

Voyages I MADE ON THE S.S. QUEEN MARY

JULY 1944 TO JULY 4th 1945

Voyage 37. AUGUST 6th TO AUGUST 26th

Gourock to New York 3492 miles
New York to Gourock 3857 "

Voyage 38. SEPT. 5th TO SEPT. 28th SPECIAL TRIP.

Gourock to HALIFAX (N.S.) 3210 miles
HALIFAX to New York - 679 "
New York to Gourock 3806 "

Voyage No. 39

October 2nd - October 18th 1944.

Gourock to New York (U.S.A.) 3,718 miles
New York to Gourock (Scotland) 3,611 "

Voyage No. 40

October 22nd - November 9th 1944.

Gourock to New York (U.S.A.) 3,839 miles
New York to Gourock (Scotland) 3,627 "

Total 14,795 "
Grand " 440,795 "

Voyage No. 41

November 13th - December 16th 1944.

Gourock to New York (U.S.A.) 3,596 miles
New York to Gourock (Scotland) 3,692 "

Voyage No. 42.

December 21st - 1944 - Jan. 7th 1945

Gourock to New York (U.S.A.) 3,728 miles
New York to Gourock (Scotland) 3,854 "

Total 14,870
Grand " 455,831

Voyage No. 43

January 13th - January 30th 1945

Gourock to New York (U.S.A.) 3726 miles
New York to Gourock (Scotland) 3,851 "

Voyage No. 44.

February 5th - February 25th 1945

Gourock to New York (U.S.A.) 3,439 "
New York to Gourock (Scotland) 3,539 "

total 14,555
Grand " 470,386

Voyage No. 45

5th March to 23rd March 1945

Gourock to New York (U.S.A.) 3,774 miles
New York to Gourock (Scotland) 3,523 "

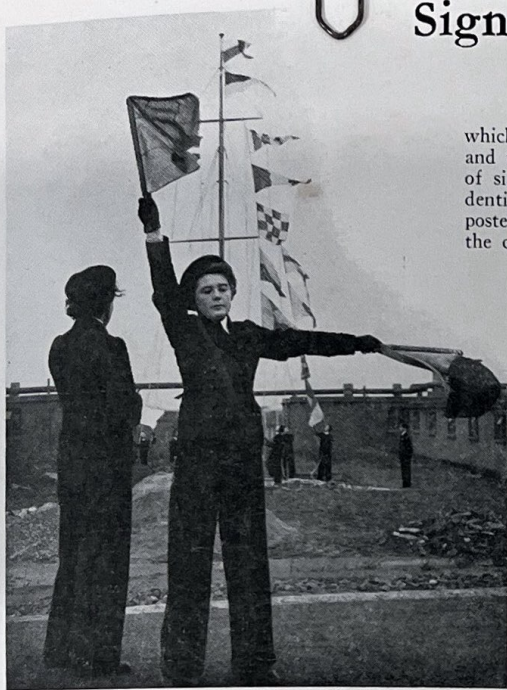
Voyage No. 46

29th March to 10th June 1945

Gourock to New York (U.S.A.) 3,914 "
New York to Gourock (Scotland) 3,375 "

totoal 14,586
Grand total 484,972

Signal School



VISUAL SIGNALLERS

H.M.S. Cabbala is a shore station—so much a shore station, in fact, that to find the White Ensign flying in that particular spot has probably come as a surprise to a number of people. But once past the bluejackets guarding the gates with bayonets fixed, the great ship's bell and the White Ensign fluttering at the masthead, the atmosphere is completely nautical.

This is a school where naval ratings and Wrens are trained in three separate branches of signals—wireless telegraphy, visual signalling and coding. Some of the classes are co-educational, but it is only with the training of the Wrens that we are concerned. All Wren classes are known by the names of ships, those of the Coders beginning with C, the Wireless Telegraphists with W and the Visual Signallers with V. A certain amount of tact had to be exercised when selecting the names for the Visual Signallers, as amongst the Vs were ships with names such as Vixen and Virago.

It having been decided in which of these three categories the girls are to be trained, the majority of them come here straight away as Probationary Wrens without first passing through one of the preliminary training schools, although in some cases they have been drafted from other categories. The first days are spent in general training, the girls are kitted up and eventually start their specialized courses.

The Coders are here for five-and-a-half weeks, of

which the coding course occupies the last month, and they are trained by naval officers and yeomen of signals. Their work is naturally highly confidential, and after their final examinations they are posted to various naval shore establishments around the coast.

The Visual Signallers' course occupies sixteen weeks, during which time these Wrens become proficient with semaphore flags, 10 in. signalling projectors, the Aldis lamp and the International Code of Signals.

In the centre of the School there is a very fine asphalt parade ground, and here the Wrens have plenty of space for the use of all these means of communication, but if the weather is too bad for outside work there are ample facilities for the instruction to be carried on under cover. The Visual Signallers are divided into three classes of twenty-four, and in their early days they devote much time to mastering the semaphore alphabet and signalling as a class. Later they split up into pairs—a reader and a writer, with the reader facing the distant signaller and a writer with back to the signaller taking down the message.

For the use of the Aldis lamp and signalling projector, a complete and unhesitating knowledge of the Morse code is required, and when this has been mastered the girls again split up into pairs and practice in much the same way.

Just off the parade ground is a specially erected mast, at the truck of which flies the Captain's pennant. On this mast are hoisted the flags of the International Code of Signals, so when these Wrens

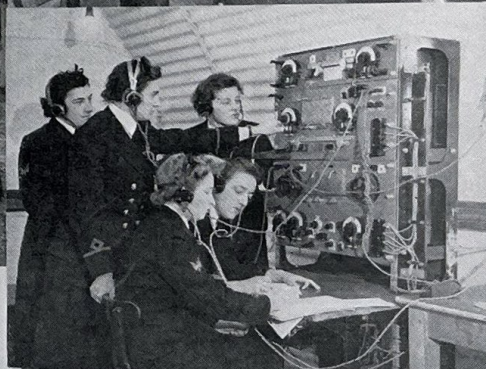


SIGNALLING WITH AN ALDIS LAMP



These pictures show the Visual Signallers with the 10 in. Projector, Code and Semaphore flags. One class of Wireless Telegraphists are practising with buzzers, while the advanced class work with a receiving panel. The photo of a corner of the galley shows the ideal conditions under which the cooks work.

H.M.S. CABBALA A Signal School



S.S. "QUEEN MARY"

AT SEA

25th September.1944.

Dear Commodore Bisset,

On completing the round trip in your ship, I once again thank you for an enjoyable voyage.

On previous voyages I have been impressed with the obviously efficient running of the vessel, and I have long known the great contributions which the "Queen Mary" and her sister ship were making, as transports, to the United Nations' war effort.

Now that I have made an East-bound passage, I know what detailed organization and careful arrangements are essential to the transport of such great numbers of men and they are a demonstration of team-work at its best.

These results could not be obtained by the efficiency of individual members of the crew alone.

Pray accept my thanks for the great work you are doing, and convey them also to all hands with my best wishes.

Yours Sincerely,

Winston S. Churchill.

Commodore J.G. Bisset. C.B.E. R.D. R.N.R.

THE WRENNERY.

"OFF DUTY"



Gw

MARG



IN OUR CABIN - S.S.33 - THE WRENNERY.



GWE

MARGO



From - C in C WA

IMPORTANT

On V Day whilst the battle for which the Western Approaches Command was created to fight has drawn to a victorious close, I send this personal message of gratitude and admiration to all of you who have so faithfully and nobly borne the brunt of the long drawn out struggle.

In winter gales of the North Atlantic and every kind of weather the little ships of this Command kept faith with those they had to guard. But this alone was not enough. High technical skill reached out by intensive training added to that seaman's eye and judgment which long experience at sea under the hardest condition gives, produced the total which earned your great but still unnumbered successes. The standards you have set and maintained in A/S warfare are in my opinion quite unsurpassed by any of the combatant nations, and your standard of duty in all other respects have been a source of pride and joy to me.

Your losses have been heavy indeed and our thoughts at this time must constantly turn to our comrades and friends who have paid the price of Victory.

In thanking you for your unfailing loyalty and support and wishing you good luck, remember it is still too early to relax: utmost vigilance is necessary until the last German U-boat is surrendered.

T. C. C. 081932B

From - Admiralty

Important

The following message has been sent by the Board of Admiralty to the Director, Women's Royal Naval Service.

Begins: At this historic moment the Board of Admiralty wish to record their high appreciation of the part played by the Women's Royal Naval Service in support of the Fleet and in the work of the Naval Commands throughout the war against Germany and her European Allies. The loyalty, zeal and efficiency with which the officers and ratings of the Women's Royal Naval Service have shared the burdens and upheld the traditions of the Naval Service through more than five and a half years of war have earned the gratitude of the Royal Navy.

Ends:

T. C. C. 090145B May 45.

From B.A.D. WASHINGTON TO ADMIRALTY.

POOR B.A.D. CAN SHAKE NO BRACE

BECAUSE OF KIM THERE IS NO

THREE,

From Admiralty to B.A.D. WASHINGTON.

ALTHOUGH AN ADMIRAL OF THE FLEET

SHOULD EVER TAKE HIS SHIP'S MEAT

YOU'LL LOOK UP DAY IN THE EYE BALL

WITH MEAT EYE VIBRANCY IN YOUR MINDS.

W.R.N.S. EMPLOYMENT CERTIFICATE.

Name (in full) HEATON Janet Isobel

Rating on discharge (in full) Wren O.N. 60437

This rating has been employed in the W.R.N.S. from.....
6th April 1943 to 3rd October 1945 on Coder's Duties., and from
4th October 1945 to 19th March 1946 on Writer(General) Duties.

Character during service X VERY GOOD

General efficiency during service X AVERAGE

Efficiency on discharge X ABOVE AVERAGE

SPECIAL REMARKS. - Power of command, intelligence, initiative,
energy and any other qualification not otherwise recorded XX :-

*An extremely keen and efficient worker. adaptable
and willing*

Hardwood

..... Captain (S).

X To be recorded for men - See Art.610, K.R. and A.I. clauses
3 to 7.

XX To be completed in the establishment from which discharged to
shore, or to Depot as a preliminary to discharge to shore.

N.13338/44.

LANDING CARDS FOR PORT OF

PIER 90

N.Y.C.

or the Passenger or other person paying Duty.

Port of

No. 581026

1945

Ship

@

ARTICLES FOR DUTY.

£ s. d.

6 6

2 -

Total

8 6

Received the sum of pounds
shillings and pence.

Officer of Customs
and Excise.

Signature of
Passenger or Payer

This Receipt will not be recognised for the passing of Goods except
on the day of issue, or on the succeeding day.
This Receipt is exempt from Stamp Duty under the provisions of the
Stamp Act, 1891.

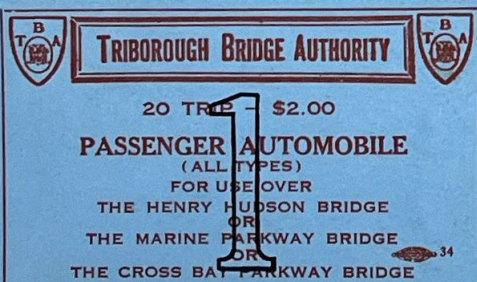
This card to be given up
on purchase of
One Carton of Cigarettes.

Voyage 120

April 1, 1945

S./S. #512

THIS CARD ENTITLES BEARER
TO PURCHASE ONE CARTON
(200 No.) CIGARETTES



TAKEN IN NEW YORK AUG. 1944.



ROCKEFELLER CENTRE & GARDENS.



FIFTH AVENUE - "SAKS" BUILDINGS.



N.Y. PUBLIC LIBRARY - 5th AVE.
+ 42nd STREET.



ONE OF THE LIONS OUTSIDE PUBLIC LIBRARY



CHRYSLER BUILDING AND OVER-
HEAD RAILWAY - LAST PART NOW LEFT.

THE
Playbill



FOLLOW THE GIRLS

FORTY-FOURTH STREET THEATRE

The chicken hut

RESTAURANT



427 ELEVENTH ST, N. W.
WASHINGTON, D. C.

AN UNUSUAL EATING PLACE
Where Chicken is King