

# GAIN POST

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EDITION NO. 25

## EDITORIAL

Over the last two or three weeks mail has not been arriving as regularly as in previous months for several reasons. First and foremost the number of aircraft passing through Gan declined which throws a heavier load on the aircraft still available and onto the shoulders of the Movements staff at Lyneham.

The second reason has simply been human error and although mail perhaps is one of the most important imports to Gan the non-appearance of mail on a Comet, if annoying, is hardly the end of the world and before condemning those responsible at Lyneham, let us examine our own work and see whether if at some time we, too, have not skipped a job we should have done or made a mistake in a job we have done.

This is not to say that the mistakes are condoned and it would perhaps be a salutary lesson to the Movements at Lyneham to spend a period on Gan and to experience the feeling of isolation which almost everyone feels sometime or other during their stay here — a feeling which is magnified out of its true perspective when the days without mail begin to mount.

However these lapses are only conspicuous by their relative infrequency and on the credit side it is satisfying, and perhaps more important, to know that mail is cleared from Gan on every scheduled aircraft so that friends and families at home should receive our letters quickly and regularly even though theirs may sometimes be delayed.

## NEWS IN BRIEF

### U.K. NEWS

#### Greek Visit

Scotland Yard have started work on massive security precautions to protect King Paul and Queen Frederika of Greece during their controversial three-day state visit to London next month. Plans for guarding the Royal Visitors are described as more comprehensive than at any time since the visits here of the Russian leaders in 1956.

During the past two days police have raided offices of the Committee of 100 seizing documents about its plans for a protest march to Buckingham Palace. Canon Collins, Chairman of the Campaign for Nuclear Disarmament, has confirmed that there will be incidents. In a letter to King Paul which the Canon published, he declared:

"We shall be demonstrating, not against you personally, but against your Government's appalling record of dictatorship and suppression of the Peace Movement".

### WORLD NEWS

#### Missing Airmen

The eighteen British Servicemen were still held captive by Yemeni Tribesmen in a Customs Post at Maabak yesterday, after successfully resisting attempts to take them to the capital City of Sanaa. They are **held** in a Customs Post only a mile from the frontier of the British-Protected South Arabian Federation.

It was reported here that they staged a sit-down strike to prevent their removal to Sanaa, where it was reported they were to be put on "public display". Latest reports said the Airmen, captured last weekend when they strayed into the Yemen by mistake during a training exercise, were well, except that some were suffering from "Aden Turmy" because of the change of water and food.

It is thought that the Yemeni Government may be using the Servicemen as a means to force Britain to recognise the Republican Regime.

LETTERS TO THE EDITOR

Commcen,  
Monday 17th June, 1963.

Dear Sir,

I would like to thank all the personnel in Commcen and A.T.C. together with Miss Betty Newton who have assisted me in the collection of Silver Paper. This I forward to U.K. regularly and is gratefully received. However a little more help could, I'm sure, be forthcoming to enable me to increase my assistance without any effort on your part. All it takes is a little thought and there is plenty of time for that.

As you can see only two Sections have answered my appeal which was in the Gan Post a few weeks ago and really this is not very good out of a whole Unit with some 400 men. Cigarettes out here are, as everyone knows dirt cheap and sometimes taste like it, so this means more smoking by all-men, consequently more Silver Paper having. The Barons in the Sergeants' and Officers' Mess could, I'm sure, have a little thought next time when they are knocking down their Dids and handing their cigarettes around.

Let's face it, chaps, Gan is noted for all the help it gives to such causes, so let's do a little more. A Unit in U.K. saves three tons of Silver Paper, so let us do better — all it takes is a little thought and a little box in each Section.

S.A. Kirk

S.A.C.

N.B. If the Barons want a help in lifting the boxes I will gladly help.

Station Headquarters,  
Saturday 15th June, 1963.

Dear Sir,

For the past few weeks I have noticed that the "Irish Fifteen" on Radio Gan on Saturday night is rather concerned with news from the North of Ireland rather than the South. Whilst I appreciate the Southern half of Ireland is not part of the Commonwealth, it would be nice if we could have some scrap of news concerning the "Irish" half of Ireland. Mind you, I'm not saying this programme is biased but, let's face it, Ireland is all the same geographically even if it isn't politically. So let's have some news about the South and who knows someday we might hear that the Six Counties has gone back where it belongs.

J.F. Hick

S.A.C.

(The main reasons Pilot Officer Gault concerns himself mainly with news from Northern Ireland are:-

- a) The programme was originally intended for Northern Ireland listeners.
- b) He personally gets no newspapers from the South and should anyone kindly supply him with a regular copy he will undoubtedly extend the range of the programme.

As for S.A.C. Hick's last sentence, I would recommend that he opens his eyes and realises that the North does not want to leave the U.K. in order to be dragged down to the standard of living which the South "enjoys" and that a quick examination of any election results will bear out this point

Ed.)

Sergeants Mess,  
Tuesday 25th June, 1963.

Dear Sir,

Out off from the outside world, as we are here at Gan, the arrival of the Sunday newspapers ranks possibly second only to mail.

Now four weeks out of five (every week if on schedule) there is a Comet leaving Lyneham at 16.00 hrs B.S.T. arriving Gan sometime during the following Monday afternoon. If the papers were received then the news would be relatively fresh, and read with a great deal more interest. What do we find however? They arrive on a Thursday at the earliest, and on occasions as happened a fortnight ago, on the Monday nine days after they were printed. Surely it is not beyond the capabilities of the people concerned at Lyneham to put at least one set of the Sunday newspapers for each Mess on the Comet.

We have often read words to the effect that nobody at Gan is willing to do anything for themselves. May we point out we have made several independent enquiries in this matter, but on this occasion "Private Enterprise" has regrettably failed.

Yours sincerely

W.A.R. Castings - Flight Sergeant.

The United States Weather Bureau

During the last week R.A.F. Gan has been host to 46 American aircrew, scientific and technical personnel manning five U.S. research aeroplanes and Mr. Reber, one of the team, kindly agreed to write an short account of their work for the Post.

Four of the aircraft and their crews are from United States Weather Bureau and have as their permanent base Miami, Florida. The fifth aircraft is from the Woods Hole Oceanographic Institute whose headquarters is in Massachusetts, U.S.A.

The aircraft came here from Bombay, where aircraft are operating under the sponsorship of the International Indian Ocean Expedition. This expedition was organized to study the ocean currents, marine life and weather patterns of the Indian Ocean during 1963 and 1964.

In addition to the aircraft, which are here on a seasonal basis and are due to come back from the United States in early 1964, a number of specially fitted oceanographic vessels from participating nations are presently cruising the Indian Ocean. It is understood that the U.K. will also have an oceanographic vessel in the programme soon, and already several additional upper air sounding stations have been established to support the programme.

The four U.S. Weather Bureau research aeroplanes are heavily fitted with weather radar systems for scanning both horizontally and vertically, and time-lapse cameras are used to record the cloud patterns. Measurements are made of temperature, pressure, humidity and winds, and automatic data recording systems permit recording this information at a one-second rate on magnetic tape. An electronic computer at home base is then used to read out the information and print it out in conventional units for use by researchers. The two DC-6's are normally used for the long-range missions, while a modified World War II B-26 is used for various special tasks, including vertical soundings. A U.S.-built Canberra serves to collect data at altitudes in the 35,000 to 48,000 foot range.

(Editor's note: It is pleasing to learn that Leaders of the expedition's teams coming to Gan were highly complimentary of the excellent treatment and service provided and were much impressed with the friendly welcome shown them.)

H.M.S. Manxman

During the last three weeks airmen have got accustomed to seeing H.M.S. Manxman out in the lagoon and despite her rather old-fashioned appearance she is, or rather was, one of the Navy's fastest ships. Manxman was built on the Clyde by Stephen and Sons, being laid down in 1939 and completed in June 1941. Her first war operation was to convey Army personnel to Malta in July 1941. After a mine-laying operation in the Gulf of Genoa in the same year in which she was disguised as a French cruiser, Manxman was transferred to the North Western approaches where she carried out seventeen mine-laying operations in the Bay of Biscay.

In April, 1942 she was transferred to the Eastern Fleet where her principal service was in the second Madagascar expedition in September. Recalled to the Mediterranean, the Manxman again broke the Malta blockade and reached Malta on the 12th of November — the first surface ship with supplies to the island for twelve weeks.

It was while on the Malta runs she was torpedoed and severely damaged and towed into Oran where temporary repairs were carried out. After further repairs at Gibraltar Manxman was towed to the Tyne and not recommissioned until 1945. She sailed to Colombo intended for service with the British Pacific Fleet but although not arriving in time for any operations stayed in the Far East until June 1946.

From 1947 to 1951 she was paid off into Reserve but in the latter year the ship was recommissioned for service in the Mediterranean and in November 1956 took part in the Suez operations. After a further period in reserve Manxman was converted into a Forward Support Ship and it is in that role she has come out to join the Far East fleet.

The Manxman is one of the few ships in the Royal Navy today to have been awarded a Battle Honour herself — the honour being:

Malta Convoys 1941 - 1942

Last week saw the start of two new programmes "Inter Section Quiz" and "Twenty Questions" and judging by the participation and interest shown in both, these can be reckoned a success. We hope that the same can be said about "Radio Tombola" which will be played on Thursday night for the first time commencing at 6.15 p.m.

We are on the way to improving our speech transmissions but we can't use our public studio until a special microphone, ordered two months ago, arrives. When it does we can invite audiences to share Bunny Smith's programmes. Some of you will have noticed that we are now broadcasting occasionally during the mornings. We do not intend to programme morning time but thought that if staff were using the studio we might as well be on the air.

Now the "Guide Dog for the Blind" fund. Radio Gan must make a fair contribution and for a start we are adopting two proposals made by well-wishers.

(i) Some people cringe when a particular record is played; now for only one shilling, they can ban it for a whole day (0600-2359 hrs)

(ii) Requests on Sunday morning. In future they must be paid for 6d each. All takings to the fund.

Ring Extn. 256 - state your wishes, give rank, name and section, and you are honour bound to pay any member of the Radio Gan Committee within one week. Banning starts on Friday 28th June and Requests on Sunday 30th June 1965.

Good Listening and  
Good Banning

J.C.S.

#### DEPARTURES

The following personnel have left Gan during the past week to continue their service career:-

Flt. Sgt.	Nimmis	Newmarket
Sgt.	Keggin	Coltishall
Cpl. Tech.	Molyneux	Boscombe Down
J/T.	Wrigley	Coningsby
S.A.C.	Smith	Preston
S.A.C.	Kenny	Kinloss
S.A.C.	Allan	Alness
S.A.C.	Thornton	Holyhead

#### Record Flight

On Sunday a Britannia captained by Flt. Lt. Liddell flew direct from Kai-Tak to Gan a distance of 3164 miles. The journey which was accomplished in just under eleven hours was the first ever non-stop flight between the two Stations.

#### Catch of the Week ?

Following on the rescue of a Maldivian last month by two Police Corporals, the Station Provost Officer has also been seen trying his hand at rescue. On Saturday last, another Maldivian was swept away by the high tide but luckily managed to connect with one of the piers of the old causeway on which he gained a precarious hold. In true Lone Ranger style Flt. Lt. Hurry threw a line to the Adduan who then launched himself into the current and, describing an arc, landed some twenty yards downstream from the causeway.

#### Overheard in the Sergeants' Mess on Sunday Morning

"Close your eyes or you'll bleed to death".

#### Body Snatchers (2)

The skeleton which was discovered by Gan's Burke and Hare last week was later presumed to be that of a Maldivian, as coastal erosion is apparently beginning to expose an old local cemetery.

#### Mail Service

It is rumoured that the 1964 Mail contract for Gan may be given to the Wilincili fruit bats as they have agreed to provide a more regular service than the current contractors.

#### Letters To The Editor

While the "Post" is always pleased to receive letters from readers it would rather have original ideas than copies of test-cards which Comcen provide for its operators so that it is hoped that noone else will emulate Cpl. Steele and attempt to sign his name under some one else's work.

#### Change of Ship

On Wednesday H.M.S. Diana entered the lagoon to replace H.M.S. Manxman who has left Gan bound for the brighter lights of Singapore,

Gekko

ALL MEN SPEAKING

NO. 19

SAH BUS

WEL DONE !

## Commcentre Gossip

New faces welcomed to Fairyland this last week or two include those of Cpl. Dougall, L.A.C. Veitch and L.A.C. Sheppard (my, how a name brings back unhappy memories.)

The Magnificent Seven have also been swollen to nine by the inclusion of two new J/Ts, Craggs and McPhee, the latter a Scotsman and a welcome addition to our football team. Despite defeat by the Pakistanis in the first match of the Football League and a ten men near-miss against S.H.Q. on Sunday we are not disheartened, and of course on the credit side, we bask in glory as winners at cricket even though the elusive cricket cup is still outside the precincts of Commcen.

Rowing, which we indulge in merely from the 'keep fit' angle, has lately occupied some of our energies, and proved less strenuous than many expected. We left S.H.Q. standing at a practice run. However we lost by 4 lengths to the Naval team, who were on home ground. H.M.S. Manxman made no distinction between losers and winners, and all men good-time having afterwards on a more cultural level.

The Pixies, our ace Quiz Team, won through to the second round in the Inter Section Knockout and with five other teams entered, Commcen may surely look forward to being eventual winners.

Our genial, well tanned, W.O-man has been using all his powers of gentle persuasion in the sale of Radio Tombola tickets and with such success that here again we are confident of an early win. Finally a warning to early morning visitors to the vicinity of the Commcen: do not be alarmed by the presence of live missiles (snails) they are harmless. Fuelled with U.K. type peas and launched under the technical hand of the U.R.S.O.

Pixi Phredd

## ARRIVALS

We welcome the following personnel who have arrived in Gan during the past week and hope they enjoy their year in the sun:-

Cpl.	Stephens	Police
Cpl.	Mowatt	Catering
Cpl.	Powell	Commcen.
J/T.	Vyse	Hittadu.
S.A.C.	Paterson	Catering
S.A.C.	Donaghue	Fire
S.A.C.	Sutherland	Equipment
L.A.C.	Wells	Fire

## All Men Eating

The subject of food at Gan is always a topic of interest, some agree we do not do too badly, while other gourmets disagree and demand more variety. May I point out to those who joined the R.A.F. into the happy environment of being able to select a choice of food that this has not always been so. Before and during the War it was rare to find any Airmens' Mess which served more than one choice, but despite this the food on many Stations was excellent. The idea of having choices was just thought of in 1947 and some caterers made so bold as to try it out early in 1948.

Foodstuffs were not so easy to come by in those days, and the scheme then known as the Varied Mess Plan, certainly had its teething troubles. Some people actually resented it, I imagine they had become so accustomed to having one choice they treated this new idea with some suspicion at the start. A great deal of thought was put into this system of offering choices and eventually the idea caught on and in fact it became the policy that all Messes must offer a choice of dishes.

Here at Gan we do our best to fill the bill and offer you six or more choices daily. But do please remember we are on an island and some food-stuffs are not so readily available, as elsewhere. R.A.F. Catering Staffs, despite what others may say, do try hard to please and it is not always easy.

E.L. Dodd  
Flight Sergeant  
Catering Section



But ... But... I haven't got £150 ! I was told it was an indulgence seat !

Gan Island Golf Club

Owing to the large rainfall over the past three months the Golf Club has been virtually unused and consequently its finances have suffered.

Contrary to some opinions this Club is entirely self-supporting and for it to continue new members are needed.

Continued failure to support the Club could possibly result in its closure and the loss of an excellent amenity to the island.

Basketball

There can be little doubt that the past week has produced some unprecedented events — the huge defeat of H.M.S. Manxman; Catering Section failing to score a single point against Fire/Army; and the astounding decision of Signals' Captain, Fields to take his team off court before the final whistle when losing to Equipment. However comment on the latter event must be reserved until after a meeting of the Basketball Committee.

If Gan are ever to lose to a visiting ship team then it will certainly not be to one so lacking in ability as H.M.S. Manxman. With the exception of the first quarter Gan toyed with the opposition, scoring whenever they wished.

"Tiny" Fields will probably look back on this match with happy memories, scoring no less than 36 points, an individual record on the island. As a team Gan were a workman-like combination despite several reserves, but it is sincerely hoped that the next ship offers stiffer opposition.

Station Soccer

The Station XI played a second match with "Manxman" on Saturday and easily defeated them by 8 - 1. After scoring six goals in the first half our team coasted along against an inferior team. It is anticipated that "Diana" will give them a much harder game next Saturday - kick off 1630 hrs.

The new Inter-Section League now in its third week - is supplying some first class entertainment and keenly contested matches. This state of affairs is well reflected in the number of spectators at each game.

This week's results

M.C.S.	3	Fire	4
Comcen	2	S.H.Q.	3
Regt.	0	Pakis	2
S.A.S.	2	M.C.S.	4
Equip.	1	Comcen.	0

Hockey

On Friday, Gan played Manxman in a third Hockey match and once again the visitors emerged as victors. The first half was evenly contested and at half-time neither side had scored. In the second half the Manxman went ahead with an early goal while at the same time blunting Gan's attack by skilful use of the offside rule. Despite this, Gan's forwards were always dangerous and it was only through some fortunate saves by the Navy's Goal-keeper that the home side failed to equalise. Towards the end of the second half the Navy went further ahead and maintained their 2 - 0 lead until the final whistle.

In their first Hockey match since they beat H.M.S. Barossa 6 - 1 the Pakistanis played a team from H.M.S. Manxman on Sunday. This time, however, they were not so successful for although they kept the Navy penned in their own half for most of the game and at one stage forced them to concede six successive short corners, the Pakistanis lacked a marksman and the game ended in a goal-less draw.

Dhoni Race

Displaying their usual enthusiasm S.H.Q. were unable to raise a Dhoni crew to race against H.M.S. Manxman on Saturday. Their place was taken by a crew from Comcen who coxed by S.A.C. Astley under the watchful eye of W.O. Gambold, gave the Naval crew a good run for their money.

The race which started from the Marine Jetty was over a  $\frac{3}{4}$  mile course to the bows of the Manxman and over the first two hundred yards the two boats were almost level. Unfortunately Comcen's Maldivian steersman took his dhonie into the Naval crew's water and the momentary hesitation this caused enabled the Manxman's dhonie to establish a lead which they never lost and, indeed, by the time the first finishing gun was fired they were some 4 to 5 lengths ahead. Comcen never gave up trying to narrow the lead and will prove formidable opposition should any other Section care to challenge them.

A final word of thanks must go to the Navy for putting out a crew representative of all Messes on the Ship and secondly for the hospitable way in which the Comcen crew (and their supporters) were received.

Cricket

Whilst cricket on the island is in the same state of doldrums as Golf, the most recent Test Match in U.K. provided the finest finish for many years. In a match of fluctuating fortunes no doubt a draw was a fair result.