insidious arts of KDF9, Tape editing, O and M, Work study, codification, programmed learning, intra-mural costing and rationalisation techniques. Before the modern minded 'manager' turns the page in disgust, let it not be imagined that it is this writer's policy to decry modern methods and techniques. Far from it. Perspective foresight is what we seek, and we would question whether the roles of some specialisations have always been seen in the right perspective or sufficient foresight used to judge the effects on the tasks and individuals. Naturally much is made of the advent of a new technique, its benefits are announced loudly and the less advantageous results are dismissed, and it is easy to mistake the means for the end. While I applaud any endeavour to lighten the burden of work, don't let us sit back and expect them to do the thinking for us. To put it simply, does a man whose mind works one step at a time as needed by some specialisations, deserve to get on ahead of the man who can visualise a problem in advance, and by short cuts make quick decisions. Also, how can the specialist be considered for promotion for management if he is unable to make human decisions and lead men.

Anon.

## Group H.1

### Atmospheric Electricity

"**H**elp me" cried the Editor of A.R.L. News - so here's the life lines.

The prize for the outstanding understatement of the century must surely be awarded to a certain Professor of "Classical" Chemistry. Nearly fifty years ago, a certain third year student read a paper on the then current speculations regarding the Bohr versus the Rutherford structure of the atom. While congratulating the student, his professor offered the following advice, "Young man, you have your way to make in life, believe me there is no money in electrons".

In almost every other branch of applied electricity this advice has been shown to be rather wide of the mark. However, until recently Atmosphere Electricity has had an academic rather than an industrial following and is consequently, even to many electrical engineers, something of a closed book. For this reason it may be well to try in a few words to say what it is all about.

The upper layers of the atmosphere and the surface of the earth behave as the two terminals of a very high voltage battery. The air between is slightly conducting and is continuously running down the battery. However, the battery is also being continuously recharged by thunderstorms; it has been estimated nearly 2000 are in progress at any one time. In fact, somewhere in the world there are always about 100 flashes of lightning taking place every second.

The work of the group is basically concerned with phenomena occurring in that part of the atmosphere nearest to the earth. In particular, interest has been centred on those effects which make for the safety and well being of one's friends and the maximum discomforture of one's opponents.

The group originated many years ago in A.M.L., Holton Heath and, as a result of one of the periodic reorganisations, moved to A.R.L. to become a section of H, which then was aptly known as the Special Problems Group.

In the course of time as the general aspect of Defence changed, the work of the group became more and more specialised, departing, to some extent, from the broader vistas of Pure Research to the more specific problems relating to Maritime Reconnaissance.

Due to circumstances beyond local control the early equipment was put into service in a somewhat half-baked condition and, not surprisingly, fell into considerable disrepute. In the development of the equipment currently in Service in the U.K. and with NATO, this poor reputation was one of the worst obstacles to overcome.

The intensive work which has been necessitated on the development of the present highly successful equipment has led to a wider understanding of the subject. Old techniques have been improved and new techniques have been developed which one day may be adopted outside the sphere of defence. More is known (but not nearly enough) about the relation between the condition of the air and its effect on health. The fallacy of allegedly "clean air" has been exposed. We now know that "Clean air" may still contain virus, spores and corrosive particles. So long as these cannot be seen under the microscope, neither medicine or industry appears greatly concerned providing the rejection rate is not too great.

Outside the terms of reference, one member of the group has been indulging in extra mural activities during the week-ends, by annoying bees. These insects take great exception to thundery conditions and it is almost a point of honour to know why. Further work on these unfortunate wretches has had to be deferred until the Spring. Bees hibernate.



In the study of pollution, the principles permitting the design of extremely sensitive fire detectors have been evaluated and should be of interest to Insurance Companies. These side interests- however attractive - have not been allowed to interfere with the main objectives and we hope soon to add the U.S. to our list of customers.

The focal point (or hive) around which the activities of the group revolve is a Greco-Shakespearean instrument capable of measuring concentrations of ions as low as 20 per c.c. of air.

What this means in terms of percentages the reader will readily work out for him (or her) self.

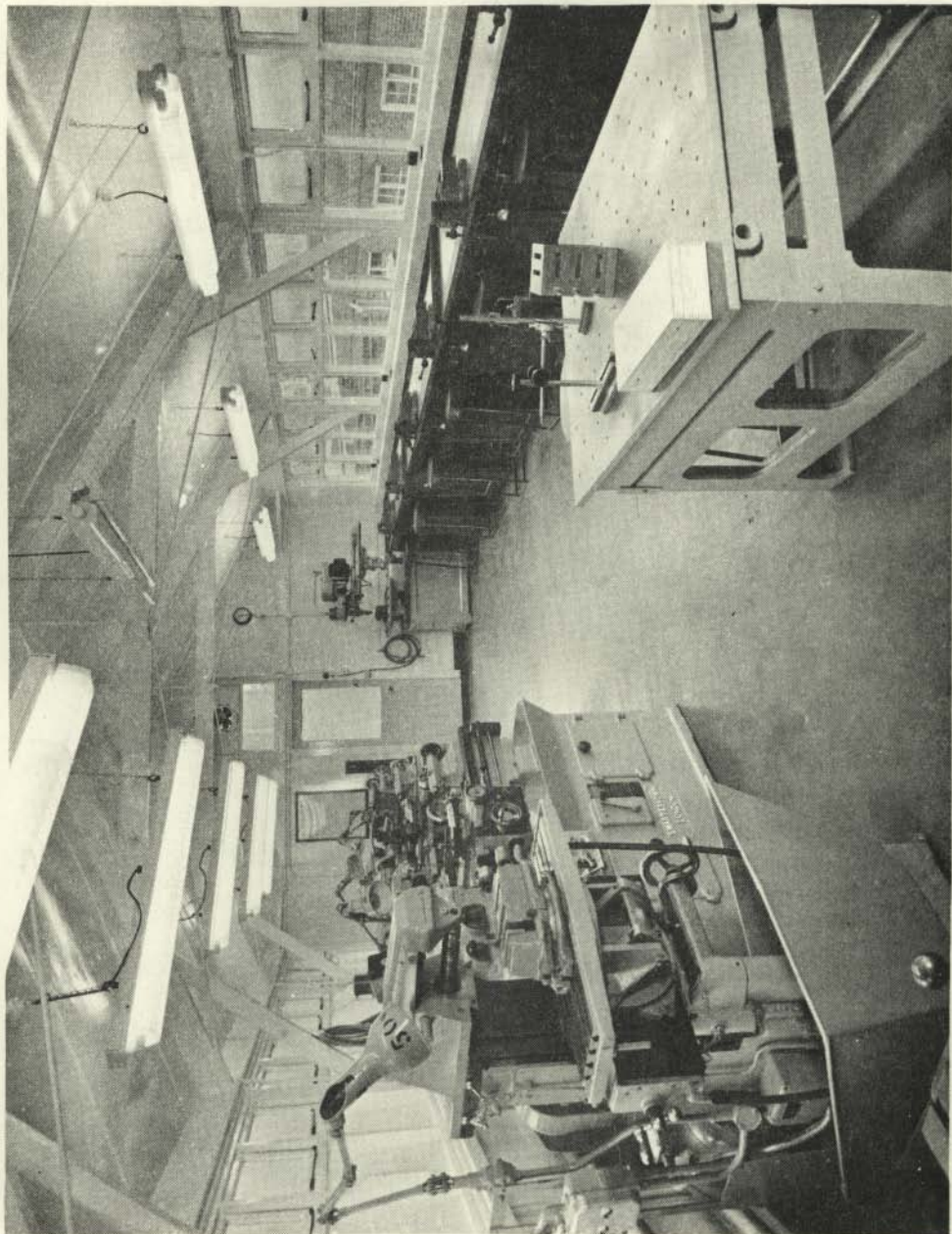
A.E.C.



## A B A T T L E H A L F W O N

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For some years now it was always in the mind of Mr. S. Field to try to institute in A.R.L. a group training scheme for Apprentices, but not until some time after he became Principal was the idea put upstairs. Although for many years A.R.L. in common with many other establishments trained their apprentices, by using the method of appointing the existing Lab. Mechanics as instructors, whereby the lads were changed around approximately every 6 months, and so had the experience of working with different types of men, followed by periods in the more specialized departments. It can be argued that this system has produced some very good engineers and draughtsmen, and a few E.O.s. So why should we attempt to alter it? There are reasons: Over the past few years, the wastage of Lab. Mechanics has overtaken recruitment, (the reasons for the non-recruitment of these specialized engineers not being the subject of this article) with the consequent result that we have had to reduce the intake of apprentices because there were not sufficient skilled men available to train them, so, if we could find an acceptable way of taking more apprentices, we might also eventually get more Lab. Mechanics, by the retention of apprentices coming out of their time. Why not a training school, a room that could be furnished to accommodate up to 12 Lads, under a Group Instructor. Mr. Field's first task was to enlist my co-operation and together we surveyed the department for a suitable room or space. We decided that Room 123 known in the workshop as the Assembly Shop would be the most suitable for this purpose. There were snags. We had to show Mr. C. T. Wright that this could be done. The engraving machines and Miss Wood would have to be re-housed, machines would have to be made available and the floor proved strong enough to take the load. New furniture to be made, and an Office provided for the Instructor. All these problems were resolved, a few measurements showed us that we could, by putting a partition across the balcony make a new engraving shop, and the M.P.B.W. gave us the O.K. for the floor for the loads which we had indicated.



With the obstacles removed our scheme received approval, and early this summer work started. We even had an allocation of some money to get some new machinery for the shop, and although this has been ordered, we could not hope to get the new plant in the shop this year, so certain basic machines were selected and released from the main workshop. Our own carpenters shop has furnished the room with new benches, desk for office and cupboard-cum-bookcase.

Mr. Williams has been appointed as Group Instructor, and will look after all the apprentices, including those in the Main Workshop. At the end of August we had 6 new apprentices starting, the first six to start training under the new scheme. If the enthusiasm with which this scheme has been started can be infused into the boys, then our battle to populate the workshop with first class Lab. Mechanics will be more than half won.

G. Lovegrove

DO YOU RECOGNISE THEM?



A M A T E U R   D R A M A T I C   S O C I E T Y   ( N . P . L . )

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For many years now the A.D.C. has produced an impressive variety of high class productions. We are now adding to this list the "Hostage" by Brenden Behan. This is a bawdy but clever comedy on the I.R.A. activities of an Irish house of ill fame, in which an English soldier, almost accidentally, gets killed.

If you have not been to any of our productions I am sure you have no conception of the delights we have to offer. A.R.L. seems to have shown little interest in our activities and I feel sure that this is because our standard has been considerably underestimated, despite warm appraisal by most of the local press.

This production I recommend for everyone. The three performances are on Thursday, 9th, Friday, 10th, and Saturday, 11th of November and tickets, 5/-, will be available from Mr. G. Heselden, Room 24 F.C. Building or Glazebrook Hall at lunch time, during the week 6th to 10th November.

R. Seabrook

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Prayer for Civil Servants

Oh Lord, grant this day we come to no decisions  
Neither run we into any kind of responsibility  
But that all our doings may be ordered  
To establish new departments for ever and ever.

Published anonymously in Daily Telegraph

---

## A.R.L. GLOSSARY

It is believed that the younger and joining members of A.R.L. might benefit from a concise definition of some of the terms and expressions encountered during the course of their work in the Establishment. In an endeavour to be helpful, I have therefore appended an initial list. A strong imagination will assist in its appreciation.

Drag Reduction - Broken caravan coupling halfway up a 1 in 6

Finite Body - Bikini clad figure by moonlight

Flow Noise - "Semi-detached" bathroom phenomenon

"Fixed Price" quotation - "Teddington? from Kingston? - 8d.!"  
(as amended) No standing inside!"

Gearboxes - Suitcases

Local Purchase Order - "Light Ale"

Noise Reduction - No petrol and 20 miles from Garage

Pipe connections - Teeth

Programmers - Usherettes

Underwater detection - Location of slippery bar of soap in  
bubble bath

Water Entry - Inside out umbrella in rain storm

Postscript Group Leaders may consider it prudent to advise their  
Promotion candidates that the accepted technical  
definitions of the above terms may be more appreciated  
by Promotion Boards

F. G. Griffiths

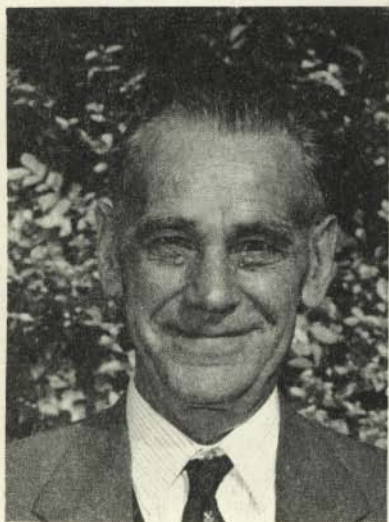
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Home Cooking - Where many a man thinks his wife is.

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## BEHIND THE SCENES

### Mr. A. Shambrook



As Custodian of Instruments, "Alf" is perhaps one of the people in A.R.L. whom everyone knows.

Joining the establishment in September 1939 - with hope in his heart and the words of that well known sailor "England expects" ringing in his ears, he settled down to become known as "Alfred the Crate" in the Packing Store. His wrapping and packing became objects of admiration to the surrounding outports and he was invited to tie knots in Northern Ireland, Perranporth, etc., even 'Tin Pan Alley' raised the question "What's it all about "Alfie".

With a setback in health he was forced to take lighter work and was given the arduous duty of following in the footsteps of those two well-known characters "Pop" Peach and "Shiner" Wright by looking after the Instrument Store, and it is accepted by all those having dealings with him that this has been achieved with the utmost ability.

Although he will not admit to the hobby of autograph hunting, why then is he never without his D44A's and S156's.

"Alf" is also involved in the disposal of old equipment and it is felt that he has a secret ambition to set up a stall in the compound to display the relics of long forgotten trials - any more for Chatham!

## DO YOU KNOW

that it is not known how, when or where the game of DARTS started?

You will not find the game being played in France or Belgium although strangely enough the best Turkey feather darts were made in those countries. It has been stated that the game is not more than 100 years old but if so surely records would be traceable in such a comparatively short time. However, the mystery remains, but ancient, just old or new, it is the friendliest of all games. It can be played anywhere at any time, and the equipment is cheap. Players can become, with practice, quite surprisingly skilful and with the proficiency the game becomes more and more fascinating.

Do you know also that statistics have been published that show there are more people in the British Isles that play Darts than Football? And yet - mystery again - the game has never attained the National Status of say Football, Tennis or Cricket. The "News of the World" did for some years run a National Competition for Championship grade and did, I believe, try to boost it to "Sports Page" position.

The game can be played before a very large audience, for with modern electrical equipment it is easy to reproduce the play on the instant on to a huge Dart Board which shows the position of every throw.

I was present at an exhibition of this kind some time ago and it was surprising how much enthusiasm was displayed by the audience.

Darts is "the most fascinating flower of all competitive pastimes" (quote from Rupert Croft-Cooke's book, "Darts").

The good humour, wit, sociability and excitement is remarkable when the game is played in a Pub or Club. Some people say this is brought about by the "refreshments" more than



the game. This is right up to a point\* - I play much better after a couple of "Export Golds" - but in my years of playing I can honestly say that the good feeling evident at a Darts Match does not emanate from the imbibing players only.

\*No, I did not mean "pint"

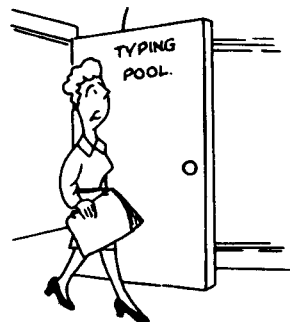
N.W.F.

### OWD TER TIPESTS

We plod on steadily day by day,  
Through mounds of manuscripts in our 'IN TRAY',  
We peer and squint and scream and wail,  
But all, alas, to no avail.

We bite our pencils, and tear our hair,  
And pound our typewriters as hard as we dare,  
But in the end you must agree,  
The final result is very free  
From all of what has gone on before,  
Behind our highly polished door.

So on it goes day after day,  
But still, never mind, eh!,  
'Cause at the end we get our 'PAY'".



*"They couldn't check the typing because they couldn't read their own writing"*

---

"I understand" said a young woman to another "that at your church you are having very small congregations. Is that so?"

"Yes", answered the other girl, "so small that every time the rector says 'Dearly Beloved' you feel as if you had received a proposal".

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AN EXTRACT FROM THE C.D.O.'s FILE

COPY

CIVIL DEFENCE RECRUITING OFFICE,  
15/20 London Road,  
London, N.2.

15th July, 1963

Dear Sir,

CIVIL DEFENCE PROGRAMME

Under the direction of the Civil Defence Programme, we are entering extensive planning to organise both civilian and industrial corps for the purposes of fighting in the event of danger of air raids becoming imminent.

As a citizen whose loyalty is unquestioned, we believe that we may count on you for 100% co-operation. We have, therefore, taken the liberty of appointing you Warden for your road.

Attached hereto you will find a list of equipment necessary for each Warden. We suggest that all possible haste be exercised in preparing for the emergency.

Thank you for your courtesy in this matter and please accept the thanks of the Council for your part in this enterprise, which we feel is vital in the best interest of all.

p.p. Civil Defence Council

(R. U. Samson)

Enclosure

To: All Civil Defence Wardens

CIVIL DEFENCE PROGRAMME  
LIST OF NECESSARY EQUIPMENT FOR ALL  
WARDENS

1. One respirator
  2. One axe (to be carried in belt)
  3. One stirrup pump (to be carried over left shoulder)
  4. One extension ladder (to be carried over right shoulder)
  5. One long shovel (to be carried under left arm)
  6. One rake (to be carried under right arm)
  7. One scoop (to be carried in left hand)
  8. One whistle (to be carried in mouth fixed with lanyard)
  9. Two wet blankets (to be carried round neck)
  10. One belt to be worn round waist, with ten hooks for carrying six bags of sand and four pails of water
  11. One flashlight, carried round neck (on top of blankets)
  12. One tin helmet with brim turned up to carry extra water for drinking purposes only
  13. One box of matches to light incendiary bombs which fail to ignite
  14. Extra sand to be carried in all available pockets
  15. One ship's anchor to be dropped in case the Warden wishes to stop running
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DUTY FREE TOBACCO

The following extracts from BR 1990 (Custom and Immigration Regulations for the Royal Navy), a copy of which is not held at A.R.L., are published for the guidance of staff having occasion to perform duty on board H.M. Ships, etc.

(Ships and Establishments in the U.K.)

Chapter 0502

The privilege of purchasing duty-free tobacco in any form will be permitted only to serving officers and men over the age of sixteen (subject to any local smoking regulations) living in a ship or a shore establishment entitled to receive duty-free tobacco by its inclusion in Category I, II or III. They must complete the following form of declaration (Form S.1047a).

'I hereby declare that I am in the habit of using tobacco and wish to take up, for my personal use, any authorized ration of duty-free tobacco, or part thereof, which may be properly issuable in the ship or establishment in which I am serving. I undertake not to smuggle, sell or dispose of contrary to Ministry of Defence regulations any tobacco which I buy free of Customs duty.

Signature .....

Date .....

2. Duty-free tobacco is solely for the personal use of the authorized recipient, though this does not preclude an officer or man from offering an occasional cigarette to a guest by way of hospitality.

## Chapter 0504

NAAFI canteen staff borne in HM Ships approved for Category I or II tobacco privileges are also allowed to buy duty-free tobacco under the usual conditions. Other civilians embarked in HM Ships are not entitled to duty-free tobacco.

## Chapter 0528 (d)

On the occasion when Service personnel other than Royal Naval personnel land from an HM Ship which has visited a foreign port they are entitled to passenger duty-free concessions which would normally include an allowance of two hundred duty-free cigarettes - the usual declaration should be made on Form S.569.

## Chapter 0530

Subject to declaration and production thereof, canteen men who are 'paying off' or proceeding on long foreign service leave from HM Ships on arrival from abroad may, as a concession, be allowed to land for their own personal use without payment of duty, not more than  $\frac{1}{2}$  lb. of tobacco goods and  $\frac{1}{2}$  pint of perfumed spirit and toilet waters, of which not more than half is to be perfumed spirit. Similar concessions are allowed to civilians returning home as passengers from a foreign station.

TO SUM UP, this is a tricky subject and one of our staff had 200 cigarettes confiscated by the Admiralty Constabulary at a Dockyard, without compensation.

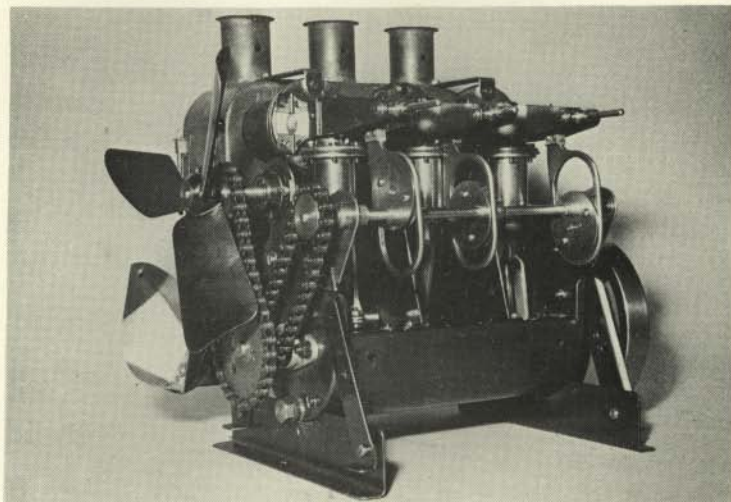
Our staff are not entitled to draw duty-free cigarettes but have a similar concession to that afforded to the general public when returning from a foreign country.

J. R. Gibb

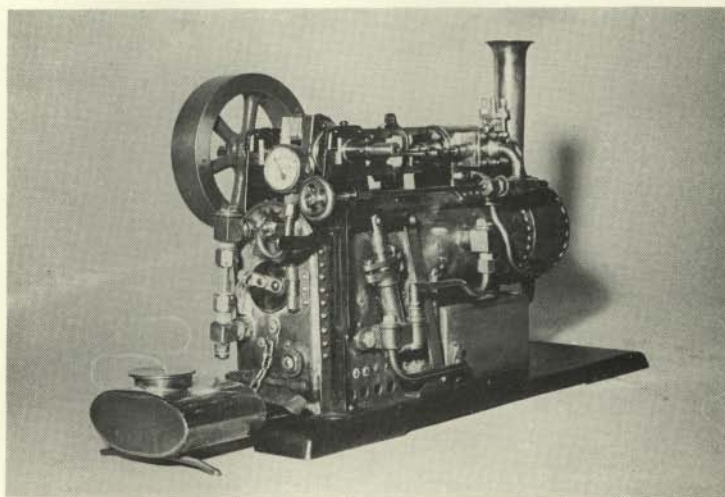
## MODEL ENGINES (conclusion)

In my last instalment I explained how I had "passed" in my Engine Room duties. Also I had another steady job, I had to fit a new water gauge glass to one of the boilers whilst under steam at sea. This operation can be very alarming, you are on the gratings high up on the boiler front, with half a dozen grimy stokers down below watching and all you have to do is pull handles closing both cocks, remove broken gauge glass, fit new one and open up, that is all, but wait, the furthest you can get from it, is about two feet, if anything is wrong either your fault in fitting, or a faulty glass, when steam enters it explodes like a gun, and the steam shrieks at you till you shut off. Everything in the engine room was kept perfectly clean, all steel handrails and brass work polished, and bilges regularly pumped. Heat was at times very severe, we had no engine room fans in those days, and at times the temperature reached 140 degrees, and believe me that is hot. One of the worst things in this line of business was you never had a full nights sleep, it was always broken at twelve midnight, or four in the morning, the dog watch was a means of changing the hour, but the night's rest was still broken, and you had to make the best of it. I was at sea for nearly the whole period of war, and I never saw a German, or a U Boat except ones we captured, never heard an enemy shot fired and I admit, I was thankful, I was prepared to do my best, wherever I was, and if things were quiet so much the better. When the German fleet went North after surrendering, they passed within 200 yards where my ship was at the time, and they looked dirty, rusty and in pretty bad shape. During this period all model work had ceased, life was practically only work and sleep, and shortly after peace was declared, I got my discharge and returned to civil life. I trust this short account on naval life as I found it, might interest some of the younger ones, pay and conditions at that time were good and to be candid, I enjoyed the life, and if I had been single I should have continued in it. Now another phase of life opens up. I return to my old job with the electrical firm. After a time this job seemed very tame, to

what I had been doing, and I decided to have a change. A job abroad with one of the oil companys was what I had in mind, and I knew there was a chance, but what I did not know, they would only take single men, so that was out. At this time I had a little capital in hand, so I thought what about a try on my own, and nothing venture nothing win - I started a small electrical shop near Richmond Bridge and ran it for about three years, when the slump started trade dropped off, and I lost interest and sold it. I never lost or made anything. Now it was a case of starting again, and for a few more years I made a living as an electrician. At that time this was very up and down, but it was the best I could do. During the spare time on this job and having a small workshop of my own, I built another model engine, this was a model of a roundabout engine, and it was one of the largest I have ever built, it measured about eighteen inches long, and about the same in height. It was coal fired and had a splendid draught, and went like the devil. At this time I was looking for something a bit more regular, and struck oil, I got the job as chief engineer for a Wine making company. I had in my charge two boilers, two engines and dynamos. Refrigeration plant bottle washing, filling, corking and labelling machines, filters, rotary and ram presses, and fermenting plant. This job was well paid, and a good one, the biggest trouble was to keep sober. This job lasted about three years. About this time life was a bit grim, until my luck changed and I had the offer of a job in a rubber laboratory at Brighton, and I accepted, and was pleased to, and eventually moved there. The nature of the work was ejecting latex through very fine nozzles under pressure and weaving same into fabric, for the manufacture of ladies dresses. There was a vast amount of money involved in this project, and unfortunately for every one concerned, it was written off as a failure. I was offered employment in Brighton, with a well known electrical firm, but the money was too low and I decided we should move back to Richmond, but first I must find a job and this I did. It was with a firm at Acton engaged in the manufacture of hydraulic pumps, motors and rams for the Royal Air Force. I had only been in their employ a short time when World War II broke out, and I was put on gauge making which lasted till the war finished. This firm now decided to move from London to Wolverhampton, and as I did not want to go,



A 3 CYLINDER HOT-AIR ENGINE, STERLING CYCLE TYPE



STATIONARY OVER-TYPE MILL ENGINE  
Photos by courtesy of S. J. Osborne



I finished with them. Once again I have to see what the world had to offer and going through the adverts I saw the A.R.L. advert, and decided to have a go, I was accepted, and from then till now is more than twenty years, and I am still here, and I must say, I have never regretted entering their service and I never thought when I first left the Navy I should come back again, years later but that is how it worked out. Now we come back to small engines again, and during the last few years I have built about six. There is a mill engine, a beam engine, traction engine, two hot air engines and a marine type engine which I have never heard of or seen before, I believe its original in its working, by being able to reverse, without mechanical means, its done by reversing the steam flow and its action, absolutely reliable and foolproof. These engines are being photographed, also my small lathe, which I made myself. For a few closing remarks about Model Engines and true life story, let me give a few hints. First don't think you will make much money out of it, they take too long to make, mostly about two years each, in spare time. Don't lose patience, you will get setbacks, and never rush the job. I work from memory, and never from drawings, but that is optional, I like it that way, and all said and done, its a labour of love. Don't lose heart if the first one does not go right and don't be too ambitious for a start, a simple one you stand a chance to make it go, and it will give you encouragement. Your mechanical skill, and knowledge of how they work, will improve as time goes on, and you must have a flair for it, because without it, its hopeless. Its curious, but once this bug bites you, it never lets go, although there may be years between, when nothing is done but come back to it you will. I don't know what else to tell you, the rest is up to you. My last remarks are, I sincerely trust my small effort in journalism will give you a little pleasure to read, and to say to yourself, well I'll be damned, I did not think he had it in him - you never know do you.

Finished with Main Engines

Clang. - - - - -

Chris Harding

Congratulations to the little BIRD who didn't tell us that she had completed 25 years service at A.R.L. on the 19th October, 1967.

M I N I S T E R   O F   D E F E N C E   A T   A . R . L .

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On the afternoon of Tuesday, 10th October A.R.L. was visited by The Right Honourable Denis W. Healey, M.B.E. M.P., Secretary of State for Defence. Mr. Healey was accompanied by the Chief Scientist (Royal Navy) Mr. B. W. Lythall, C.B., M.A. Mr. Lythall, who once worked at A.R.L., is the scientific member of the Admiralty Board, formerly known as the Board of Admiralty.

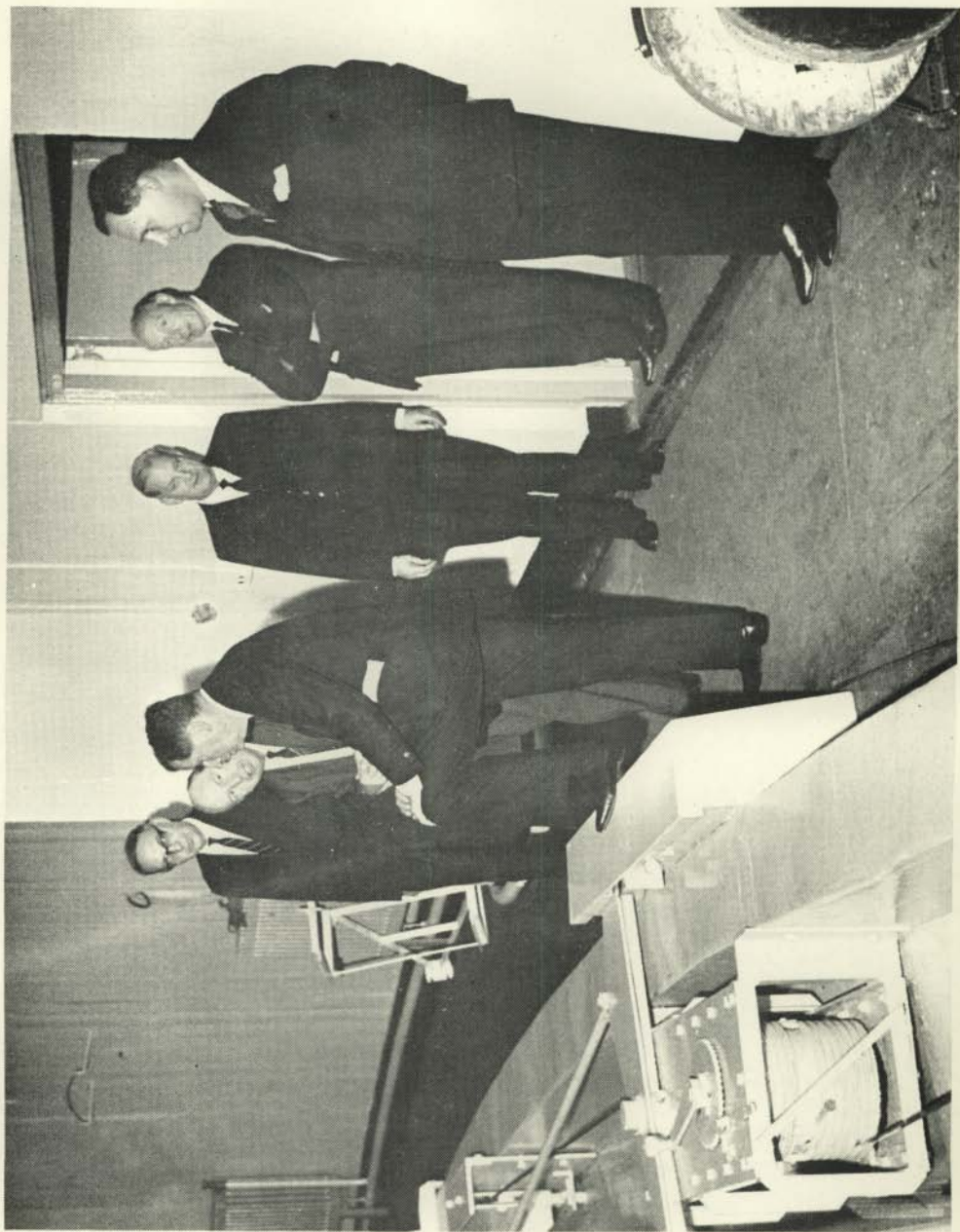
The visitors were received by the Superintendent, A.R.L. who escorted them to see some of the work of the Establishment. In the space of the limited time available they visited L Group, both Queens Road and Upper Lodge, and G Group where the rotating beam channel always proves of interest to visitors.

It will be remembered that we were visited last February by Mr. Roy Mason, the Minister with particular responsibilities for Equipment and R & D facilities.

In our photograph will be seen, reading from left to right:- Mr. Borrows, Superintendent, A.R.L., Mr. Burt, Head of G Group, Mr. Healey, Minister of Defence, Mr. Lythall, C.S.(R.N.), Mr. Mitchell, G Group and Mr. Hastie-Smith, Asst. Private Secretary.

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Another important visitor to A.R.L. was Dr. L. J. L'Heureux Vice Chairman of the Defence Research Board, Ottawa. Dr. L'Heureux, a Canadian, was visiting U.K. on business and made a special point of coming to A.R.L. for informal discussions on matters of mutual interest. His background is of interest as he obtained a Bachelor of Arts degree from the University of Ottawa in 1940, and after 4 years further study a Bachelor of Engineering from Saskatchewan University. From 1944 to 1947 he was with the Canadian armed forces, and on demobilization studied at the John Hopkins University in Baltimore, from whence he



received a Master's Degree in Electrical Engineering and the degree of Doctor of Engineering. After serving in various responsible scientific posts in the Canadian Defence organisation he was appointed to his present job early this year.

### The First World War

Enlisting into the Army Ordnance Corps at Kingston Barracks on 7th January, 1915 I was sent to Woolwich for a trade test and from there to Aldershot where I was finally passed as a fitter turner. Several months later I was posted to 47 Company overseas and travelled to Le Havre, France with the newly formed battalion of the Welsh Guards who later won many battle honours.

For the first month I served at the Heavy Workshop at Le Havre, and from there to the rail yard at Choques with No. 8 Travelling Workshop (Light) mobile.

After the battle of Loos I again had a passing contact with the Welsh Guards who were being played out of the line by their regimental band. The original battalion had been 1022 strong but only 40 survivors took part in the march out and the battalion was later made up to strength again by reinforcements.

I served for a time under a Captain Suggett a young go-ahead officer who borrowed a 3 lb. Armour piecing Hotchkiss gun from the Armoured car division. This gun which was under the supervision of the famous Commander Locker Lampson was converted by me under the guidance of Capt. Suggett into an anti-aircraft weapon by fitting trunnions and bearing plates fashioned from 1" steel plate and when completed was handed over to the Royal Garrison Artillery for trials in the Arras Sector of the line. I had the privilege to attend these trials and to my great satisfaction the gun in its new mounting was a great success and was the first Anti-Aircraft gun to be used in World War I.

In all I served in France and Belgium for a total of 3 years and 10 months, two of these years were spent with the Canadian Contingent and finally with the great advance in 1918, No. 3 Workshop of which I was a member moved through Vallenciens,

Cambria and Mons, where my overseas service finished and I returned to England to complete a total of 4 years 6 months with the Army Ordnance Corps which after the war was granted the additional title of Royal.

A. Slade, W/S

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WANTED ON ANY TERMS

A reward is offered for information leading to the arrest of Eddy Current charged with the induction of an eighteen year old coil named Milli Henry, found half choked, and with the theft of valuable joules.

This unrectified criminal, armed with a carbon rod, escaped from Weston Primary Cell where he had been clapped in ions. The escape was planned in three phases. First he fused the electrolytes, then he climbed through a grid despite the impedance of warders, and finally ran to earth in a nearby magnetic field. He has been missing since Faraday.

Watt seems most likely is that he stole an A.C. motor. This is of low capacity and he is expected to change it for a mega cycle and return ohm, which is near Wheatstone Bridge, by a short circuit. He may offer series resistance and is a potential killer.

Not Original - D.W.A. Somner, Group L

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Congratulations!

A prize to the value of £3.0s.0d. has been awarded to Mr. A. McCall, Workshop Apprentice, for being the outstanding Apprentice at A.R.L. for the year 1966/67.

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