

MARCONI AVIONICS NEWS

House Journal of Marconi Avionics Limited

MOTTO FOR THE MONTH

"The unexamined life is not worth living."

SUCCESS IN COMPETITION

by members of the Company Training Scheme

Three members of the Training Scheme were entered in the 1979 Technician Competition run by the Engineering Industry Training Board, known as 'TECCOM 79'. Our team consisted of:

Mr. Joe Cardwell — Electronic (apprenticeship now completed)

Mr. Gary Cordier — Mechanical 4th year

Mr. John Letter — Electronic 3rd year and have successfully completed two stages in this year's competition.

The team started their twelve week work period in FARL on 5 March 1979. Their project, which was nominated by Mr. Pat Paternoster, was to redesign and manufacture a prototype of a helmet mounted display.

Having developed their ideas into actual hardware the next task was to write and submit a complete report of their activities and conclusions to a panel of judges, prior to competing against other teams from a variety of industries at presentation events. The form of the presentation is in front of the judges and an audience. The judges are permitted a questioning period at this time.

After rehearsals within the Company the team took their presentation to an area near Hextable School, Swanley, where against fierce competition they were awarded first place.

This placing ensured entry into the London and South East Region Final at Lewisham on 24 October where their hard work was again rewarded with a first place. On this occasion the team was awarded a cash prize by the EITB and the Company received a framed certificate.

There are two further stages of the competition and the team next compete at the Southern Territories Final at Winchester on 17 November 1979. Success in this event sees the team through to a National Final.



John Letter, Gary Cordier and Joe Cardwell

This is the first time the Company has entered a team, and their success is a tribute to the many people who have assisted both the team and training staff throughout the phases of the competition.

The team are a credit to the Company and we are justifiably proud of them and wish them further success in the future.

The First Christmas

Long ago, and far away,
dawned the first known Christmas Day.

No one lit the Christmas tree,
glowing now for all to see.

No one sent the message forth:
Blessings to all men on earth.

Just a maid, a man, a babe
in His manger gently laid.

Just an ox, an ass, some sheep
guarded Him while He did sleep.

And some strangers from afar
found Him, guided by a star.

And some shepherds watched all night
while the heavens shone, oh! so bright.

Still those words hold true today:
'Peace be yours this Christmas Day.'

Karen E. Rene

Carol Service

Rochester Cathedral Wednesday 19th December 1979 7.30 pm

Our Carol Service, to be held at Rochester Cathedral on Wednesday, 19 December promises to be an exciting occasion which has involved very many people in the Company, their families and friends and also some local schools.

In giving their permission for us to have this Carol Service, the Dean and Chapter gave us a quite remarkable opportunity, particularly since they have made it possible for us to devise the form of service and to carry it out from our own resources.

The Service includes traditional carols and lessons, together with poetry readings and a nativity tableau. We have formed a choir, of boys, ladies and men, and other musical items will be provided by the Elliott Concert Brass Band and by a 12-strong folk guitar group. Two local schools are participating in some very interesting ways. We are delighted that the Dean of Rochester, assisted by two colleagues and by the Industrial Chaplain, will officiate.

We are looking forward to a full congregation made up of people of all denominations. The Cathedral doors will open from 7.00 pm and there will be organ music until the Service starts at 7.30 pm. Free tickets for 700 reserved seats are being made available (see notices in your department) but seats will not be kept reserved after 7.20 pm.

Note the date: Wednesday, 19 December

Note the time: The doors open at 7.00 pm
Please be in your places
well before 7.30 pm

A Modern Little Red Hen

Freely adapted from the well known Fable
and 'Nations Business'

There was a time when a little red hen scratched about in the farmyard and uncovered some grains of wheat. This set in motion a train of thought. She consulted her farmyard friends and put to them the idea that they should plant those grains of wheat, in order to produce bread to eat, if only they all would help.

The cow refused, as did the duck. The pig grunted — no participation — and the goose refused too. "Then I will do it myself," said the little red hen, and she did! The wheat grew and ripened in due time.

Who then would reap the harvest? The little red hen called on her friends to help; the duck flatly refused, the pig mentioned it was outside his function, the cow felt her seniority would be affected, while the goose refused because it would cause loss of unemployment benefit.

The little red hen decided to do the reaping, and she did! At last the reaping was done, as also the threshing, and the grains were milled into flour. "Who will help me bake the bread?" cried the little red hen, and her friends came up with excuses not to take part. The cow complained that would be overtime, the duck would lose his supplementary benefits, and the pig

admitted he was a dropout, and didn't know or want to know how, while the goose declared that it would be considered discrimination if he was the only helper! So the little red hen said again — "I will," and she did! Baking five loaves she held them up for her friends to see. They all demanded a share, but the little red hen then said "No, I can eat five loaves myself."

The cow yelled, "that's excess profits!" "You're a capitalist leech," said the duck. "I demand equal rights," gurgled the goose. While the pig just grunted. Then they painted 'unfair' signs and paraded around the farmyard shouting obscenities.

A government officer arrived to investigate the commotion and told the little red hen not to be greedy. "But I earned the bread" she replied. "Exactly" said the official, "that is the wonderful free enterprise system. Anyone in the farmyard can earn as much as he wants, but, under government regulations the productive workers must divide the produce with the idle."

They all lived happily ever after, but the inhabitants of the farmyard always wondered why the little red hen never again baked bread.

(Contributed).



Christmas Competition

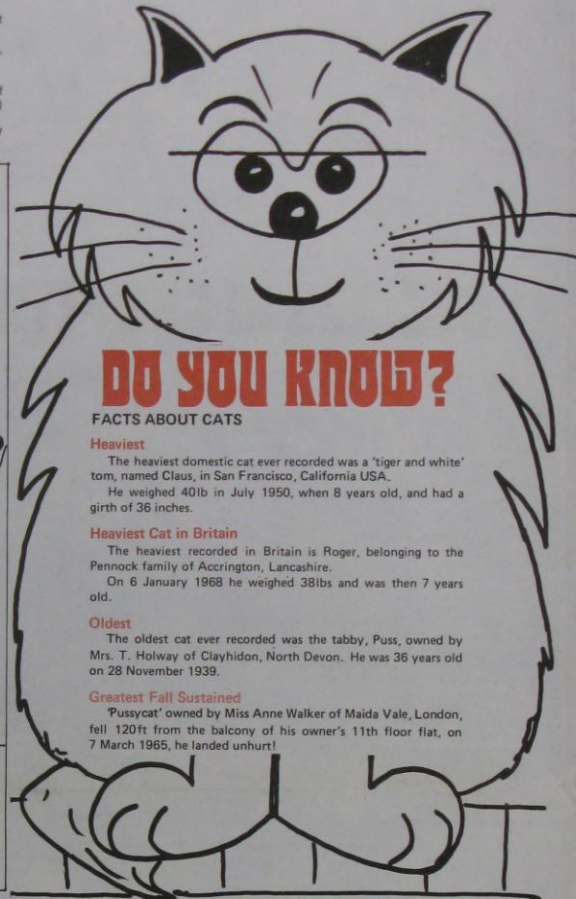
Colouring Competition for young people up to the age of 18 years.

- Classes - 1. up to 7 years
2. 7 to 12 years
3. 12 to 18 years

Entries, using any medium, to be sent to:
The Editor, MAv News
Mezzanine Floor, Tower One,
Airport Works, Rochester,
Kent.

State age, address, division (or if under 18 years, division of relative) and Class No.

All entries to be received by 17 January 1980.



DO YOU KNOW?

FACTS ABOUT CATS

Heaviest

The heaviest domestic cat ever recorded was a 'tiger and white' tom, named Claus, in San Francisco, California USA.

He weighed 40lb in July 1950, when 8 years old, and had a girth of 36 inches.

Heaviest Cat in Britain

The heaviest recorded in Britain is Roger, belonging to the Pennock family of Accrington, Lancashire.

On 6 January 1968 he weighed 38lbs and was then 7 years old.

Oldest

The oldest cat ever recorded was the tabby, Puss, owned by Mrs. T. Holway of Clayhidon, North Devon. He was 36 years old on 28 November 1939.

Greatest Fall Sustained

'Pussycat' owned by Miss Anne Walker of Maida Vale, London, fell 120ft from the balcony of his owner's 11th floor flat, on 7 March 1965, he landed unharmed!



CASTAWAY

Gary Speed. (B)

Gary Speed, an Apprentice now in the FCD Production Dept. is this month's victim for isolation. His choice of music and books are as follows:

Music

1. "Journey to the Centre of the Earth" by Rich - shows the Royal Philharmonic Orchestra playing a variety of modern music.
2. Bob Marley and the Wailers - "Babylon by Bus"
3. Blondie "Parallell Lines" - a good example of new wave music.
4. "Tabular Belli" by Mike Oldfield - fine musician, with a wide vocabulary for playing musical instruments.
5. "Alberto" by Van Gansis - electronic music in its element.
6. "A New World Record" by Electric Light Orchestra - one of the few groups who produce fine instrumental music.

Books

1. The Day of the Jackal by Frederick Forsyth.
2. Childhoods End by Arthur C. Clarke - this might have been an insight into the future.
3. Modern Small Boat Sailing by John Hart - an explanation of sailing techniques for beginners and the experienced sailor.

SAVE MEDWAY HOSPITALS CAMPAIGN

St. Williams 'Keep the wards open appeal'

Since the recent publicity on the appeal to keep the post operative ward open, the public have donated over £6,000 to mid-October. To add to this total, the whole workforce at the Apprentice Training Centre, Hopewell Drive, contributed to the appeal and raised £28.65.

As the majority of personnel at this location are young people, the result proves that the young people of today are alive to the necessity of providing for those in need, and the upholding of things which are precious beyond price.

APPRECIATION AND THANKS

The Blood Transfusion Service, from Lewisham Centre, has again visited the works and have written expressing their thanks for the blood donated.

We quote - "We collected a grand total of 626 units of blood, which will be extremely useful to our hospitals, and we would be grateful if you could convey our thanks to the staff, management and donors for their help in making the visit so successful."

This quantity shows an increase of 1.55% over the last visit, which was itself a record. The unit has been booked again for 14-18 April 1980 and 13-17 October 1980, all dates inclusive.

ADVERT

FOR SALE

Pedal Racing Car

Suit 4-6 year old
£10 o.n.o.

Apply J. Chambers (Int. 645)

HOW WE CAN HELP ONE ANOTHER

We can all be of help to each other, and one way is by example.

The work and exploits of Norman Orchard with his guide dog Erik have come to the notice of the Employment Medical Advisory Service Unit of the Health and Safety Executive, and they requested details.

We take pride in printing the extract from a letter recently received about this matter, from the Employment Medical Officer.

"... thank you very much for sending me the photographs and write-up of Mr. Orchard and Erik. I have pinned them up in the waiting area of our office to give them maximum publicity.

Such examples are very useful when one is trying to convince people that those with quite marked disabilities can give very useful service."

CONGRATULATIONS

To Elaine Heath, of FCD Purchasing, who became entitled to the vote on 8 October.

BIRTHS

To Jon and Gill Cook a son, Martin Stephen, who arrived on 2 October 1979 at 5.00 a.m. Jon is a member of ISD Drawing Office.

SUCCESS

Ann Golding, a computer operator trainee in ATE at Gads Hill, is also an officer cadet in the Gillingham Venture Corps. She has been successful in winning the coveted Duke of Edinburgh Gold Award and is awaiting details of the visit to Buckingham Palace, to be presented with the certificate by Prince Philip.

Apprentice News

The following have completed their Apprenticeship and have taken up service in the division/department as indicated:

Turner G.A.	4.10.79	MASD
de Gray A.J.J.	12.10.79	ADD
Claydon K.	4.11.79	FARL
Kemp R.	8.11.79	ADD
Holloway M.A.	10.11.79	FCD
Harris J.A.	11.11.79	ATE
Terry D.F.	15.11.79	ISD
Welsh D.J.	22.11.79	ATE

The annual intake of apprentices took place in September, with the Company increasing the number of young people taken on, not only to provide a feeder for the expected expansion of the Company but also to help in reducing the number of summer school leavers seeking employment.

To all those listed below, we extend a very hearty welcome into the bosom of the Marconi Avionics Family and hope that success will attend their endeavours to our mutual advantage. It is a truism that nothing succeeds like success.

Carter N., Humphrey R.S. (Astor of Hever), Hood D.E. (Aylesford), Watts C., Sutton A.D. (Borden Grammar), Kinyon P., Payne D.A.R. (Borden Upper), Rodgers F.J. (Caterham), Appleby C.M., Arnold D.J., Mis S.V. Cross, Hadley M.J., Hadley P.J., Hogan M.J., Martin A.S., Newbury K.A., Squires A.P. (Chatham South Sec.), Canby D.W.

Heathfield J.R., Smith G.D., Butler J.L., Mulhearn A. (Chatham Tech. High), Hay T., Sinfield J. (Clare Park Sec.), Funnell N.H., Latham C., Love M.J., Mis A.M. Pack (Cornwallis), Rutlock F. (Dartford Tech. High), Goodchild P.V. (Dartford Grammar), Riggs P.I. (Dartford West), Charter G.R., Giles P.R. (Faversham County Boys), Lee C.J., Tumber H.A. (Fort Luton), Mis J.M. Oram (Fort Pitt Girls), Carter D.S., Clark K.J., Stoneham J.M. (Gillingham Tech. High), Clifton A.S., Jarvis M.A. (Gordon), Thomas L.A. (Gravesend Boys), Stevens A.I., Harris S.R., Longfield A.R., Paradine J.P., Grews J., Taylor M.K. (Highfield Sec.), Mis C.S. Moran, Mis C. Mullett (Highgate Girls Upper), Read S.R. (Holmesdale), Briggs S.M., Brittain P.A., Broadbent D.J., Broadbent P.J., Burton G.D., James K.E., Lauder S.P., Lawrence P.F., Payne J.T.E., Payne N.P., Porter T., Smith P., Stone J.V., Turner S.J., Aitord R. (Howard Grammar), Bowness D., Simpson I.M., Soules L.D., Wood L.A., Spillett E.R. (Hundred of Hoo Comp.), Magford S.J., Snelling T.G. (Maidstone Boys), Barnaba P.A., Barndon D., Hogan P.R., Robinson J.J. (Maidstone Grammar Boys), Moring K.J. (Maplestead Noakes), Knight J.D. (Mid-Kent Coll.), Livermore S.J. (Northfleet Sec.), Wyatt P. (North West Kent Coll.), Hawkins J.J., Acaster C.A. (Gibberburgh Manor), Simmonds M.M., Thompson P.A., Tickner M.R. (Rede Sec.), Mis A. Elms (Rochester Girls Grammar), Small M. (Robert Napier), White-Winchester M.G. (Senacre Sec.), Brittain R.K. (Sheppey Comp.), Gambell T.D. (Sheppey School), Ghant G.W., Stannard K.J. (Simon Langton Grammar), Brassell A.J., Stephenson R.W. (Sir Joseph Williamson), Mis K.L. Winter (Southborough Girls), Bishop I.D., Millins N.D., Sall J., Woods C. (Springhead), Corris P.A. (St. Anselm), Newman S.G. (St. Johns Comp.), Byrne D.J., Fehers K.W. (St. Johns High), Waisson M.D. (St. Johns R.C. High), Mattacks M., Masters D.W., Medhurst T.J., Smith A.J.

Wynn S.W. (Temple Sec.), Ward M.C., Sellen P.A. (Thamesview), Caller G. (Upbury Manor), Jenkins G.A., Read A. (Vinters Boys), Baker T.I., Johnson R.G., Robinson S.M. (Vinters High), Applegate M.A., Coates S.N., Davies P.R., Houston I.H., Thompson G.D., Thurgood A.C. (Walderslade Sec.), Francis G.S., Hamilton N.I., Uden D.C., Vandestak L.G. (Warren Wood Sec.), Brooks B.P. (West Kent Coll.), Barber P.W., Bunting I.G., Prime A.R. (Westlands High), Brown K.F., Harman D.S., Hollands G.B., Pells B.A., Friday N.G. (Woodlands Sec.).

In addition, the following have commenced training as Technical Writers:

Cutler D.P., Yates I.R. (Chatham South), Sanders C.A. (Chatham Tech.), Hopper N.S. (Cornwallis), Cook G.J. (Faversham Sec.), Parris A.D. (Gillingham Tech.), Turner N.R. (Maidstone Boys), Sandford M.C. (Sir Joseph Williamson), Pitt C.W. (Swanley), Luxford K.J. (Thamesview), Watsons G.J. (Warren Wood), Carter A. (Westlands High), Clark C.C. (Crockhorn Comp. Portsmouth).

APPOINTMENTS

E.J. EVERSDEN has been appointed Foreman within the ADD Model Shop. Ted was formerly employed in Fuse Division.

In consequence of the derivation of two Divisions out of FCD further appointments have been made:

R.E. MASSEY to be Commercial Manager of Combat Aircraft Controls Division.

C.G. GODDEN to be Commercial Manager of Flight Controls Division.

John Sibley of CMS Inspection has been promoted to Foreman, having been Chargehand for a considerable time.

Our Partners in Success



Basildon Avionics Team's big day

Part of the Marconi Avionics team is pictured at the Company's plant at Christopher Martin Road, Basildon, when they despatched a new transportable communications system for use in Britain's advanced Airborne Early Warning Radar System.

The team, which is in the Company's Airadio Systems Division, has also completed ground testing of the complete tactical communications system, to be fitted on Britain's AEW Nimrod aircraft. The Transportable Ground Station, which will be used in the flight trials programme, is visible behind the team.

The people pictured are: Jim Jakes, Trials Group Leader from South Farnbridge; Vic Woods, Field Support Engineer from Wickford; Graham Stewart, Graduate Apprentice Engineer from Somerset; Tony Green, Field Support Engineer from Basildon; Peter Davies, Development Wireman from Basildon; Son Edwards, Project Planner from Inglestone; Barry Merritt, Senior Draughtsman from Billericay; Tony Shorter, Draughtsman from Laindon; Steve Beasley, Field Services Controller from Wickford; Ron Hopkins, Field Support Engineer from Haeleigh; Bill Ross, Project Planner from Basildon; Alan Barrett, Project Manager for AEW Nimrod Communications System from South Benfleet; Frank Wood, Production Manager from Basildon.



New Ground Station for AEW Nimrod Communications trials

The interior of the special Transportable Ground Station (TGS) delivered by Marconi Avionics Limited for use in intensive communications trials of Britain's AEW Nimrod aircraft. The TGS is equipped with receivers and transmitters corresponding to those in the AEW Nimrod's tactical communications system and contains all the spare equipment needed for the trials.

The team, from the Company's Airadio Systems Division, Basildon, England, is also responsible for the airborne communications system, ground testing of which is now completed in readiness for flight trials.

People depicted in the photograph are members of the team, they are:
S.G. (Steve) Beasley, seated left rear - Field Support Controller who has lived locally most of his life in Brentwood and since 1970 in Wickford. A very experienced Marconi Avionics Engineer who has advised and assisted civil and military users of Marconi airborne equipment in many parts of the world. Married.

R.A.H. (Ron) Hopkins seated right rear - Field Support Engineer, a local lad who came to Marconi Airradio Systems Division after service in REME and is now living in Haeleigh. He is a member of the team that will operate the Transportable Ground Station in the field. Married.

D.I. (David) Hart, seated middle ground - Field Support Engineer, a native of Bolton, Lancs, now has a flat in Rayleigh. Joined Marconi Airradio Systems Division after spell in the Merchant Navy. Also attached to the TGS team for field operations. Single.

D.C. (David) Neighbour, seated foreground - Field Support Engineer, hails from the Midlands currently house hunting in South Woodham Ferrers. Before joining Marconi Avionics had been with a survey team responsible for alignment of North Sea oil rigs. Married.

Our Director of Production Services - Alf J. Harrison has recently paid a visit to the Peoples Republic of China. This has prompted our artist to create for posterity this

impression of him, in his usual forthright way, of standing up for his friends against all opposition.



The story below relates primarily to the development of the Medway Steam Packet Company and is self explanatory, now read on.....

Medway Steam Packet 100 years

by CHARLES DANCE

The Origin of the Medway Steam Packet Company, as it was at first named, can be traced back to 1819, when John Foord, born in Chatham in 1796, married Rebekah Ross, daughter and only child of Charles and Mary Ross, of Acorn Shipyard, Rochester, The young Foords built their new home and called it Acorn House; sadly, it was only recently demolished after gipsies had reduced it to a state of dereliction.

The Foord family were mainly Government building contractors, but the Ross family's Acorn yard was the birthplace of a number of well-known warships, among them the 38 gun frigates *Resistance* and *Spartan* and the 32-gun frigates *Tania* and *Endeavour*, together with the 72-gun ships *Vega* and *Stirling Castle*. Many merchant ships were also built, including some for the Hudson's Bay Company.

The last warship to be built at the Acorn yard was the bomb ship *Fury* which sailed with the *Hecla* on Parry's second and third voyages in search of the North West Passage. On the last voyage in 1824-25, both ships were driven ashore, the *Fury* stayed there, her crew returning in the *Hecla*. Shipbuilding ceased at Acorn Wharf in 1815.

In the early days after its formation in 1837 the Medway Steam Packet Company owned three wooden paddle steamers built by G.W. Gill and Son, renowned for the construction of sailing barges. First vessel owned by the company was the *City of Rochester*, a small craft of 73 gross tons, which served the towns of Rochester, Chatham and Sheerness. Built at Chatham in 1849 entirely of mahogany, she was broken up in 1897 and her hull was reported to be as sound as the day she was completed.

In 1855 the *Alma*, a larger vessel than the *City of Rochester*, was launched, serving the company until 1889, when she was broken up. Third of the vessels built by Gill was the *Lady of Lorne*, completed in 1871. In these ships the engine room was reached through a small square hatch in the deck. The machinery consisted of 2-cylinder jet condensing oscillating engines taking steam straight from the boiler through two steam pipes, which meant two throttle valves and two reversing levers to handle. The engines were coupled so that one could not be disconnected from the other.

The boilers had two furnaces, and in one steamer the stoker lost his life when his fire shovel was caught in the machinery in the confined space. The boilers worked at a pressure of 20lb. per sq. in. These early paddle steamers had black hulls and funnels, buff up-works and white paddle boxes, carrying the ship's name in blue letters.

The *Lady of Lorne* was sold to French buyers in 1899, and crossed the Channel under her own steam between May and October 1900 she carried passengers for the Paris exhibition.

In 1888 the company bought the *Lady Margaret* from the Bristol Channel Express Company. She was built of iron by Russells of Greenock in 1883 and at 144 gross tons was large compared to the rest of the fleet. Eight years later the *Princess of Wales* was built for the company by R. Crags and Company of Middlebrough. A vessel of 163 gross tons, she plied between Rochester and Southend.

In 1903 the *Lady Margaret* caught fire and was burned out while berthed at Acorn Wharf. During the following winter all valuable fittings were removed from her, including the funnel, newly fitted in 1902, for use in other steamers. Her boiler found its way to a Thames mud hopper.

With only one vessel left, the directors were urgently seeking a replacement for the *Lady Margaret*. Several second hand vessels were available, including the *Striving Castle*, a paddle steamer built at Leith in 1899. The company's chief engineer gave a favourable report; however the directors decided not to buy her, but instead ordered a new steamer from Scott of Kinghorn Ltd, which was to have a long career with the company.

Named *City of Rochester*, she was delivered in mid-June 1904 and went into service at the end of the month. She was a big step forward and a great success with the public. With a length of 160ft. and a speed of 15 knots, she could carry 1,000 passengers. She ran between Sheerness and Southend, also making regular trips round the Nore and Mooms lightships and was in regular attendance at the local barge races.

For years the forenoon run was well patronised, but the vessel returned fair, empty until someone thought of appointing an agent at Southend. Bills were posted advertising trips to Chatham Dockyard and Upton and Rochester Castles, with two hours ashore at Rochester, and these proved a big success.

In the winter months, engine room staffs and apprentices were put to work overhauling the vessels at the Acorn yard, and deck hands and stokers were found work at Rochester gas works. Foords worked on the principle that if the crew repaired the vessels they sailed in they would make a good job of it. Indeed the Medway Steam Packet Company was known for its reliable service.

Before the First World War the season opened on May 24. The ships carried a musical trio of harp, violin and clarinet, who paid a weekly fee of 10s. for the privilege. There was a sailing from Strood Pier at 9.15 am calling at Chatham, Upton, Gillingham and Sheerness, then sailing across to Southend, arriving at about 11.30 am.

War came and the ships were requisitioned by the Admiralty. The *City of Rochester* spent her time serving as a tender to warships at Sheerness, followed by a period of minesweeping in the Irish Sea. She was also used to carry men to blockships at the Nore for the Zebrugga raid, and had a narrow escape when, serving in the *Mersey*, she had just left the minesweeper *Princess Irene* at Sheerness when the latter vessel mysteriously blew up.

The *Princess of Wales* not requisitioned until June 1917 when she was employed on the Medway ferry service until released in April 1920. During this period she was renamed *Pedra*.

On March 12, 1917 Thomas Foord died and the original Medway Steam Packet Company came to an end. The family is remembered in Rochester by the fine Foord almshouses at Priestfield. In December 1919 the New Medway Steam Packet Co. Ltd. was incorporated by Capt. S.J. Shippick, the new managing director, a master mariner with deep sea experience. He had sailed pleasure steamers from Bournemouth before 1914.

The new company carried on as before, retaining the services of the manager, Mr. E.H. Elliott and the chief engineer, Mr. R.B. Wills.

The latter served the company until 1938, when he stepped into an open hatch and died from his injuries. Capt. Shippick died in retirement at Bournemouth on April 20, 1975, aged 95 years.

One of the steamers Capt. Shippick had operated at Bournemouth in 1914 was the *Audrey*, serving Studland, Swanage and Poole. Built by Armstrong Whitworth and Company in 1897 for the Tyne General Ferry Company, she was a vessel of 203 gross tons, 126ft. long. Sold to Irish owners, Capt. Shippick bought her from them, and in the early part of the war sailed her from Poole to Chatham and chartered her to the Admiralty Packet Co. Ltd.

On the Medway she was employed carrying workers to and from the airship works at Kingsnorth. Subsequently the Admiralty bought her in 1915 and used her on the Medway ferry service from Chatham. Bought by the New Medway company in 1922, she was reconditioned at the Acorn yard, and entered service on the Southend Sheerness run, with trips round the Nore.

At this time Capt. T.K. Aldis, D.S.C. joined the company and became Capt. Shippick's right-hand man. Between them they built up and expanded the New Medway company until it became generally known as "Shippick's Navy". Capt. Aldis always took command of the new ships that joined the fleet and the shake-down run was always on the Strood-Southend ferry service. In September 1929 Thos. W. Ward Ltd bought the *Audrey* for scrap for £500.

Between 1924 and 1928 five large paddle steamers were put into service by the New Medway Steam Packet Co. Ltd. First was the 200ft. long *Queen of the South* (ex *Woolwich Belle*), purchased from Channel Excursion Steamers Ltd. for whom she had sailed in 1922-23 from Brighton. Her service in the Medway started on the Southend run, the *City of Rochester* transferring to the Herne Bay route. The *Queen of the South* was withdrawn from service in 1931 and sold to Thos. W. Ward Ltd. for scrap in 1932 for £300.

In 1924 a new steamer, the *Medway Queen* (316 gross tons) was delivered by the Ailsa Shipbuilding Co. Ltd., Troon. She was the first vessel to be ordered by the new company and was to become the last to carry passengers for them in 1963. She was also the first steamer to be built for the Thames or Medway trade since the General Steam Navigation Company's *Golden Eagle* in 1909 and the first to have her saloon carried right forward.

With the arrival of the *Medway Queen*, the company's services began to be advertised under the name of the "Queen Line". A new service, using the *Audrey* was started, serving Ramsgate, Margate and Herne Bay. The *Princess of Wales* was chartered to S. Butler, of Kircaldy in 1926, but the following year she sank at her moorings. Returned to the New Medway Steam Packet Company, she was sold to Thos. W. Ward Ltd. for scrap in 1928.

In December 1925 the *Walton Belle* was bought from the East Anglia Steamship Company. A vessel of 385 gross tons, built in 1897, she was renamed *Essex Queen* and entered service in 1926 to Chatham, Sheerness, Southend and Margate. In 1931 she was completely overhauled and a new boiler, fitted for oil fuel, installed.

During 1931-32 the New Medway Steam Packet Company obtained the Port of London Authority's contract for cruises through the "Royal" docks and the *Essex Queen* sailed from Chatham to Southend, then up the river to Tower Pier, London, followed by a cruise through the docks, returning to Chatham in the evening. When not on dock cruises, her service took her to Margate, Ramsgate or Clacton.

In 1937 she was stationed at Great Yarmouth and on Sundays, when traffic was heavy, often took the Medway-Southend run. Laid-up in 1938, she went to work in 1939 as an emergency hospital ship and could often be seen lying at Tilbury Landing Stage. In 1945 she was sold to the Western Steam Navigation Company and renamed *Pride of Devon*, but was laid-up in 1948 and sold for breaking up in 1951.

The paddle steamer *Yarmouth Belle* (517 gross tons), built in 1898 was bought from the East Anglia Steamship Company in 1926 and renamed *Queen of Southend*. Like the *Essex Queen* she was thoroughly refitted in 1931, including the installation of an oil-burning boiler and the extension of her forward saloon to the bow. She was first based at Great Yarmouth, sailing between there and Felixstowe.

In 1932 the company began regular services from London, sailing from Greenwich to Southend, Clacton and Felixstowe and the *Queen of Southend* was put on this run. If the Port of London dock cruises were busy she would exchange with the *Essex Queen* for this duty. In 1933 a second service was started from Fresh Wharf, London to Southend, Herne Bay, Margate and Ramsgate by the *Essex Queen*. The *Queen of Southend* was renamed *Thames Queen* in 1935 and after war service was sold in 1947 to Metal Industries Ltd. for demolition.

Probably one of the company's best-loved steamers was the *Queen of Kent*, which joined the fleet in 1928. She was bought from the Admiralty, and, under the name *Athenstone*, was one of a class of 32 paddle minesweepers. After an extensive refit she became the company's first ship to operate cross-Channel sailings, running from Chatham to Southend, Margate, Calais and Boulogne.

During 1930 she sailed from Dover and in 1933 made Wednesday sailings from Clacton to Calais, while in the 1937-38 seasons the pattern was Southend to Margate, Calais, Boulogne and Dunkirk. Laid-up at the end of that season, she went on war work in 1939, returning to the Acorn yard in 1946.

After refitting, the *Queen of Kent* was put on the London-Southend service, with some cruises from Ramsgate in 1947, but at the end of the 1948 season she was sold to the Southampton, Isle of Wight and South of England Royal Mail Steam Packet Co. Ltd. who renamed her *Lorna Doone*. She was sold for scrap in 1952.

Late in 1928 her sister ship *Melton* was bought from the Blyth shipbuilders Hughes Bolckow. Renamed *Queen of Thanet* (792 gross tons) she was also refitted at Acorn yard and entered service in 1929. Her career ran along similar lines to that of the *Queen of Kent*, with which ship she was ultimately sold in 1948 and renamed *Salent Queen*. While refitting in 1951 she caught fire and was burned out.

Following the withdrawal of the *Queen of the South* in 1931 the

first screw-driven vessel joined the fleet. She was the *Gertrude*, built for the Tilbury ferry service by A.W. Robertson, of London, in 1909. Renamed *Rochester Queen*, she was only 125ft. long and was put on the Strood, Chatham and Sheerness to Southend service. She served the company for only a short time before disposal to M.H. Bland, of Gibraltar, for whom she traded for many more years as a tender under the name *Caid*.

In November 1933 the last paddle steamer joined the fleet of the New Medway Steam Packet Co. Ltd. She was the *Duchess of Kent* (341 gross tons) bought from the Southern Railway Company, who had employed her on the Portsmouth-Ryde ferry service. Renamed *Clacton Queen*, she served the company for only two seasons before being sold in 1935 to the Mersey and Blackpool Steamship Co. Ltd. for service between Liverpool and Blackpool.

Renamed *Jubilee Queen*, her sailings from the Mersey were not particularly successful and she was ultimately broken up in 1939.

From this point onwards all ships joining the fleet were screw-propelled. To replace the *Rochester Queen* the company bought the Mersey ferry steamer *Royal Daffodil* (482 gross tons), built in 1906. She became famous during the First World War, when, with her sister, *Royal Iris*, she took part in the attack on Zebrugga in 1918. The prefix "Royal" was given to both vessels in recognition of their part in this action.

In the winter of 1933-34 the *Royal Daffodil* had her wheelhouse removed, and was given an open bridge and fitted with two life boats to replace her former boat carried at the stern. In 1934 she was placed on the Strood-Southend service and in 1937 was to be seen on the Port of London dock cruises. She was also fitted with a grandstand for that year's Coronation. Capt. Shippick had served on board the *Royal Daffodil* at Zebrugga and had a soft spot for her, but she was slow and uneconomical and in 1938 the company sold her to shipbreakers at Ghent for £1,000.

The growing interest in cross-Channel services encouraged the New Medway Steam Packet Co. Ltd. to build their second new ship which was to change the Thames and Medway excursion services in the coming years. In 1935 the motorship *Queen of the Channel* (1,030 gross tons) was launched by Wm. Denny and Bros., Ltd., Dumbarton. With twin screws driven by Sulzer oil engines she had a speed of 20 knots and could carry 1,600 passengers.

At first the new ship was registered in the name of the London, Southend and Continental Shipping Co. Ltd., a concern jointly owned by Wm. Denny and Bros. Ltd. and the New Medway Steam Packet Co. Ltd. A handsome ship, the forward of her two funnels was a dummy, and she had a length of 250ft. She was mainly employed on the Tilbury, Ostend, Calais and Boulogne service.

On May 26, 1936 the *Queen of the Channel* made a three-day excursion from Southend and Margate to Southampton, with overnight stop at Brighton, to witness the sailing of the Cunard liner *Queen Mary* on her maiden voyage.

The vessel was a great success and in 1936 the New Medway Steam Packet Co., Ltd. acquired all the shares in her, and with the help of Wm. Denny, decided to build an improved version to be named *Continental Queen*. She was 270ft. long and of 1,527 gross tons, with two twin Sulzer engines giving a speed of 21 knots. Unusually her sides were flared out over the hull like paddle steamer spindons, giving extra width and space, and, it was claimed, increasing her steadiness at sea.

In 1936 the General Steam Navigation Company, founded in 1824, acquired the share capital of the New Medway Steam Packet Co. Ltd., As a result the proposed *Continental Queen* appeared in the *Royal Sovereign*, and it was the General Steam Navigation Company who put her into service between London/Southend and Ostend.

The *Royal Sovereign* was the first ship to start no-ooport weekend trips to Ostend, with an all-in ticket covering ship and hotel at a cost of 45s. or £2.50 in today's currency.

On the outbreak of war in 1939 she took part in the evacuation of women and children from London to East coast ports and later acted as a troopship between Southampton and Cherbourg. She took part in the Dunkirk evacuation, but on December 9, 1940, was mined and sunk in the Bristol Channel. The *Queen of the Channel*, sadly, was lost while taking part in the Dunkirk operation, but the 920 troops on board at the time were safely transferred to another vessel.

In 1939 Wm. Denny and Bros. Ltd. delivered their third twin-screw motorship. Launched on January 24 of that year, she was named *Royal Daffodil*, perpetuating the name of the famous Mersey ferry steamer, and had a gross tonnage of 2,060. A larger version of the *Royal Sovereign*, she was operated by the GSN, but carried both companies' badges on her bow.

The *Royal Daffodil* made her first sailing to Calais from Tower Pier, London, in April 1939, calling at Tilbury and returning to Tilbury in the evening. A few months later she went to war, and performed sterling service, travelling 170,000 miles and carrying hundreds of thousands of service personnel.

She made seven trips to and from Dunkirk, having a narrow escape on one occasion when she received bomb damage, but succeeded in rescuing 9,500 troops. After Dunkirk she was placed on the Stranraer-Larne ferry service with P. & A. Campbell's *Empress Queen* until 1944, when she was transferred to Dover, ferrying troops on leave until released from service in June 1947.

The old *City of Rochester* was less fortunate. Converted for minesweeping at Acorn yard, she was found to be unusable, so was adapted as a naval stores vessel. But on the eve of her departure from Acorn yard she was completely wrecked by an enemy land mine and was beached and broken up.

The *Medway Queen* probably had the most notable war career of all the company's ships. She became a member of a minesweeper flotilla based at Dover and consisting entirely of paddle steamers, and during this service she rescued the crew of the *Brighton Belle*.

On May 27, 1940 she sailed to Dunkirk, to help with the evacuation and during the next seven days made seven trips, saving more troops than any other ship below the size of destroyer. During 1942 paddle sweepers were replaced by new vessels, but the *Medway*

Queen was retained as a sweeper and became a training vessel. Released from war service in 1947 she was refitted at the Thornycroft yard, Southampton and resumed her service between Strood and Southend.

A second *Rochester Queen* was added to the fleet in 1948. Built at Stockton-on-Tees in 1944 as a landing craft, she was converted at J. Bolton and Sons' yard at Poole. A vessel of 345 gross tons and 147ft. long, she sailed on the Medway-Southend-Herne bay run, and in 1953 made local cruises from Clacton. During 1954 Sheerness pier was closed, so the following year she sailed between Strood and Southend.

Sold to German buyers in 1956 she was renamed *Hein Muck*, but she returned to the British register in 1961 when bought by the Commodore Shipping Co. Ltd., becoming their *Commodore Queen* and later *Jersey Queen*.

Wm. Denny and Bros. Ltd., Dumbarton, delivered the second *Queen of the Channel*, another twin-screw Sulzer-engined motorship on May 25, 1949. Although ordered by the General Steam Navigation Co. Ltd., she carried the New Medway company's colours. A vessel of 1,472 gross tons, she could carry 1,500 passengers and had an overall length of 272ft. 1in.

In 1949 the *Queen of the Channel* cruised along the French coast from Ramsgate or along the coast to Dover; then between 1950 and 1953 she was on regular service from Tower Pier to Southend and Clacton.

Day trips to France resumed in 1954 and in 1956 she ran from Clacton to Calais on Fridays and Saturdays and from Ramsgate to Boulogne and Calais on Tuesdays, Thursdays and Sundays. In 1963 Deal pier opened and she called there on her cross-Channel trips.

At the end of the 1963 season the New Medway Steam Packet Co. Ltd. ceased passenger services and the *Queen of the Channel* returned to GSN on the Thames services. These sailings were withdrawn in 1966, and the ship was laid-up in the Medway; in 1968 she

was sold to Greek owners and renamed *Ola*.

The *Medway Queen* was also sold in 1963, and taken to the Isle of Wight for preservation. Unfortunately in latter years she has been slowly rotting away at her berth, though there are plans now to save her and return her to the Medway.

Besides working on vessels of the New Medway fleet, the Acorn shipyard carried out work on many other vessels. In 1932 they converted the German sailing ship *Peking* to the training ship *Arcthusa* for the Shaffersbury homes, and about 1934 they built the barge *Tiesie* for the Kent River Board.

Before the war the company owned several other vessels including the tankers *Mudd* and *Silver Grey*, used for bunkering service, as also was the concrete vessel *Violette*. River trips were operated to Upton and Allington Lock by the small launches *H.R.H. Princess Mary*, *New Medway* and *Rochester City Belle*. In 1939 they bought the barge *Fraternity* and since the war have had the tugs *Saturn* and *Acorn*, the latter the last vessel to be owned by the New Medway Steam Packet Co. Ltd.

When war broke out in 1939, the Acorn shipyard, like the fleet, played its part. The company took over control of Doust Yard at Chatham and a government slipway on the site, now part of Stanley's Wharf. An LST was built on these slips, the two halves being joined after launching.

At Acorn Wharf many drifters, barges and trawlers were serviced for the Thames balloon barrage and Thames lighters were converted to landing craft for the D-day operations. One Thames lighter became a soup kitchen.

The company also resumed building and between 1943-45 built 11 45ft. MFVs for the Admiralty. The numbers were: MFVs 645 to 650, built 1943-44, MFVs 714 to 716, built 1945 and MFVs 936 and 937, built 1945. The last two vessels did not see government service, but were sold in 1947-48, the former to the King's Lynn pilots, who renamed her *Valnic*, while the latter went to London

owners who renamed her *Dutaba*.

The other nine MFVs were scattered far and wide when sold from naval service, including Bombay, Trincomalee, Malaya, Colombo, Aden, Singapore and Georgetown, British Guiana.

When war ended many ships were reconitioned for peace-time service including local vessels like the *Lady Sophia*. The company also converted an LST for roll-on, roll-off service at Farnagusta. The vessel was named *Farnagusta*, but unfortunately was lost in the Bay of Biscay on the voyage out, taking her owner and crew with her.

A large number of vessels have been handled at the Acorn yard since the war, including many GSN vessels; tugs and coasters have been fitted with new engines, while countless tankers have been serviced at the nearby Isle of Grain refinery. Through the association with GSN the organization became part of the P. & O. group of companies.

In closing it is interesting to note that over 140 years the New Medway Steam Packet Co. Ltd. seems to have drifted downstream. Starting at Acorn House, the present yard, Acorn Wharf, in fact stands on the next wharf downstream, the correct name of which is Delce Wharf.

FOOTNOTE

The name *Foord*, as given to the almshouses in Priorsfield, Rochester, was the name of a family who lived and owned Acorn Wharf, from whence the Medway Steam Packet Company began. Thomas Foord, a former mayor of the city of Rochester, gave the almshouses, built on the top of the escarpment enabling good views of the river and surrounding area.

He was a descendant of the John Foord, who in 1819 married into the Ross family who were owners of the then Acorn Wharf.

NAMES TO FACES

This month, we introduce you to the members of the Building Maintenance Section of Works Engineering. You will find them in many places, as the need for repair or refurbishment becomes essential.



Stan Birchall, painter and decorator, 9 1/2 years' service.



Alf Cordier, maintenance operator, 1 years' service.



Sam Eldridge, carpenter, 5 1/2 years' service.



Dave Holder, carpenter and joiner, 2 1/2 years' service.



John McBride, building maintenance operator, 1 years' service.



Charlie Thornton, building maintenance operator, 4 years' service.



Douglas Glanville, painter, 18 years' service.



Colin Goodman, painter and decorator, 11 years' service.



Dan Green, maintenance operator, 2 1/2 years' service.



Derek Worrall, maintenance labourer, 17 1/2 years' service.



Fred Westcott, leading hand carpenter, 11 1/2 years' service.

In addition there are:

- Archie (George) Briggs, leading hand painter, 18 1/2 years' service.
- Antony (Ash) Houghton, painter and decorator, 11 1/2 years' service.
- John Behr, painter, 5 years' service.
- Mervyn Goodman, painter and decorator, 1 years' service.
- Arthur Herring, carpenter, 6 1/2 years' service.
- Reg Penney, painter, 5 years' service.



Christmas Fun for all the

(Answers appear



History Quiz

1. What highly controversial office did these people hold?
Victor IV, Pascal III, Calixtus III and Felix V.
2. Whose fall in 1530 changed the name of York Place to Whitehall?
3. a) Which monarch made Leamington Spa Royal?
b) Who put the Regis in Bognor?
c) Who made Tunbridge Wells Royal?
4. What did Hogarth's Act protect?
5. a) When were traffic lights introduced into Great Britain?
b) When were car registration plates introduced in Great Britain?
6. What 'washing line' stretched in front of the Rhineland from 1936?
7. In English law what year represents 'time immortal'?
8. What 14 year old boy met a rebel leader at Smithfield in 1381 in an attempt to settle a revolt?
9. Where is a section of English History recorded on material 231 feet long and 20 inches wide?
10. What was sold to France in 1768, just in time to make one of its greatest sons a Frenchman?
11. Who was hanged in Virginia in 1859, having been found guilty of murder, slave insurrection and treason against the commonwealth?
12. Name the fathers of these Kings:
(a) George III (b) Henry IV (c) George I

General Knowledge Quiz

- Counties**
The counties, or shires of Wessex were first mentioned in the Laws of King Ina in 693, and must have existed for some time before that. The Midlands, East Anglia and the North were divided into shires much later.
Many county boundaries have recently been altered, new counties formed and old ones abolished.
1. What is the name of the new county centred on Bristol?
 2. Which English county is bordered by only one other county?
 3. Which county was divided into Ridings, and which one divided into Ports?
 4. Which counties of England roughly form 'The Weald'?
 5. Name the three new counties on the East Coast of England?
- Crickets**
6. Which batsman, bowler and wicket-keeper have played most often for England?
- 7. Name the first-class counties that have never won the championship.**
- Customs, Festivals and Events**
8. At which places are these festivals or events held:
(a) Furry dance? (b) Up-Helly-Aa? (c) Pancake race?
9. What happens at the Dunmow Flitch trial?
10. In which months are: (a) Derby day? (b) Veteran car run to Brighton? (c) Crufts' dog show?
- Fauna**
11. Give another name for these birds:
(a) Cornrake? (b) Mavis? (c) Lapwing? (d) Dipper?
12. What is the collective name for a group of these:
(a) Larks? (b) Pheasants? (c) Nightingales? (d) Partridges? (e) Rooks?

in and Games e family



(on page 11)

Questions for Christmas

*"Then heigh-ho, the holly!
This life is most jolly."*

So sings a player in Shakespeare's "As you like it". Well this, the jolliest of seasons, has prompted us to compile a family Quiz, in which all the questions have some connection with Christmas time. We hope it is as you like it.

1. The star of Bethlehem guided the three wise men from the East. What else is known as the "star of Bethlehem?"
2. Where is Wenceslaus Square?
3. Apart from the obvious, what does 'pulling the chestnuts out of the fire' mean?
4. Which ballet features the dance of the sugar plum fairy?
5. Despite his name, Judge Christmas Humphreys who retired last year from the Central Criminal Court is not, in fact, a Christian.
6. In 1969 why didn't the Queen deliver her Christmas Day message?
7. Was the first performance of a Christmas Pantomime in 1717, 1817 or 1917?
8. According to custom, by which time should all the holiday decorations be taken down?
9. In the old beggar's rhyme, now that 'Christmas is coming...' what are "... getting fat?"
10. In the carol "The Twelve Days of Christmas" on the 8th day what did my true love send to me?
11. The red breasted robin is an ever popular subject on greetings cards. What however is a round robin?
12. Who wrote "I'm dreaming of a white Christmas" - Jerome Kern, Cole Porter, Irving Berlin or George Gershwin?
13. Which country first made use of Christmas seals?
14. Negus is traditional Christmas fare, but what is it?
15. Which famous opera opens in Paris, on a Christmas Eve, featuring four students and a chilly heroine?

Brain Teasing Quiz

1. In which year was the Battle of Hastings?
2. What was the date of the General Strike in Britain?
3. London suffered two tragic events in 1665 and 1666 what were they?
4. Which event in 1453 had a direct influence on the History of Culture in Europe?
5. What is wrong with this sentence - "Neither the wife or the husband came in."
6. What is a palindrome? give an example.
7. Can you give two English words in which each of the vowels are contained only once, and in their correct order?
8. What is the meaning of the expression 'bonjour'?
9. Djakarta is the capital of which country?
10. Which of these are not capital cities, and what are the capitals of these countries? Sydney, Tel Aviv, Asuncion, Bombay, Peking, Seoul, Beirut, Aukland.
11. Are there any countries in Europe, other than Great Britain where one must drive on the left?
12. Give the order of change of colours of traffic lights.

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25 YEARS' SERVICE

Nigel Price, a former Dockyard Apprentice, and now a Codification Engineer has joined the LSA on attaining 25 years' unbroken service. Mr. G. Arger presented a clock to mark the event.

Nigel was also a long term member of the Suggestion Scheme, and is a former Radio and Radar Draughtsman, later being in Fuse Division. He gave 21 years' service in the Drawing Office, before taking up his present duties. He served his National Service in the RAF. It is with pride that he recalls it was on Trafalgar day 1954 that he joined the Company.

His wife is now also with the Company as a telephonist in the Telephone Exchange.



Nigel Price

Tom Reader has now joined the band of loyal employees and received his chosen gift to mark his 25 years' service.

He was formerly employed by the BTH Co. Ltd. of Rugby as an electrical fitter, before he joined the Company in 1954 as a Tester in the GW Division. He moved over to Servo Division in 1955 also as a Tester and in 1960 joined MAC as a Planning Engineer. In 1965, still within MAC, Tom became a member of the Estimating Department, and at the merger of MAC and TAC he became Estimating/Planning Engineer to the FCD Model Shop team.

Tom then trekked across the Airfield in 1971 and joined the AS & R Division as Senior Estimator. His progress within the Division is indicated by his appointment in 1972 as Chief Estimator, 1978 Senior Contracts Officer and, in 1978, as Deputy Contracts Manager.

His chosen gift was a pair of binoculars and as a Kentish man, will no doubt find good use for them as he walks the marshes or wanders among the flora and fauna.



Tom Reader

Now in IN Division working as an Inspector, **Ken Giham** has passed the 25 years' continuous service period. He chose canteen of cutlery to mark the event.

Ken started in the Aviation Division, on Gyros and prototype Transformers working with the Engineers, and also on Blue Steel.

He then moved on to TAC as a leading hand, as a Coil Winding Inspector and later Chargehand. He transferred to Fuse Division as a Senior Inspector, and when Fuse moved away took up his present position.

A former Navy man, he volunteered for service in 1943, and saw service in the Mediterranean as a Radar Operator.

Ken is married with a son and daughter, his son is an apprentice in his first year with the Company, while his daughter is a university graduate and is teaching History and Geography at Dover Grammar School. His out of work hobbies are photography and gardening.



Ken Giham (B)

A former member of the Company Pilot Training Scheme who now enjoys flying has passed the 25 years' service milestone. He is **Don A. Freeman**, who also was at one time Chairman of the Model Aircraft Section of the Sports Club.

Joining the Company in 1954, after National Service in the RAF, as an Electrical Fitter he spent some two years on Blue Steel work at Borehamwood. On the formation of IN he worked still on Blue Steel and afterwards joined FARL as a Development Engineer, later as Projects Manager before coming back to the Airport site as Deputy Works Engineer.

His interests in aircraft are of long standing and deep rooted as he was a member of the Royal Auxiliary Air Force.

His presentation of a clock by Mr. G. Thomas, General Manager, took place before a large contingent of former and present colleagues.



Don Freeman

Another IN employee, **James Edward Clark**, received his gift at the hands of Mr. D. Clews, the Divisional Manager of IN.

A former Dockyard worker, before doing his National Service in the Royal Army Pay Corps, he returned to the Dockyard on completing his period of call up. Then he transferred to Radio and Television, with a retailer in Strood, before moving up to the Airport into Radio and Radar Division as Fitter/Winsman. He then moved on to Naval Weapons, and on to TAC as a leading hand in charge of girls doing Coil Winding, progressing up to Chargehand Assistant Foreman and Foreman. On the merger of TAC with MAC, Jim was posted to IN and is now a leading hand.

Jim was not interested in sports until one day, in the Army, a colleague persuaded him to go to Yeovil to see Gillingham play in a football match, he enjoyed it so much he has for the past 30 years been a keen Gillingham supporter.

Other hobbies are, cycling, which he still enjoys, being a former time trial competitor, gardening, bird watching and nature study.

He is married with a son and daughter. The daughter is a trainee nurse at Maidstone, while his son, an ex Gillingham Technical School pupil, is now an apprentice with the Company.



James Edward Clark (B)

A presentation of selected gifts to mark 25 years' unbroken service to the Company, of more than usual interest, was made on 11 October, to the Assistant Managing Director and Chief Executive of Rochester Establishment, **Mr. W.H. Alexander**, and Director and General Manager **Mr. R.W. Howard**.

Both have made their mark, not only in the Company, but in the industry of automation and automatic controls for Aeronautic Machines.

They came to the Company, within two months of each other and their paths have been to some extent on a parallel course.

William Hector Alexander was born in Edinburgh and educated at George Heriot School, going on to Edinburgh University where he graduated B.Sc. Hons. Physics, and took a Post-graduate diploma in Electronics and Radio. Employed by Ferranti Ltd. in Edinburgh 1948-1954 he worked on Aircraft's stabilization and weapon aiming systems.

In 1954 he came to Elliott Bros. (London) Ltd., and was initially at Borehamwood as a Project Leader of Navigation projects, moving to Rochester in 1956 to become Chief Engineer of the then Aviation Division, then Divisional Manager, Aircraft Controls Division, and so through various managerial appointments to being Joint Managing Director of Elliott Flight Automation Ltd. in 1966. Appointed Assistant Managing Director of Marconi-Elliott Avionics Systems Ltd., and Chief Executive of Rochester plant in 1972, retaining the style and functions when the Company name was changed to Marconi Avionics Ltd.

He is the President of the Athletics Club section of the Sports and Social Club, and thereby retains his interest in Athletics, and is also prominent in Business Aircraft Users' Association and the Young Enterprise movement.

On the other hand, Ron W. Howard is a son of the Antipodes, having originated in Adelaide, South Australia. Educated at the University there, he graduated with a BE in Electrical Engineering, with a Diploma of Technical Instrumentation. He entered into 'industry' by way of the Australian Government service and was appointed to the Long Range Weapons establishment at Salisbury and Woomera.

He came to England for a time, and was at RAE. Back in Australia, he was involved in the firings of the UK Guided Missiles and also set up the firing of Guided Rockets at Woomera. Mr. Howard left the Civil Service and came to Europe on a Youth Hostelling Holiday, whilst seeking employment. He tells the story of how he came to Elliott Bros. by recalling how one day in Genoa (Italy) he was eating chips which were wrapped in

a copy of an English newspaper, when, through the grease he saw an advertisement for Engineers by Elliotts! This led to his ultimate introduction to the Company, beginning at Borehamwood as a Project Leader on Auto-Stabilisers, and Auto-Pilots for Lightning Aircraft. He progressed on coming to Rochester and became Divisional Manager of Transport Aircraft Controls, heading a team which at one time had D.I. Jackson, A.J. Colwell and Brian Woolf as members, all of whom have risen to successful appointments within the Company.

Appointed Assistant General Manager in 1962 and Joint General Manager in 1965, responsible for Control Systems, and had seven Divisions reporting to him.

Elected to the Board of Elliott Flight Automation in 1966, he has risen to the position of Director and General Manager of Marconi Avionics Ltd.

A man of wide interests, his technical interests are still alive, and he was involved in selling the first units overseas when the contract for CSA was awarded the Company. He is a member of Trade Associations, and a lecturer of note, while he is also joint author of several Technical works, including 'Reliability in Automatic Landing' and 'Concepts of Redundancy for all weather landing'.

Mr. J.E. Pateman, CBE, presented a Quartz clock to Mr. Alexander and an Elliott movement mechanical clock to Mr. Howard, both of whom suitably replied, recalling their happiness during 25 years, and the many friendships made and maintained during that time.

The large audience from all sections of the Company indicated the goodwill and esteem felt for both these leaders who had made the grade.



W.H. Alexander, J.E. Pateman and R.W. Howard with the presentation clocks. (A)

A native of Faversham, **Albert George Nicholls**, began his working life as an apprentice in the Electrical Supply Industry, later experiencing life to the full as a National Serviceman in the RAF. He then came to Rochester and joined up with the firm of Elliott Bros., who were establishing themselves at the Airport.

Albert began in Electronics, in the Radio and Radar section, working on the shop floor. He took up an opportunity to go into the Drawing Office and worked for Naval Weapons, later joining TAC, and on the merger with MAC, Albert became a member of the FCD Drawing Office.

For a time he crossed the estuary to work in Essex, for the Electrical Power Company.

His National Service was spent at the Experimental Establishment of the RAF at Farnborough, on flight testing aircraft and flight trials of equipment, a useful experience for his later work.

During his early days, he recalls how the developments of the hardware went ahead, and the drawings were made to record what had taken place, developing on to the present day practice of producing the schemes and drawings first.



Mr. D.I. Jackson presented, on behalf of the Company, his chosen gift of a quartz clock.

Robert Peter Goble, a Cutter Grinder in CMS, commenced his service with the Elliott organization in 1954 as a Universal Grinder in the Aviation Division, passing through MAC, and on to the Toolroom and CMS.

He began his working career at Tilling Stevens in Maidstone in 1940, and enlisted into the Royal Marines remaining in the service until 1947. During his service life he saw action in the Atlantic, South East Asia and the Pacific.

Robert is married with two daughters and lists his hobbies as growing chrysanthemums, and general gardening.

His clock was presented to him by Mr. P. Burrows, Production Manager.



Robert Peter Goble

RETIREMENTS

Another link with the Swift & Swallow set up has been broken by the retirement of Len Childs, a Progress Chaser in Model Shop. He began in Swift & Swallow Transport, under Harry Riendell, then joined the Tooling Dept., later on doing Shop Loading and Stores, dealing with food machines, this was then followed by progress work in the Machine Shop.

Time has also been spent in Fisher, in its early days, and in AEID, again progressing for the division Model Shop. On the merger in 1970, he became a member of the new division ISD, with whom he remained until ill health caused him to fade out of the picture.

It was recalled how, in his early days with the Company, clothes rationing was still in vogue, and how he had to sign a document promising to surrender nine clothes coupons in order to provide himself with approved protective clothing.

Before many of his friends and colleagues, gathered from all parts of the Company, Len was presented with a cheque by Mr. Wickham, Superintendent of ISD Model Shop.

Married with two sons and one daughter and six grandchildren, he was surprised, though delighted, when he was 'ordered' to make a visit, which turned out to be a surprise party to celebrate his birthday and retirement, arranged by the family.



Tim Murry (L)

After 20½ years' service with the Company, Arthur Kennett of FCD Model Shop has retired.

Arthur has always been a 'Model Shop man' having begun his career in Aviation Division, which ultimately became MAC and then FCD.

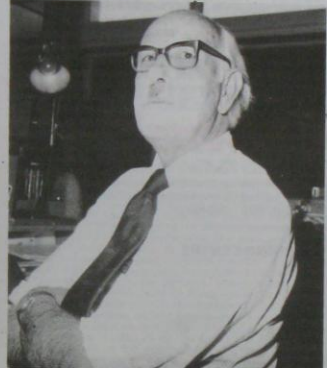
A Fitter, but with various skills, he became a very valuable member of the team and his demeanour and manner endeared him to all who come in contact with him. His happy countenance bely his 67 years.

His industrial life began at Shorts, he then moved to Percival at Luton for a while and then had a short break from industry, the Airfield site.

He is a proud 'Man of Kent' born in Faversham, in what is reputed to be the oldest house in the town. He is married with one son and a step-son, and hopes to spend a little more time on his favourite pastimes of gardening and bird watching.

In presenting Arthur with a cassette radio recorder, Mr. G. Belcher recalled his efficiency and his craftsmanship and thanked him for being of such help in the development of the units during his years with the Company.

A skilful darts and card player, his going will mean a severe blow to FCD Model Shop team, whom he has helped to gain trophies over the years.



Arthur Kennett (R)

After 10 years with the Company Ernest Hackley, aged 66 years, has finally retired from work-a-day duties.

During his time here, he began by sweeping up in CMS, then went into FCD Stores and the Drawing Library before becoming a Progress Chaser in FCD Model Shop.

His career before coming to the Airport, was a varied one. He served Short Bros. as a Sheet Metal Worker on buses, and was a Foreman Carpenter for a building firm. He was also a notable player for Chatham Football Club, being the holder of 32 medals and one cup gained during his playing career.

Son of a service man, his early life was somewhat nomadic, moving to where ever his dad was posted.

A very pleasant personality, and well liked, he will be missed by all his colleagues, for the fund of stories he has to tell as well as for the way he carried out his duties.

A widower since 1969, he says he does not feel lonely, with a wide circle of friends and acquaintances. His passion for old time dancing helps to keep him fit, as well as young. His other interests of gardening, and latterly, bowls will help him to fill his days.

On behalf of all his colleagues and friends, Mr. A. Mulford presented him with a gift as a token of esteem and good wishes for his retirement.



Ernest Hackley

Christmas Reflections

Have you ever wanted to cross Christmas off your calendar? Christmas is a dead line, with the spare room to be done and the window mended!

Are you sick of the whole business that starts with the sale of Christmas cards in the summer holidays and hobbles off with the last 'geriatric' pantomime in March; if so, have you ever thought how selfish you are?

As yet another Christmas approaches let us pause from the frantic concerns of the moment to reflect on the real meaning of Christmas for no matter how old or experienced we are there is still a lot to learn from the simple lesson of the Crib into the world of hatred. That is why we should celebrate this Christmas by trying to spread goodwill and happiness to all those we meet for, I think, no matter how sad the state of the world, no matter how much of a mess we might have made of our lives, the message of the Manger is that God has not forsaken us. He is there to turn our sadness into joy and that surely must be the greatest Christmas present of all time.

D.J.R. (CMS)

FOR YOUR DIARY



CHILDREN'S CHRISTMAS PARTIES
1 December and 8 December

CHILDREN'S GIFTS and PRESENTS
10 December 12-15 - 1-30 each day
11 December in canteen

CHRISTMAS LUNCH and CAROLS
with Works Concert Brass Band
and Twydall Church Choir
19 December from 12.00 noon

ANNUAL STAFF DANCE
Royal Star Hotel, Maidstone
Andy Ross and his Orchestra
20 December

Lucky ladies strike a winning combination ...



Eleven women from the Personnel Department have formed themselves into a winning side—and it is a team with a difference. The ladies bought eight tickets in the Gillingham Football Club lottery, in a syndicate, and scooped the top prize of £1,000.

Jan Daley was the girl who bought the winning ticket

and the other lucky ladies were: Wendy Bristow, Chris Wickham, Chris Giblin, Chris Carter, Dairde Poulton, Valerie Fennell, Sandra Chapelow, Karen Stirling, Pauline Way and Pat Pilbrow.

The syndicate have received earlier winnings from the lottery, but only 50p's, 25p's and the odd £11!

www.rochesteravionicarchives.co.uk

WHAT IS A HOSPICE?

The English Dictionary defines the word "Hospice" as "a resting place for travellers." To the man in the street, for some reason, the same word conjures up a picture of a medieval building usually staffed by nuns.

In modern medical terminology a hospice is a specialized hospital dealing in the treatment of patients suffering from some chronic illness, which, by its very nature, is often terminal. People suffering from such an illness are often frightened and in considerable pain. By establishing an atmosphere of calm and comfort, and by catering for both physical and spiritual needs, a hospice attempts to take away the pain, fear and loneliness of death and put in their place peace, dignity and hope for all who enter the hospice, be they patients, staff or visitors.

It comes as a shock to most people to discover that care such as that described above is not provided within the framework of the National Health Service, although the District Management team of the Medway Health District are giving the project their support, and are committed to assisting with the running expenses, once the Hospice has been built. The few hospices there are in this country have been funded with money donated by the public.

The capital required in setting up a hospice is enormous—approximately £500,000 for a fifteen-bedded unit, which is the initial requirement for the Medway and Swale Health District. Anybody who doubts that this awesome amount of money can be raised should visit St. Christopher's Hospice, Sydenham, to see what has been achieved by the determination and single-mindedness of one woman, Dr. Cicely Saunders, and her dedicated band of helpers.

WHAT IS THE WISDOM HOSPICE?

The need for a Hospice in the Medway and Swale area is apparent. With its large, growing population, there is a need for a unit where incurably ill patients may be nursed. At present the nearest Hospice, where such treatment may be obtained is St. Christopher's Hospice, Sydenham—a journey of some 70 miles return, and this adds a burden to relatives who are already distressed. This journey would be totally unnecessary if a Hospice was in existence in the area.

O.K. So why call it the Wisdom Hospice? you may ask. In early February 1978, one of the first patients to be treated by the newly formed Symptom Control team was a lady named Mrs. Molly Wisdom, who was suffering from terminal cancer. On one of her first visits she laid £28 on the desk. This was money she had raised at a coffee morning to start a fund to build a Hospice. She said she was determined to make the sum up to £50 before she died, and set to with much gusto to raise the extra money. This she did to such effect, that by the time of her death in August 1978, the fund had risen to £2000. So it was decided to name the Hospice for the Medway and Swale area after that gracious lady.

Now, how can you help in this? Principally, as you will have gathered, the need is for money; donations large or small will be gratefully accepted. Further help is required with publicity for the project. Has your Church, Womens Guild, Rotary, Youth Club, Association, etc., yet had a speaker to address it? If not, let us know and we will see what can be arranged. We also need help with fund-raising. If you have any ideas, the committee of the Friends of the Wisdom Hospice will be very pleased to hear from you. Your help in any of these ways will be most appreciated and it will help turn Molly Wisdom's dream of a Hospice into a reality.

Donations may be sent to: *Friends of the Wisdom Hospice, 67 High Street, Rochester.*

MAY WE COUNT ON YOUR HELP?

What can be done?

This series of pictures, produced by a new entrant (1979 intake of apprentices) shows how the powers of observation and assimilation of instruction can impress the mind.

Apprentice Appleyard has not had an opportunity as yet of having practical experience of the things portrayed, but his instructors have obviously impressed him with their information.

MEMORIES FROM THE TRAINING CENTRE

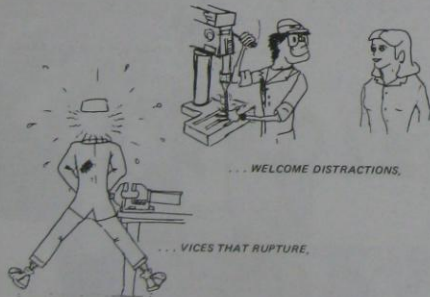
There are always—



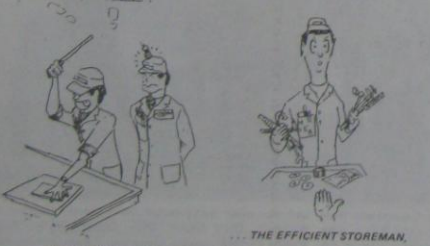
... THE FORGETFUL FEW.



... LATE NIGHTS.



... WELCOME DISTRACTIONS.



... THE WELL KEPT TOOLS.



... THE 'OCASIONAL' MISHAP.



... THE EFFICIENT STOREMAN.



... AND THE VICES THAT BITE.

Bill's Fright

*Delivered to Inward Goods one day
Was a box of enormous size.
The packers had not seen one that big before
It made them rub their eyes.*

*Our Bill, he decided to investigate
With a cry of "stand back lads;
This is a job for a blue collared chap
Not faint hearted packers and cads."*

*On tip toe he stood and leant over the side
Up to his elbows he went.
"There's summat in here" murmured our Bill
"And it's hard and feels a bit bent."*

*So he gave it a tug so he could see
What was underneath those wrappers
And up came two legs with wellies attached
So he dropped them and ran like the clappers.*

*"What's up?" they all cried when they saw Bill's face
As he staggered back to his seat.
"The box" he croaked "Out there in the bay
It's full of flaming feet."*

*They all rushed out full of macabre ideas
With butterflies in their tummies
And delved inside that enormous box
And brought out a couple of dummies!*

*Life size they were and heavy too
No wonder they gave Bill the lurch
They were dressed in wellies and overalls too
And probably used for research.*

*No more does our Bill search through a box
No more will he lean over a bin
For he goes quite pale and perspires a bit
At the thought of being grabbed from within.*

Gastronomic Grouse

Now Mary works in the canteen
And can boil an egg like a dream
She can do the cooking
Without even looking
And harder eggs, you've never seen.

Now the secret we're told
Is to put them in cold
Just boil for an hour and a quarter
Until they all crack and go nice and black
And you haven't got any more water.

BOOK REVIEW

Our second book review comes very close to home when we look at the title "Brief History of Rochester Airport." This insight into the developments which led to the formation of the Airfield, interest in flying activities and the resultant provision of industry devoted to units for aeronautical control, portrayed in this masterly conceived and well written account, should stimulate a greater interest in the things around us.

Called a "Brief History" it contains a wealth of detail and richly emphasised by photographs speaks highly of the competence and assiduity of the team responsible for its production.

The catalogue of developments from the inception of the Aircraft Industry in 1909 at Leysdown, by Short Bros., to the present day indicates the part that people and the area have played in the conquest of the skies.

As a historical report, it is well worth reading, especially if one is interested in the 'why' and 'how' and as a 'booklet' of general interest it is worth more than the small amount charged for it.

To those who remember the old days, when what we now know as the Airport, was open country at the end of Dark Lane, it will bring a touch of nostalgia, while the vicissitudes of its existence should inspire future generations to build on the foundations so well and truly laid.

A Brief History of Rochester Airport
by Historical Group of the Medway Branch,
Royal Aeronautical Society, 1979.
Price £1 + pp of 17p (s.a.e.)

DOWN MEMORY LANE

The days were dark and cold and the air generally was one of depression, although Christmas was coming the outlook was bleak. The family were in dire straits, mother, the bread winner, had been ill for some weeks and no income came to enable preparations to be made for Christmas. The first World War was on and the village was in no mood to be jolly, as the news of some of her sons had been lost in action came through.

The bright spot in our lives came when the local Co-operative store (a large emporium for the size of the village) put on its annual show of decorating its windows for the festive season, and filling them with all sorts of items to tempt people to buy as gifts.

As we went to and from school daily, we all paused to press our noses against the window pane, and to choruses of "ooh!" "ah!" "I'd like that." "Ain't that nice?" and so on, our appetites were whetted, that Father Christmas would bring us this or that. Notes would be written, extolling our wants, only to be scrapped when the 'sold' notice went on the items in the window display.

Our circumstances were such, we were brought up to be thankful for small mercies, and our requests were always moderate. To add to difficulties as Christmas drew nearer the weather deteriorated, snow fell thick and heavy, tele-

phone lines were brought down, the railway was blocked, the canal froze over and an epidemic of mumps hit the children.

Christmas eve came and we could not go out carol singing as the snow was too thick, and so to bed early, with hope in our hearts and anticipation in our thoughts. Would Father Christmas get through?

The joys of waking early came upon us when we realised we had been visited. What had we got? That year there were no toys and no special gifts, there was an apple, an orange and a strange object which when unwrapped was revealed as a model ark filled with biscuits and goodies, and which could be used afterwards as a money box by pressing open the slot.

That simple gift enriched us, for we knew that it had cost something—and where had the money come from? Father Christmas was very real that year, for it could not have been anyone in our house, as we were being told.

With snow outside, illness around and depression hanging over us it was indeed a heaven on earth, to eat the contents and play with the ark, cutting out paper animals to replace the contents.

They were the good old days, when the simple pleasures were the best.

Answers to Quiz Time

Brain teasing

1. 1066. 2. 1926. 3. 1665 The Great Plague, 1666 The Great Fire of London. 4. The capture of Constantinople by the Turks and the fall of the Byzantine Empire, which led to the Renaissance throughout Europe.
5. "Neither the wife nor the husband came in."
6. A word that reads the same backwards as forwards, e.g. Level, Madam, Hannah.
7. Abstemious, arsenious, facetious.
8. French for "Good day" or "Good morning."
9. Indonesia.
10. Sydney, Australia—Canberra; Tel Aviv, Israel—Jerusalem; Bombay, India—Delhi; Auckland, New Zealand—Wellington.
11. Only Eric.
12. Red, red and amber, green, amber, red.

History

1. All were anti-popes. 2. Cardinal Wolsey.
3. a) Queen Victoria. b) George V. c) Edward VII.
4. Copyright of artists own designs. 5. a) 1928. b) 1903.
6. Siegfried Line. 7. 1189. 8. Richard II. 9. Bayeux in France (Lapetry). 10. Corsica (Napoleon Bonaparte).
11. John Brown. 12. a) Frederick Louis. b) John of Gaunt. c) Ernest Augustus.

General Knowledge

- Countries
- 1. Avon. 2. Cornwall. 3. Ridings—Yorkshire; Parts—Lincolnshire.
- 4. Surrey, Kent, East Sussex and West Sussex.
- 5. Tyne-side, Teeside and Humber-side.
- Cricket
- 6. a) C. Cowdrey 118. B. Statham 70, and T.G. Evans 91 (respectively, up to the end of 1975).
- 7. Somerset, Sussex and Northants.
- Customs, Festivals and Events
- 8. a) Helston, Cornwall. b) Lerwick, Shetlands. c) Olney, Bucks. 9. On Whit Monday every year a flitch of Bacon is presented by a jury to the couple who make the best claim that they have not repented of their marriage for the preceding year. 10. a) Usually June, sometimes May. b) November. c) February.

-Fairs

1. a) Landraal. b) Song thrush. c) Peewit. d) Water Ousel.
2. a) Exaltation. b) Nide. c) Watch. d) Covey. e) Building.

Questions for Christmas

1. A flower which has clusters of white starry blooms.
2. Prague, the capital of Czechoslovakia.
3. Taking steps to salvage a bad situation which is not of your own making.
4. The Nutcracker.
5. A Buddhist.
6. Following the TV film Royal Family and the Investiture of the Prince of Wales the Queen thought she might be 'over-exposed.'
7. 1717.
8. Twelfth night.
9. "The geese."
10. "Eight maids a-milking."
11. A document bearing signatures written in a circle so as not to show who signed first.
12. Irving Berlin.
13. Denmark in 1904.
14. A hot mixture of sweetened wine and flavoured water.
15. La Bohème.

CHRISTIAN COMMENTARY

Punching holes in the darkness

The chances are that in your younger days, you read that very exciting and beautiful story "Treasure Island" by Robert Louis Stevenson. Or perhaps you have seen the screen version, which is nearly as good as the original.

R.L.S. was a great and prolific writer, and much of his writing had its origin in the events of his boyhood. He has said that he recalls with particular affection the most memorable night of his boyhood: That night, at twilight, as he stood in front of a window watching the darkness descend, an old fashioned lamplighter made his way down the street, lighting lamp after lamp, and leaving behind him small pools of light. He called his nurse to come and see. "What is it dear?" she asked. "Look at that man!" R.L.S. is reported to have replied, "Look, he is punching holes in the darkness."

Punching holes in the darkness. There's a thought, isn't it? How does one punch holes in the darkness? By lighting a light. There is an Oriental proverb which seems to lend further truth to the idea. "It is better to light a candle than to curse the darkness."

Advent is upon us, and Christmas will be here before we have time to realise it. One of the things that we might do with considerable profit, at this season, is to think about Jesus punching a hole in the darkness of this world. Long before He came to our world, one of the Old Testament writers said, "The people that walked in darkness have seen a great light." We believe that Jesus punched a hole in the darkness and let the people see the light.

After He came, one of His disciples said of Him, "The light shineth in the darkness, and the darkness could not put it out." You see, the light was too great, and the hole in the darkness was too big. The darkness could not overcome it.

We remember Jesus' own words, "I am the light of the world." During this Christmas season, let us rejoice in the light of Jesus. And then, let us find some pockets of darkness and punch holes in them. All about us there are places where ill-will, selfishness, evil prejudices, and hatreds persist—even in corners of our own hearts. Let us begin, today, to punch holes in these places.

Commentary by

Rev. W. Hutchinson B.Sc. R.D., Rector of Grain with Stoke, and Rural Dean of Strood.

DECISION TIME... NO 2. SURGERY.



"WE MIGHT HAVE TO HAVE IT OFF!"



Kitchen Kapers

With a Seasonal Appeal FESTIVE FARE MENU FOR FOUR TO SIX

Grape and Orange Cocktail

- Roast Stuffed Turkey
- Bacon Stuffing Balls
- Giblet Gravy and Bread Sauce
- Sausage Horseshoes
- Roast Potatoes and Roast Apples
- Sprouts with Nutmeg
- Carrots with Parsley Sauce

- Christmas Pudding
- Spicy Butter Sauce
- and/or
- Maraschino and Ginger Mousse

GRAPE AND ORANGE COCKTAIL

- 4 large oranges
- 4lb green grapes
- 1/2lb black grapes
- 1/2 pint water
- 3oz granulated sugar
- 1/2 teaspoon almond essence
- 1oz flaked almonds, toasted

Method:

Put the water and sugar into a pan and heat to dissolve the sugar, then bring the syrup to the boil and boil for two minutes. Remove pan from heat, leave the syrup to cool, then stir in the almond essence.

Using a sharp knife, remove the peel with all the pith from the oranges. Cut all the grapes in half and remove the pips. Put the fruit into a basin and pour over the almond syrup, then leave it in a cool place for an hour or overnight. To serve divide the fruit and syrup mixture between four glasses or bowls and sprinkle toasted almonds on top of each.

ROAST STUFFED TURKEY

- 6-8lb oven ready turkey
- For the stuffing:
- 6oz streaky bacon, derinded and chopped
- 1oz margarine
- 1 medium onion, peeled and finely chopped
- 6oz fresh white bread crumbs
- 1 level teaspoon mixed herbs
- 1/2 level teaspoon pepper
- 1 large egg (size 2), beaten
- Milk to mix

Note the Turkeys' oven ready weight and calculate the cooking time. Allow 25 minutes per pound for a turkey up to 12lb in weight and 20 minutes per pound over 12lb.

Method:

Fry the bacon until the fat starts to run and the bacon crispens. Add the margarine and onion and fry until soft but not brown. Mix the ingredients in the pan, including the fat, with the breadcrumbs, herbs and pepper, then stir in the beaten egg and enough milk to give a moist, but not wet consistency.

Stuff the neck and end with 1/2 the mixture—do not pack it too tightly—and reserve the rest for the bacon stuffing rolls.

Cook the turkey on a shelf just below the centre of oven for 3-2 1/2 hours.

Tip to test if cooked: Pierce the deepest part of the thigh with a skewer. When the juices are almost colourless the turkey is ready; if tinged pink, cook a little longer.

SPICY BUTTER SAUCE

- 4oz butter
- 3oz icing sugar, sifted
- 3oz caster sugar
- 1/2 level teaspoon cinnamon
- 1/4 level teaspoon nutmeg

Method:

Cream the butter until very soft, then beat in the sugars and spices. Spoon into a small bowl and leave overnight in a cool place.

MARASCHINO AND GINGER MOUSSE

- 3oz maraschino cherries, chopped
- 3pt milk
- 1 1/2 level tablespoons cornflour
- 3 level tablespoons sugar
- 2 large eggs (size 2), separated
- 4 level teaspoons gelatine
- 3 tablespoons cold water
- 3 tablespoons syrup from cherry jar
- 3oz sultanas
- 1 1/2oz crystallized ginger, or ginger flavoured pieces, chopped
- 1pt double cream
- 1 1/2pt jelly mould

Method:

Blend the cornflour to a smooth paste with a little of the milk. Bring the rest to the boil then pour it onto the blended cornflour, stirring all the while.

Return the sauce to the pan, and boil for one minute, stirring continuously. Remove pan from heat, stir in the sugar then the egg yolks.

Sprinkle the gelatine over the water in a small basin and leave to soak for a minute or so. When spongy, stir it into the sauce until it has dissolved.

Stir in the maraschino cherries, syrup, sultanas and ginger and leave in a cool place to half set.

When the fruit is on the point of setting, whisk the egg whites until stiff but silky, and the cream until fairly thick. Fold the egg whites and cream into the setting cherry mixture then pour it into a wetted jelly mould. Leave in a cool place. When set, turn it out and decorate with a few extra cherries on cocktail sticks.

We wish for you all
A Happy and Joyful Christmas
and a Prosperous and Glad 1980

Sports and social club round up

CRICKET CLUB

As the season ended members of the Cricket Club, with their friends and guests, held their annual Dinner/Presentation evening at the club-house, Featherby Road.

After dinner, the company engaged in dancing, which was interspersed with the presentation of trophies won during the season. The presentations were carried out by the Club Chairman, **Phil Chappel**, and are as follows:

Batsman of the year — **Gary Clark** (ISD)
 Bowler of the year — **Martyn Colman** (ISD)
 Player of the year (Alon Teers Trophy) **Martyn Colman** (ISD).

Martyn Colman, besides being the bowler of the year, also came second in the batting averages (by 0.02) and held more catches than any other fielder. Phil Chappel donated a trophy for the best performance by a player during the club tour of RAF stations in Norfolk. This went to **Neil Hunt**, of ISD, for his fine innings at RAF Cottishall.

During the non playing season, the players will be competing in the local rounds of the national indoor six-a-side tournament. These contests take place at the new Casino in Chatham.

New members are always welcome and needed and anyone interested should contact Bill Burke (Int. 206).



The club group. (A)

Indoor Bowling Knock-out Competition

This new venture by the Sports and Social Club is proving very popular.

Matches are held at the Riverside indoor bowls green, on Monday evenings at 8.00pm.

16 teams entered, and matches completed so far are: Social Club (2) beat Works Engineers (1), ATE (3) beat FCD (4), ISD (6) beat GYRO (5), CMS (8) beat CGD (7) and MASD (10) beat AS & R (9).

Matches to be played:

ADD (11) play FARL (12) on 19 November, IND (13) play Fisher (14) on 26 November and PSD (15) play Accounts (16).

2nd Round — to be arranged:

Social Club (2) play ATE (3), ISD (6) play CMS (8), MASD (10) play winners of ADD and FARL and winners of IND and Fisher play winners of PSD and Accounts.

ATHLETICS

Programme for the immediate future.

Date	Fixture	Venue
Dec. 1	Kent League	Mote Park
8	Club run	Dartford
15	Cambridge Harriers CC	
15	Kent League 3rd round boys & cols	Sevenoaks
22	Club run	Leybourne
1980		
Jan 1	Erith road races	
5	Kent Championships Club match	Tonbridge
12	Kent League final cols and boys	Brockhill School
12	Mitcham 15	Hythe
19	Horsham club match	



Batsman of the year — Gary Clark. (A)



Neil Hunt (ISD) receives the Phil Chappel trophy. (A)



Player of the year, with the Alon Teers Trophy — Martyn Colman. (A)

Bumper Medway audience hears of big jet fuel economies

The fifth year of Medway's Branch of the Royal Aeronautical Society, re-formed in June 1975, got off to a bumper start with an excellent lecture, on the Boeing 747 air-liner, given in the Marconi Avionics main canteen, Airport Works, Rochester, on 10 October. Captain Robert Seed, British Airways Chief Pilot Technical Services, who discussed many aspects of the 747's operations, took fuel economy as his main theme.

Although a jumbo jet achieves far more miles per gallon, per passenger, than a family car (and so, incidentally, does Concorde) the tenfold increase in fuel costs this decade had made it necessary to seek every possible way of conserving fuel, commensurate with aircraft safety.

The speaker emphasised that no single act could achieve this, but a succession of items added up to very substantial operating cost savings through fuel conservation. These included controlling start-up time more strictly, improving taxiing procedures, more accurate flight profiles, technical developments and scheduled automatic landing.

The talk, illustrated by two excellent films one of which was on blind landing, provoked a long discussion during which an 11 year old Branch Associate Member drew attention to the meaning and importance of minimum decision altitudes.

CROSSWORD No. 20



ACROSS

- Places to visit for picnic (6, 5)
- Snake who adds up to danger (5)
- What counts in drawing power (2, 6)
- A unit in list (4)
- Fairy with sea connotation (4)
- Sound when dropping one (5)
- Lady of charm, poise and ability (7)
- A super female to the beau (7)
- French revolution vehicle (7)
- Get a move on, musically (7)
- Valentine cut short (3)
- Chess game effect (4)
- Sign of the future (4)
- Follow the signs, to catch (5, 4)
- Precious stone after (5)
- Green man Ted, (Lanag) (11)

DOWN

- The bailiff gives report, no success (3, 4)
- With graces, tries to be important (4)
- Of stone, or medicinal (7)
- F-extended three score (7)
- The done thing by authority (10)
- Popsays cannot do without (7)
- When the 'Ham' is at work (5, 8)
- It ticks as activity is noted (6, 7)
- Leaves line, on a grimy face (4, 6)
- It won the railway speed test (7)
- With a light, a fool in drag (7)
- Proceed forward to target (7)
- The vaulting horse makes him go (7)
- With onion makes the stuffing (4)

SOLUTION TO CROSSWORD No. 19 For amusement only

ACROSS

- Shiphape, 6 Clare, 9 Papal, 10 Treat mind, 11 Russian, 12 Onself, 14 Lying dog go, 15 Sean, 18 Orgy, 19 Cook dinner, 23 Sawdust, 25 Endorse, 28 Cruft maid, 27 Potts, 28 Rider, 29 Elder boon.

DOWN

- Superfluous, 2 In passing, 3 Saltings, 4 Antonio, 5 Ere long, 6 Cutler, 7 Arise, 8 End, 13 Finer person, 16 Contralto, 17 Find, 20 Outrage, 21 Kneaded, 22 Muster, 24 Would, 26 Car, 27 Far.

Photographs taken by the Staff Photographers will be acknowledged in the following way: (A) Alan Keats, (B) Susan Rudolfsen (C) Linda Jones (D) Tim Murray.

The views and opinions expressed by contributors are not necessarily those of the Editor or Committee. Any such opinions are those of the contributor alone and are printed solely as a matter of interest.

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**2nd ANNUAL
CAROL LESSON SERVICE
GILLINGHAM BAPTIST CHURCH
Monday 17 December 1979
7.30 pm
ELLIOTT CONCERT BRASS BAND**

Under Bill Skinner
will lead the singing
Carol Sheets Provided
Among the readers will be:
A.J. Harrison
Arthur Ellis M.B.E.
Jess Griffiths
Ail Blake
Bert Snowwell
Cyril Cawley

Bring the family and enjoy the
spirit of Christmas

**MUSIC IN
THE CLUB-HOUSE**

1 December Kings Ransom
8 December Happy Daze
15 December Stanton Band
22 December Aura