

MARCONI
MARINER
JUBILEE

N U M B E R

1900



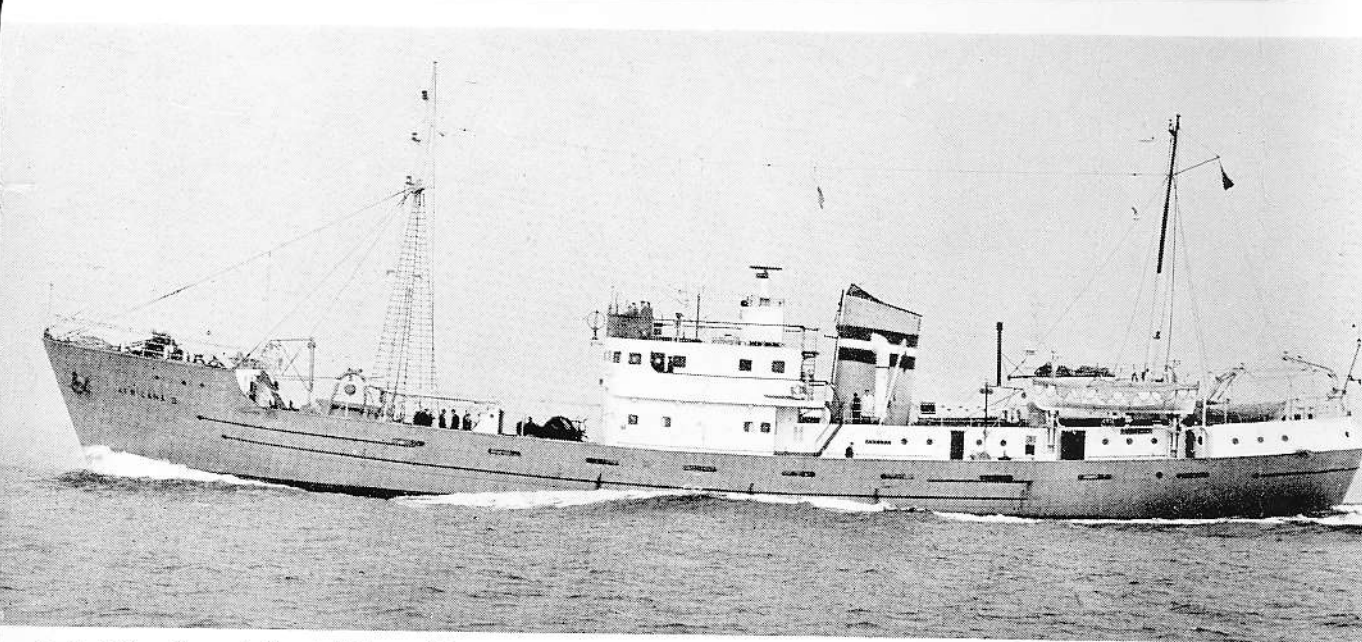
1950

JOURNAL
of
THE MARCONI INTERNATIONAL
MARINE COMMUNICATION CO., LTD.

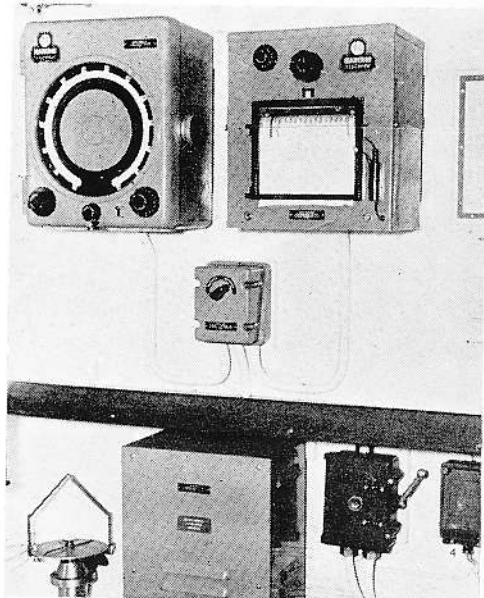
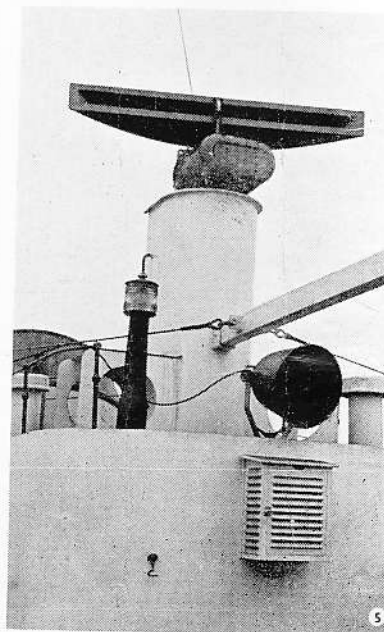
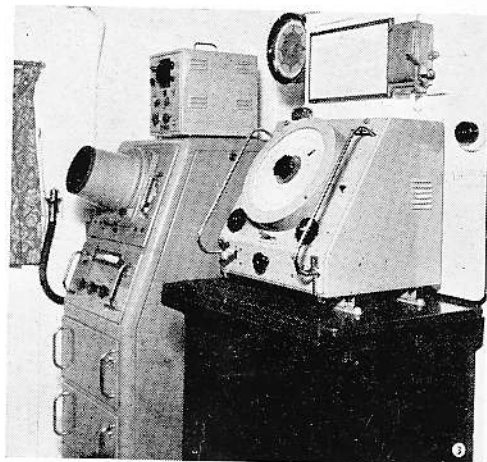
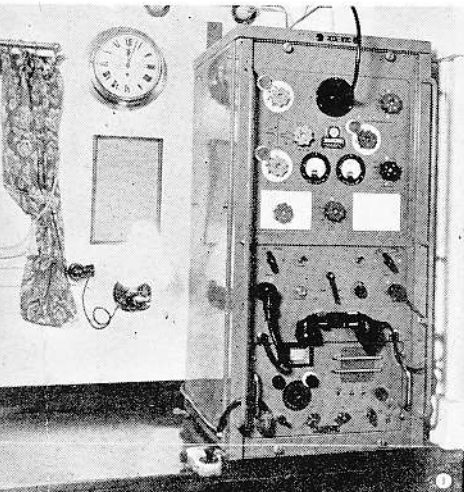
MARCH/APRIL 1950

No.17

Price 1s.



South African Research Vessel 'Africana II'



- (1) 'Transarctic' Telephone/Telegraph Transmitter.
- (2) 'Oceanic' Sound Reproducing Equipment, showing the main amplifier rack assembly and the Type 975A Receiver.
- (3) 'Radiolocator' Radar Equipment and 'Lodestone' Direction Finder.
- (4) 'Visagraph' Echometer Equipment.
- (5) 'Radiolocator' Scanner Unit.

MARCONI MARINER

Journal of

THE MARCONI INTERNATIONAL
MARINE COMMUNICATION CO. LTD.

No. 17

MARCH-APRIL, 1950

EDITORIAL

ON April 25th, 1900, The Marconi International Marine Communication Co., Ltd., was incorporated, with offices in London and Brussels. This year the 'Inter. Co.' celebrated its fiftieth Jubilee and at this milestone in the progress of Marine Radio, we may perhaps be forgiven if we pause to look back with pride and gratitude to the Marchese Marconi—the man whose life's work gave birth to many of the benefits now enjoyed by those whose livelihood depends upon ships and shipping.

His inventive genius and enthusiasm were a constant source of inspiration to his colleagues during his lifetime, and his brilliant example still serves as an incentive to those who carry on his work. Were he with us on the attainment of this, our Jubilee, he would, we are sure, view with satisfaction the fact that the Marconi Marine Company, under the able leadership of the present Chairman, Sir George H. Nelson, still holds its place in the forefront of modern marine radio development, much of which he foretold during his lifetime.

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Printed and published in England by Kenion Press Ltd., Slough, Bucks, for

The Marconi International Marine Communication Co. Ltd.

Editorial Office: Marconi House, Chelmsford, Essex.

Contributions (with photographs) are invited and should be sent to the Editor.

Issued bi-monthly. Subscription for 12 months 6/6 post free.

AFRICANA II—South African Research Vessel

Contributed by our Glasgow Depot.

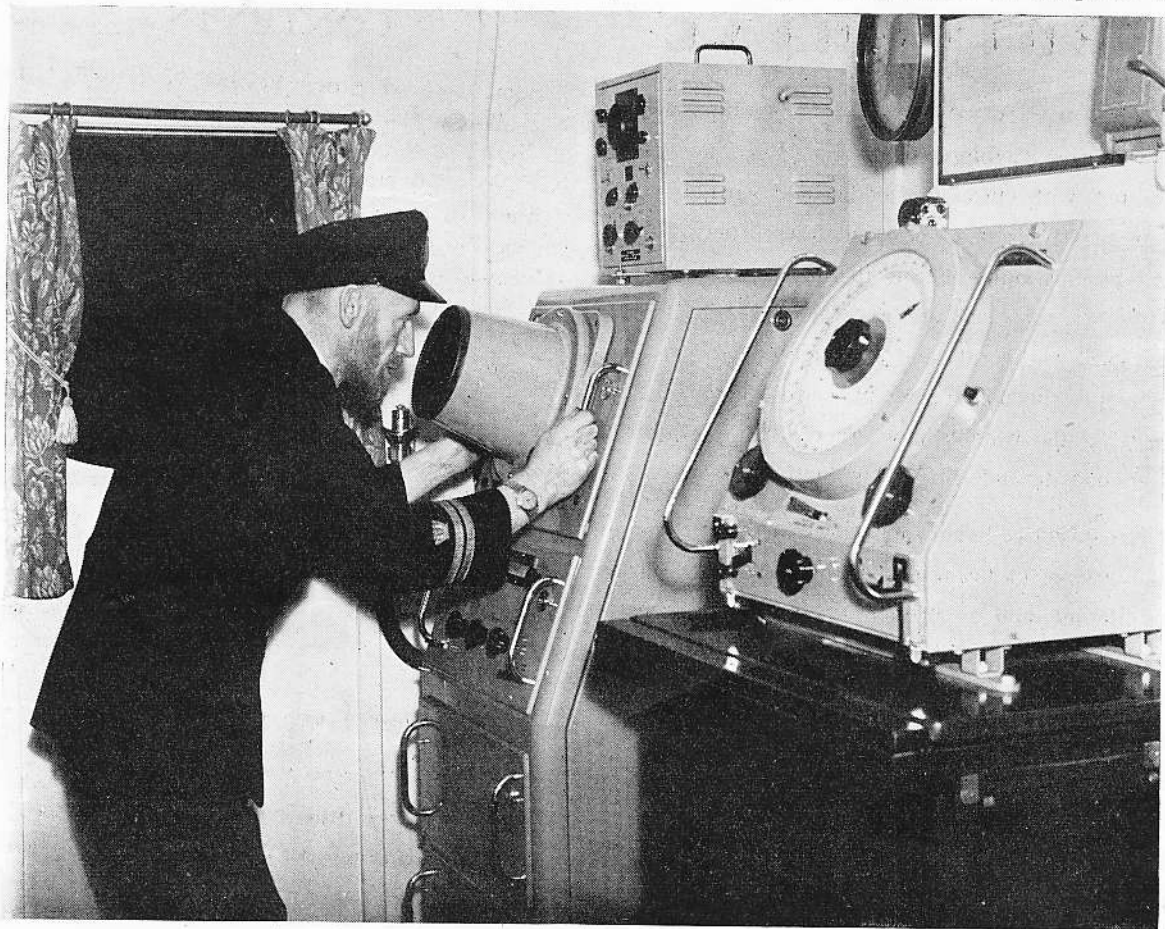
THE *Africana II*, a research ship built by Messrs. A. and J. Inglis for the Government of South Africa, recently left the Clyde on her long voyage to Cape Town. Although only about 200 feet long, she carries a remarkable range of navigational and scientific equipment, including a complete chemical laboratory under the charge of Dr. J. M. Marchand, M.B.E., the chief scientist to the department concerned. The vessel is under the command of Commander R. L. V. Shannon, O.B.E., and the navigational and electrical devices, of which the Marconi Company contributed a goodly share, are supervised by Lt.-Commander A. Thomas, D.S.C.

The Marconi Equipment, as shown in the photo-

graphs appearing on the inside front cover, consists of 'Transarctic' radiophone with remote control, 'Lodestone' D.F., 'Visagraph' Echometer, 'Radiolocator' and a combined 'Oceanic' broadcast and order loudspeaker system with loud-hailer.

The trial trip was particularly interesting, because it was dominated from beginning to end by the performance of the 'Radiolocator'.

When we proceeded down river on the early morning of January 26th it was evident that the weather was ill-adapted for trials, since visibility from the first was poor, and as the day went on it became steadily worse. Nevertheless, the trials were completed according to programme. At the pilot's re-



Lt.-Commander A. Thomas, D.S.C., viewing the Radiolocator

quest, Lt.-Commander Thomas kept almost continuous watch on the 'Radiocator', reporting to the pilot all craft ahead with distances and bearings. As Commander Shannon remarked to us afterwards, 'the pilot would have thrown in his hand had it not been for the assistance of radar'.

The most difficult part of the day's work was still to be done, however. By 3 p.m. the first day's programme was complete, and the vessel had to get back to the shipyard at Glasgow, through twenty miles of narrow, winding waterway—with visibility which was now less than 400 yards. After a consultation, Lt.-Commander Thomas again stationed himself at the radar, and the pilot, relying on his reports, brought the ship upstream in 1½ hours, which would have been a creditable time even in clear weather. Throughout this operation, not only was every buoy and every craft ahead located in ample time, but even single wooden piles showed up clearly.

The second day's trials were a repetition of the first, the radar operating all day, and the whole programme, including full speed trials, being carried out without hitch by its aid. At the end of the day we had our reward when Commander Shannon, referring to the radar, said 'It's a good job'.

The trials were now complete, but the poor visibility had prevented the D.F. from being calibrated. Commander Shannon decided to anchor in the hopes of better luck the next morning, and we accepted his invitation to stay aboard overnight for this purpose; but next morning visibility was no better. Once more radar came to the rescue—the D.F. was calibrated, the 'visuals' being taken by Lt.-Commander Thomas at the 'Radiocator'.

While it is true that radar occupied the centre of the picture, the echometer also 'did its stuff', and the loudspeakers and loudhailer were frequently employed to assist operations.

On the final day of the trials the 'Transarctic' was used to establish a link call through Portpatrick Radio with our Glasgow Depot, and Commander Shannon and Mr. Dawson exchanged final greetings. Since then private receivers have overheard *Africana II* in radiotelephone communication with Seaforth Radio, and our good wishes for a prosperous voyage go with this little ship, of which the Clyde is very proud.

A LOWER POWERED CALIBRATION RADIO BEACON AT NORTH FORELAND LIGHT HOUSE

A notice to mariners, issued by Trinity House, announces that a low powered radio beacon transmitter has been installed at North Foreland Light House in addition to the Maritime Radio Beacon.

This low powered radio beacon commenced operation on January 1st, 1950, for the sole purpose of transmitting signals for the calibration of ships' direction finders and will be operated daily from 09.30 to 10.30 and from 13.30 to 14.30 G.M.T. (or B.S.T. when in force) for free calibration, and at other times between one hour after sunrise to one hour before sunset on request, in accordance with the procedure detailed and at the charge stated on pages 50 and 51 of The Admiralty List of Radio Signals, Volume II (Navigational Aids), 1949.

This low powered transmitter will NOT be operated when the Maritime Beacon (MMF) is transmitting FOG SERVICE.

The Maritime Beacon (MMF) will continue the Clear Weather Transmissions of the signal consisting of two transmissions of the whole characteristic at 16 and 46 minutes past each hour and Fog Service as stated on page 68 of The Admiralty List of Radio Signals, Volume II, 1949, but the clear weather transmissions from this beacon will be suspended during the time the low powered beacon is transmitting for calibration purposes.

The Maritime Beacon (MMF) will on and from above date be only used for calibration services when the low powered transmitter is for any reason unable to be operated.

Details of the transmissions from the low powered transmitter are as follows, viz.:

Station Signal: The letters NF in Morse Code.

Wave Length: 300.5 kc/s.

Note Frequency: 800 c.p.s.

Transmission: Continuous repetition of signal.

Composition of Signal:

1. NF repeated twice	...	5.75 seconds
2. Dash	... ..	8.50 seconds
3. Silence	... ..	0.75 seconds

Overall duration of Signal ... 15.00 seconds

The Marconi Marine Company

1900 - 1950

THE FIRST FIFTY YEARS

In these days, radar, direction-finders, echo-meters, and world-wide short-wave communication, reliable and highly-efficient marine radio equipment of all descriptions, are taken very much for granted. It is perhaps a little difficult to realize, therefore, that only fifty years have elapsed since Marconi first gave wireless to the shipping industry with the founding of The Marconi International Marine Communication Co., Ltd., on April 25th, 1900.

The advent of wireless, and its application to marine uses, was an advance in the history of man's conquest of the sea almost as significant, in its way, as the change from sail to steam. Marconi and his colleagues envisaged the immense benefits wireless communication would confer on the shipping industry and, rightly counting on the foresight of those engaged in that industry, decided to cater for the specific needs of shipping through the medium of a separate Marine Company.

In those days, wireless communication was the only service the Company had to offer—but it was communication over distances and under conditions hitherto undreamed of. It must be remembered that before the introduction of wireless, ships depended for communication entirely upon visual signalling, limited by the vagaries of weather and the odd chance of meeting other ships whilst at sea. Wireless

rendered the ships articulate under all conditions and provided them with a means of hearing from the world around them.

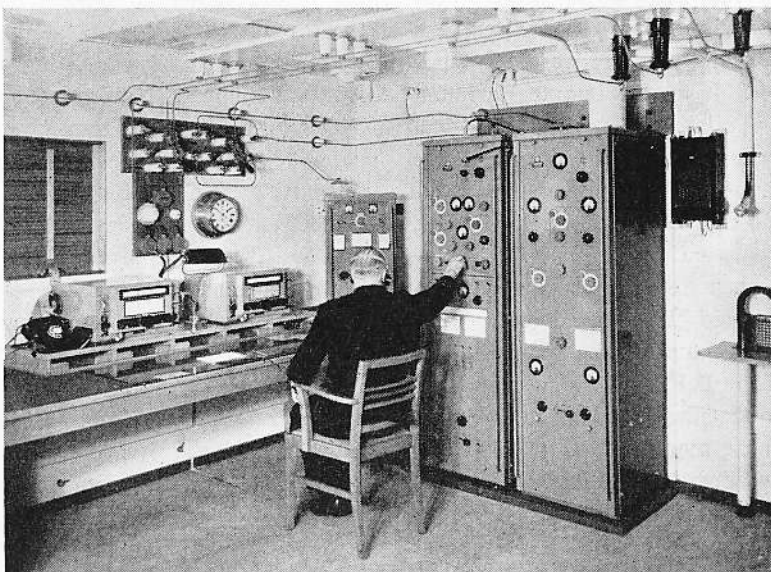
Equipping of first British Merchant Ship

In May, 1901, the Beaver Line's *Lake Champlain* was fitted with Marconi apparatus—the first British merchant ship to be so equipped. Her example was soon followed by other famous ships of her day, and marine wireless communication, at first regarded as a miracle, soon became almost commonplace.

For some years the Marconi Marine Company was occupied in installing and maintaining communication equipment on board ships, and

in training personnel to operate it. During this period, too, the Company's engineers were continually improving apparatus and seeking new developments which could be incorporated in newer instruments to increase efficiency and enhance performance.

The provision, operation and maintenance of communication equipment has always formed the greater part of the Company's activities, but throughout its history the Company's technicians have ever sought further means of applying the principles of wireless to meet other urgent needs of shipping.



A corner of the main W/T office on the new P. & O. liner 'Himalaya'.

The first of these applications was developed in 1912, when the Company installed experimental direction-finding equipment on board the first *Mauretania*. Automatic call apparatus, radiotelephony, and the echometer followed. The introduction of short-wave equipment gradually extended the range of transmission and reception between ship and shore until to-day a ship need never be out of touch with home, no matter in what part of the world she may be sailing. The latest step forward in this historic series of developments is the recent production of reliable radar equipment—the Marconi 'Radiolocator'—specifically designed for the use of merchant ships.

The facilities provided by the Marconi Marine Company for swift and reliable communication over long distances have been a boon to those responsible for the direction and management of ships. A ship equipped with wireless is always within reach of her owners at home. Her route can be altered immediately should any contingency arise which may render such an alteration necessary or desirable.

The navigational aids developed by the Marconi Marine Company have played a big part in ensuring

the safety of shipping. The hazards of the sea are sometimes beyond man's control, but intelligent use of reliable aids to navigation can do much towards minimising them or avoiding them altogether.

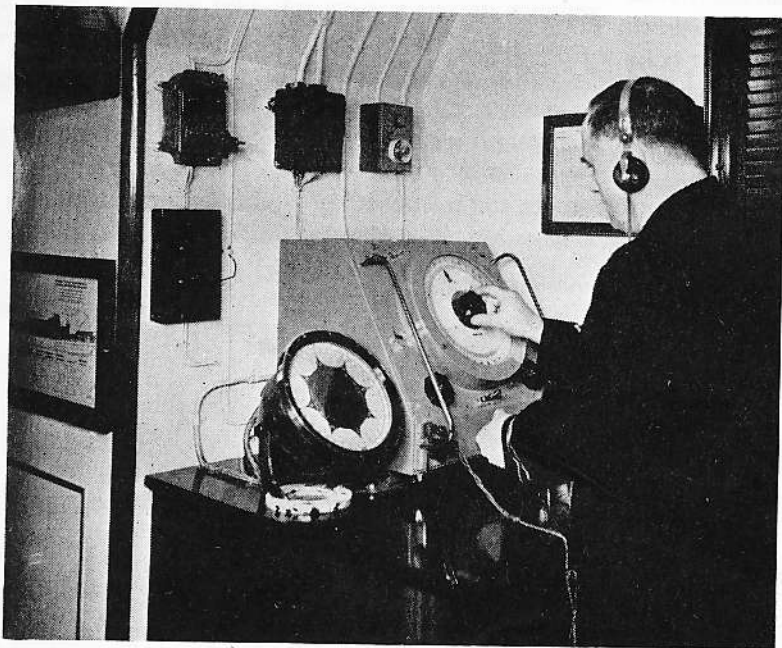
With direction-finding and radar equipment at his disposal and under his control, the shipmaster of to-day can determine his position accurately in all weathers, and navigate with safety and certainty in thick fog or total darkness. When steaming in narrow waters he can rely on his radar screen for information of other shipping, buoys and land in his vicinity, while recording and visual type echometers provide him with soundings for comparison with charted depths. These three aids to navigation therefore provide the navigator with accurate, two-dimensional knowledge of his ship's position irrespective of the vagaries of the weather—a far cry from those difficult days of fifty years ago.

World-wide Service for Shipping

Early in its career the Marconi Marine Company found that the fullest possible service to shipowners could not be provided satisfactorily from one base. The very nature of the task of catering for the wireless requirements of ships sailing on different trade routes and to various ports called for rapid, on-the-spot service.

In 1903 when the comparatively few ships equipped with Marconi apparatus were engaged in the Transatlantic service, a Marconi depot was established at Seaforth Sands, Liverpool. Wireless operators were also trained in a Marconi school on the premises.

As more vessels calling at other ports were equipped with Marconi apparatus, it was decided to establish further depots. The principal British ports were provided for one by one, until to-day there are thirty Marconi Service Depots and Bases in the United Kingdom and Eire, all staffed by highly-trained technicians with a practical seagoing background. Each Depot is fully



The Radio Officer operating the 'Lodestone' Direction Finder with the gyro-repeater fitted alongside

stocked with spares and replacements and equipped with test instruments and workshops, thus forming a unit capable of dealing promptly and efficiently with any emergency which may arise in connection with marine radio, from the rectifying of minor faults to the complete installation of a large liner.

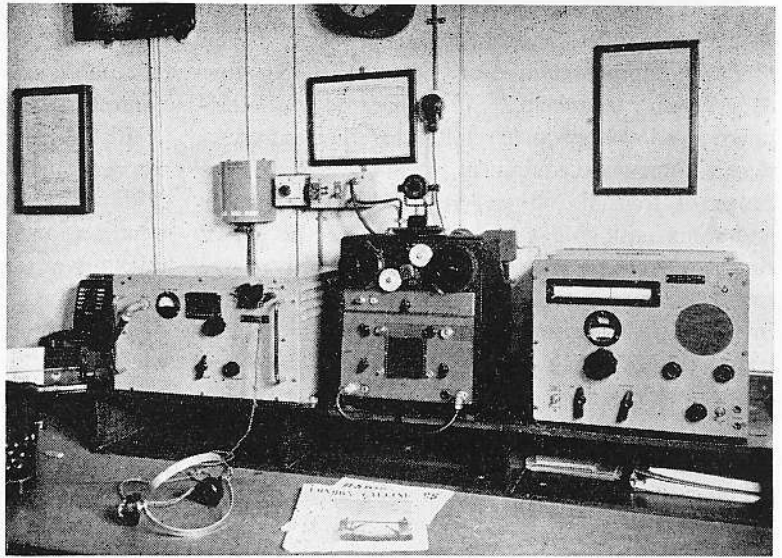
Similar Depots have also been established in principal ports abroad, and Marconi service is now available in more than two hundred United Kingdom and foreign ports—forming an unequalled service and maintenance organization which is at the disposal of ships trading in any of the world's oceans.

Other Aspects of Marconi Service

Marconi service, however, is not merely a matter of supplying the necessary equipment and maintaining it in first-class condition. The Marconi Marine Company, with over two thousand fully qualified Radio Officers on its seagoing staff, mans the radio rooms of ships of all classes and sizes. Should a Marconi Radio Officer fall sick abroad or at home, an equally well-trained man is immediately forthcoming to replace him, with the minimum possibility of delay to the vessel concerned.

In addition, the entire intricate problem of traffic accounting, involving the allocation of the charges for many millions of words every year, is provided for by the Marine Company. A complete department of the Company's Head Office at Chelmsford, Essex, is given over to this task, freeing the shipowner from all responsibility in the matter of allocating portions of rates and charges to the many administrations to whom they must be paid.

Marine radio, led by the Marconi Company, has travelled far along the road to perfection in the first fifty years of its history, and the Marconi service organisation is as complete as present-day technique can make it. But the future holds promise of even greater developments to come. The dreams of fifty



A receiver type 975A and wire recorder, which forms part of the 'Oceanic' sound reproducing installation, enables items of interest to be recorded on reception and later reproduced at any convenient time

years ago have become the realities of to-day, but in wireless, as in most other business, one cannot remain stationary. One must either go forward or backward, and it is the Company's firm intention to continue its progress towards even greater heights.

With the inspiration of its illustrious founder behind it, and with the much treasured goodwill and encouragement of its clients, the Marconi Marine Company looks to the future with every confidence in its ability to broaden still further its sphere of service and to strengthen its ties of trust and friendship with the Shipping Industry.



'WIRELESS AT SEA'

by H. E. Hancock

This book relates in a most interesting manner to the progress of Wireless at Sea from 1900—the year of its pioneer use—to the present time. It illustrates the fact that the history of Wireless at Sea is largely the history of The Marconi Marine Company, and Radio Officers and others will find the book of considerable interest.

Enquire at the local Depot for your copy, or write direct to Room 210, Marconi House, Chelmsford. The price of the book is 15s. or 15s. 11d. post free.

NORSK MARCONIKOMPANI A/S

At the end of 1949 Mr. E. Skottun retired as Managing Director, a position which he has held for about 30 years. He was born in Tönsberg in



Mr. E. Skottun

1879, and in his early life served in the Norwegian Royal Navy. Later he became Chief Engineer, and subsequently Director of the firm Storm, Bull and Co., in which Norsk Marconikompani was formed. In 1923 Mr. Skottun was elected Chairman of the Norwegian Broadcasting Company, and was

entrusted with the organization of broadcasting in Norway. He continued as a member of the Board until the Government took over the Broadcasting Company in 1930. Mr. Skottun has during the past years participated in a number of international conferences relating to radio. Although he has now left his daily routine work with his company, he will continue as a consultant, and as Chairman of the Board. Mr. Skottun has always been in the forefront of wireless development, and may look back upon a rich experience in an industry which has passed through adventurous development during the last generation.

As we go to press we learn that H.M. King Haakon VII of Norway has conferred on Mr. E. Skottun, a first class Knighthood of the Royal Order of St. Olav in recognition of his pioneer work in wireless in Norway.

THE 'SEAGULL' GOES DEEP SEA

Trawler R/O's and Skippers will have to look to their laurels for their beloved 'Seagull', hitherto regarded as their own particular equipment, has taken a fancy for conquests much further afield than the fishing grounds.

Radio Officer A. Pagan of the *Ben Nevis* reports that his Captain makes good and effective use of the 'Seagull' fitted on board, whenever 'phone can be used on ship's business more conveniently or with greater speed than telegraphy.

As new Managing Director in Norsk Marconikompani A/S is appointed the Company's Chief Engineer, Mr. Rolf Skottun. He was born in New York in 1908, matriculated in 1926 and graduated from Oslo Commercial College in 1927. Thereupon he served apprenticeship in Norway and England and took his degree at the Norwegian Technical University, Trondheim, in 1932. During his military service he obtained a Wireless Certificate



Mr. Rolf Skottun

and practised for some time as operator at sea. Later he went abroad and was employed as erecting engineer with the Marconi Company in Chelmsford whereupon he proceeded to Brussels, where he practised with Société Anonyme Internationale de Telegraphie sans Fil, at the same time studying radio engineering and patent law with the University of Brussels. Upon his return to Oslo in 1936 he was employed by Norsk Marconikompani A/S as Erecting Engineer and from 1942 he has been Chief Engineer of the said company.

Unfortunately the limit of 150 miles imposed on deep sea ships when working British Coast Stations gives the set little chance of showing its real paces in home waters, but out on the high seas it hungers for its mate at any distance. Last voyage it was used extensively by the Captain for important conversations with another Ben Line vessel at distances up to seven hundred miles, during daylight. This was in the Indian Ocean, and results were excellent throughout.

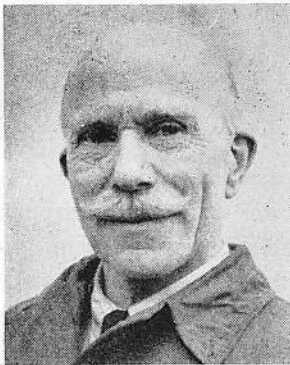
We look forward to receiving further news of the Pagan Seagull's peregrinations in due course, but in the meantime what have our trawler friends got to tell us?

'When SOS was CQD'

by

H. J. TATTERSALL

In this article Mr. Tattersall covers the story of one of the first instances in which Marconi's Wireless was instrumental in saving lives in an event,



which might have ended as a major disaster. The incident caught the imagination of the peoples of all countries, and from that time the value of wireless to the safety of life at sea became increasingly apparent. Those who have experience of the importance of wireless as an aid to

navigation will appreciate the difficulties of locating a fog-bound ship in times when few vessels carried wireless and none had the benefits of radio direction finding. The ultimate success of the BALTIC'S search, emphasized the qualities of patience, ingenuity and caution displayed by her navigators of that day. The CQD call was a composite signal, indicating 'All Stations' (CQ) and 'Distress' (D).

IT was January 23rd, 1909. The White Star liner *Baltic*, 23,876 tons, and one of the largest vessels afloat at that time, steamed slowly through dense fog, west of Nantucket, en route for New York. Somewhere astern was the Cunard liner *Lucania*, greyhound of the Atlantic, 12,000 tons, 21 knots, while the White Star *Republic*, 15,000 tons, outward bound to the Mediterranean with a full passenger list, pursued a more southerly route.

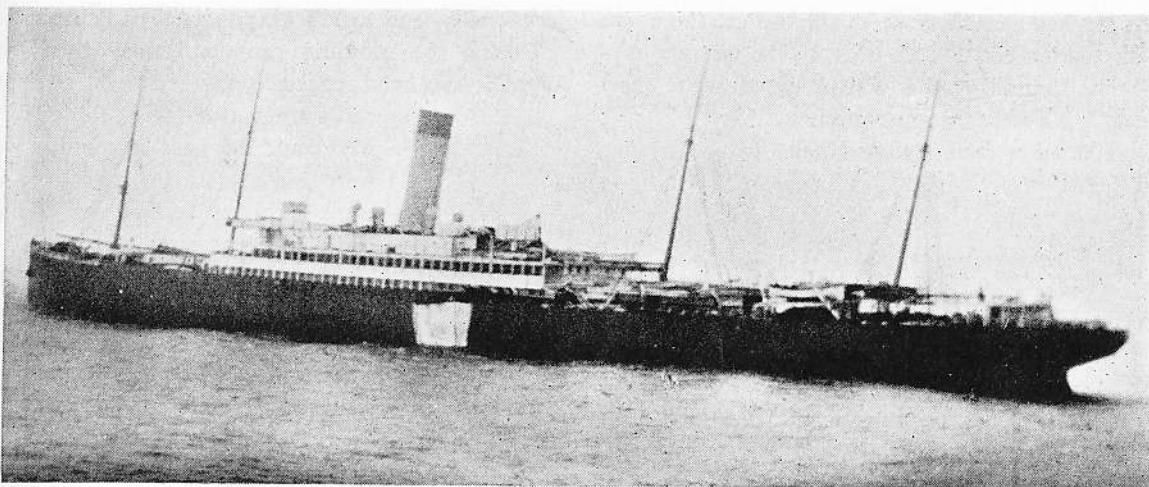
In those days about 180 ships were fitted with wireless apparatus of a kind very different to a modern installation.

A 10-inch induction coil (so called because, with luck, a 10-inch spark could be obtained from the secondary) constituted the principal item of the transmitter. Across its spark gap, in series, was a battery of six Leyden jars and the primary of an oscillation transformer, known as the 'Jigger'. One end of the secondary was connected to the aerial and the other end to earth. This combination was known as 'Tune A' and the wavelength alleged to be 1,000 feet. An alternative wavelength, 'Tune B', 2,000 feet, could be obtained by increasing the capacity to fifteen Leyden jars and switching over to another oscillation transformer of correspondingly higher inductance.

Finally there was 'plain aerial'; that is, the aerial was connected directly to one side of the induction coil secondary and spark gap, and the other side to earth. In dry weather a spark longer than three inches could be obtained between points, but in wet weather leakage across aerial and deck insulators made it difficult to maintain this size of spark. As can be imagined 'tuning' was very broad indeed and the wavelength varied on each ship according to the length of the aerial and distributed capacity.

The transmitting key was a clumsy affair, with contacts $\frac{1}{4}$ in. to $\frac{3}{8}$ in. in diameter as they had to carry the whole of the current taken by the induction coil; the latter being fed directly from the ship's dynamo, or in emergency, supplied from a 24-volt battery.

The receiving apparatus included a magnetic detector, tuned by two large 'disc' condensers



s.s. 'Republic' after collision

(capacity .01 mfd) and an inductance contained in a wooden box about 14 inches cube, with plug sockets soldered to each turn of thick stranded copper wire.

The magnetic detector consisted of a small single-layer primary wound on a $\frac{1}{4}$ in. diameter glass tube. Over this was fitted a much larger secondary wound in an ebonite bobbin. An endless soft iron wire band, made up of about 40 strands of 40 gauge insulated wire, was threaded through the glass tube and mounted on two 4 in. pulley wheels (one driven by a clockwork motor) so that it travelled slowly and continuously through the centre of both primary and secondary. Two 'U'-shaped magnets were mounted side by side, like poles adjacent, their pole pieces pointing closely towards primary and secondary and that part of the iron wire band in the immediate vicinity. The primary was connected in the aerial circuit via the tuning gear; the secondary to the telephones. Very briefly, detection was effected as follows:

The portion of soft iron wire travelling immediately under the pole pieces became magnetized and, in the absence of a signal, a static magnetic field was maintained around primary and secondary. But the passage of a signal current through the primary demagnetized the portion of iron wire band within it, in an oscillatory manner, thus causing

fluctuations in the surrounding magnetic field with the consequent generation of an E.M.F. in the secondary winding; to which the telephones were connected.

There was no means of amplifying the signal and even when close to a station the telephones had to be worn in the normal position. Such was the gear!

The *Baltic's* wireless room, situated aft on the second-class deck, was small and contained two bunks in addition to the installation, and one had to get used to sleeping in spite of the sound of the spark and the noise of people entering and talking.

We were a 'two man' ship and I had been on watch since midnight. Everything was quiet with that eerie quietness one experiences in a thick fog at night, with the ship moving so slowly that she seems hove to. No sound aboard except the foghorn for'ard made fainter by the telephones on one's ears, and no sounds in the 'phones except the 'breathing' of the magnetic detector.

Suddenly the silence is broken by the most attention-compelling of all sound to a wireless operator—a distress signal!

'CQD, CQD, CQD—SC, SC, SC—*Republic* rammed by unknown steamer 26 miles south-west of Nantucket Lightship.' The call was from Siasconsett and the time about 5.30 a.m.

As we had no telephone to the bridge, there was no alternative but to dash off with the message myself. The Captain read it and muttered 'we're short of coal!' We were then rather more than 100 miles from Sandy Hook and the *Republic's* position as indicated was some 75 to 80 miles farther east.

While I was returning to the wireless room the ship had swung round and we were forging into full speed ahead. In the interval other ships had picked up Siasconsett's broadcasts, notably the *Lucania*, *La Lorraine* and *Furnessia*, and pandemonium reigned for a while. As soon as a break came in the transmissions I started to call the *Republic*, but it was not until some 2½ hours later that I heard the faintest of replies. When signals became readable we learned that she had been struck amidships by the Italian liner *Florida*. The engine room was flooded and no power available except from the 24 volt emergency battery. Jack Binns, the operator, was working 'plain aerial' and signals were very weak.

After the first news of the collision a steward had been posted outside the wireless room and I was able to pass all information to the bridge without having to leave the W/T. room.

We arrived at the approximate position about 11 a.m. and then came the difficult task of trying to find the *Republic* in the fog. D.F. was still in the future and all we had was just a signal which might be coming from anywhere! Signals were still not strong and it was evident that she had drifted considerably from the position first given.

Steaming over the area, zig-zagging backward and forward, maroons and rockets were fired

occasionally and our foghorn sounded frequently.

During the morning communications from the *Republic* had been repeatedly jammed by other ships and stations working on full power, who could not hear her, and as we were now the first to arrive on the scene it became necessary to assume the rôle of control ship, notwithstanding the fact that the *Lucania* was the senior vessel. Siasconsett also would frequently call with messages from various newspapers clamouring for news, but as Captain Ranson had issued strict orders that no replies were to be sent I had to refuse to receive any more for the time being. They were just a waste of time and distracted attention from the *Republic*.

Hour followed hour, but still the *Republic* was unable to hear our maroons. After some time, however, I began to notice a definite variation in signal strength. They would become slightly stronger and then weaken off again; and after an interval a similar variation would occur. It was evident that at times we were approaching the *Republic's* position at an angle and later would be steaming away from it; somewhat like crossing a 'T'. But in which direction did the tail lie? Thereafter the steward was kept fully employed reporting every increase in strength and later a steady improvement became noticeable.

Darkness had set in and I was ordered to advise the *Republic* that we were down to our last maroons and to listen very carefully. We then stood by in suspense and the maroon went off. Back came the

reply that she had heard it faintly and the direction was given. Slowly we crept along and the signals changed to that characteristic staccato crispness,

**GREAT LINER
RAMMED.
FATAL COLLISION
IN FOG.
WIRELESS SIGNALS OF
DISTRESS.
STEAMSHIPS' RACE
TO RESCUE.
PASSENGERS SAVED.**

The White Star liner *Republic*, a vessel of 15,000 tons, carrying several hundred passengers, was rammed in the Atlantic in dense fog on Saturday morning.

By the aid of her wireless apparatus she was able to summon other liners and vessels from neighbouring ports to her assistance. When the electric batteries failed signals were sent by submarine bells. Thanks to these devices all on board the *Republic* were saved, though the vessel herself is reported to have sunk when being towed to New York.

The vessel with which the *Republic* collided, the Italian steamer *Florida*, took off the White Star liner's passengers. But the *Florida* herself was damaged, and the *Baltic*, a giant of the White Star fleet, a vessel of 24,000 tons, raced through the fog to the rescue in answer to the wireless signals of distress.

The *Baltic* accomplished the unprecedented feat of safely taking on board every person in the two damaged vessels. She is expected at New York this morning. The *Florida* is making for New York with another liner as escort.

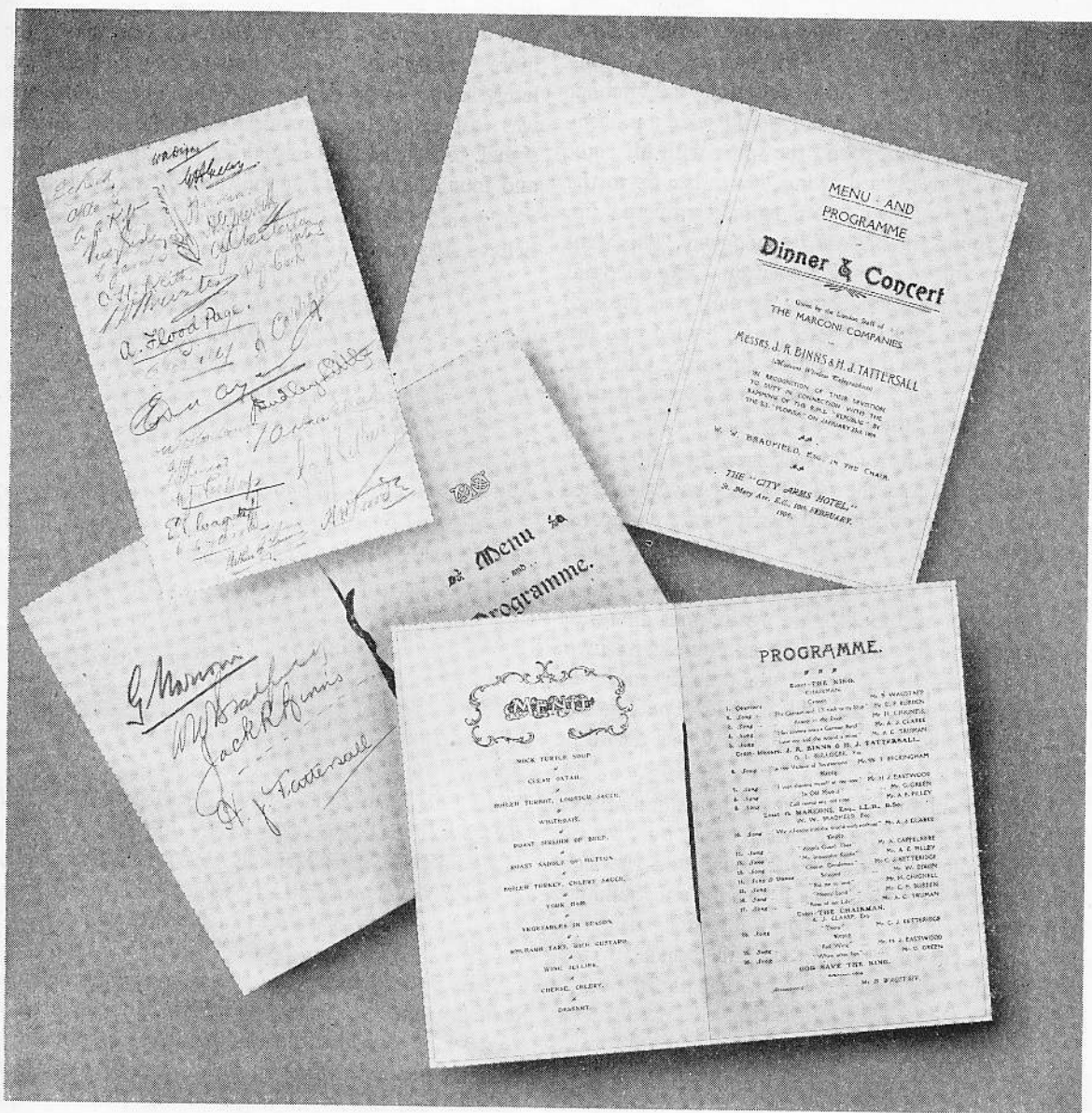
The sole loss of life was caused by the actual impact of the collision, two American passengers of the *Republic* and four sailors of the *Florida* being killed.

**SIGNAL OF DISTRESS.
BALTIC WAS CALLED**

Reproduced by courtesy of
'The Daily Mail'

peculiar to a magnetic detector, which showed that we were now very close. Came 6 p.m. and a dim black shape loomed up on our port bow. We had found the *Republic*!

transfer a number of the crew, leaving only her Captain and a few officers and men aboard. Jack Binns came into our wireless room and we talked for a while, but as it became imperative to clear arrears



Souvenir Menu Cards of the dinner and concert held in honour of Messrs. J. R. Binns and H. J. Tattersall

During the morning her passengers had been transferred to the *Florida* as the latter was in a less precarious condition, so we stayed long enough to

of traffic from SC., he left to find accommodation and a meal.

And now the *Florida* had to be found. She had no

wireless but was obviously somewhere in the vicinity. Eventually she was located and at about midnight the transfer of both *Republic* and *Florida's* passengers began. Every boat which could be used was pressed into service. The *Baltic's* gangway was let down and our boatswain, a huge strong fellow, stationed on the platform at the bottom. An eight-foot swell was running and each time the lifeboat rose on the swell the boatswain would seize a passenger, usually a woman, round the waist with his right arm and, with an inward swing, heave her on to the ladder; while the men, more agile, clambered up, some even round the back of the gangway. This went on for hours and so did the boatswain. Only once did he miss, when a very heavy woman was offered. Down she went into the water to be hauled out and presented a second time, much subdued. On deck stewards and stewardesses conducted the rescued to the saloons, first aid, and a bed.

Altogether about 1,240 passengers and 300 crew were transferred and the *Florida*, her bows smashed in and two forward holds filled with water, was free to make her way to New York, which she did under her own steam.

At daybreak on the 24th we again went alongside the *Republic* to put aboard a skeleton crew, 38 men, including Binns. It was then I was able to secure the photograph accompanying this article. The fog had temporarily lifted and the opportunity was not to be missed.

During the night, tugs and other boats had arrived and the *Republic* was taken in tow by the tug *Gresham* and destroyer *Seneca* ahead and the *Furnessia* astern. The *Republic* had only one bulkhead remaining to keep her afloat but, after struggling painfully along in a rising sea this bulkhead, too, gave way and she sank at 9 p.m. that night.

The *Baltic* left the scene of the accident at 8.30 a.m., but now the rescued passengers, somewhat recovered after a night's security, began to think of their relatives and friends, and messages poured into the wireless room. All that day and into the early hours of the next morning my assistant, Balfour, and I were kept hard at it. First Siasconett, then Babylon and lastly Seagate, without any respite. Over 800 paid messages were sent and more than 400

received. Having then been 52 hours without sleep I began to feel I had 'had enough'.

We docked at mid-day on Monday, January 25th, amidst a chorus of sirens, horns and whistles; and so indeed the first major accident at sea in which wireless had played a decisive part. In contrast to the more sensational *Titanic* disaster some three years later, it should be emphasized that not a single life was lost after the transmission of the first distress signal. The only fatal casualties were two passengers and four sailors killed at the time of the collision.

Appended is a souvenir of the incident which, I believe, has never before been published:

*International Mercantile Marine Co.,
Office of the Secretary,
9 Broadway, New York.*

*H. J. Tattersall, Esq., January 29th, 1909.
s.s. Baltic, New York.*

Dear Sir,

I have pleasure in handing you herewith copy of a minute adopted by the Board of Managers of the New York Produce Exchange at a special meeting held on Tuesday, January 26th, 1909.

Yours very truly,

*(Signed) EMERSON E. PARVIN,
Secretary.*

*THE FOLLOWING MINUTE WAS ADOPTED
BY THE BOARD OF MANAGERS OF THE
NEW YORK PRODUCE EXCHANGE AT A
SPECIAL MEETING HELD TUESDAY,
JANUARY 26th, 1909*

'The recent disaster to the steamship Republic in collision with the steamship Florida is an accident that we all deplore; but the large loss of property is in great measure offset by the deep feeling of thankfulness that it was attended by the loss of so few lives.

As the New York Produce Exchange is deeply interested in all matters pertaining to maritime affairs, be it RESOLVED, that we express our admiration and appreciation of the splendid sea-

manship of the Captain, officers and crew of the steamship Republic; the steamship Florida, its officers and crew in standing by and rescuing the passengers of the Republic, although almost in a sinking condition herself; the Baltic and other steamers that so promptly responded to the call for help; and the Marconi system of wireless telegraphy that gave the quick and complete information of needed succour and relief.

RETIREMENT

MR. L. G. LUCAS

We have been advised that Mr. Lucas who for many years has been in the service of the S.A.I.T., has recently retired from that Company.



He was born at Amsterdam in 1883 and later in his life received complete training as an Operator in the school of the Dutch Royal Engineers Corps.

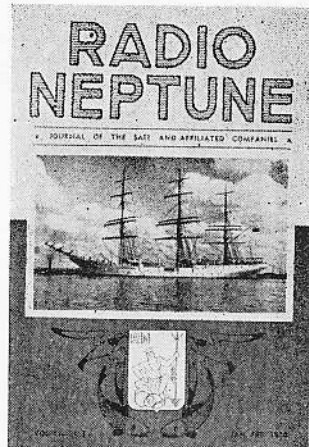
He joined the S.A.I.T. in 1910 and later inaugurated an inspectorate and depot at Trandjong Priok (Batavia); later he proceeded to Lisbon to inaugurate a service base and left for Piræus in 1913 for a similar purpose. At the outbreak of the 1914-1918 war he proceeded to London where he joined the temporary London office. He was appointed chef du service commercial et exploitation in May, 1920, and Sous-Directeur June 1st, 1926. From 1925 to 1931 he was interested in the development of telephony service for fishing craft and the utilisation of ultra sonic sounding gear for navigation and fishing purposes.

Our good wishes are extended to Mr. Lucas in his retirement.

'RADIO NEPTUNE'

We have received a copy of the first issue of this magazine through the courtesy of the sponsors — The Société Anonyme Internationale De Telegraphie Sans Fil. Radio Neptune is the staff journal of the S.A.I.T. and the first number promises well for its future. The contents are printed in the English language and the Editors explain that they had adopted this policy as English is regarded as the international language of the sea. The journal is to be issued every two months and the Editorial offices are at 25 Boulevard du Regent, Brussels.

We extend our best wishes for the success of this enterprise.



SHORT-WAVE RADIO AND THE IONOSPHERE

'Short-wave Radio and the Ionosphere,' by T. W. Bennington, of the Engineering Division, British Broadcasting Corporation. 2nd Edition. Published on March 30th, 1950, at 10s. 6d. (postage 4d.) for 'Wireless World' by Iliffe and Sons Limited. Size 8 $\frac{3}{4}$ " x 5 $\frac{1}{2}$ " (D8vo). 138 pages and 61 illustrations.

All who carry on radio communication over long distances by short waves—whether professionals or amateurs—must be interested in the role of the ionosphere, which is one of paramount importance.

This new edition of the work first published six years ago (under the title 'Radio Waves and the Ionosphere') is to all intents and purposes an entirely new book. Mr. Bennington has completely rewritten it; it has been re-set in new type; and 56 new illustrations have been added.



On the Eve of Great Developments

Mr. Henry W. Allen, who was associated with our illustrious Founder when he first came to England, and who subsequently was concerned with the formation of our Company and became its first Secretary, has very kindly provided us with copies of many interesting documents dealing with events in the pre-1900 era.



Speaking of those early days Mr. Allen says:

'I had the pleasure of meeting Mr. Marconi frequently when he came to the City Offices of his cousin, Mr. H. Jameson Davis, and I saw at Mr. Davis's flat the apparatus Mr. Marconi had brought with him to England. A demonstration was given and for the first time in my life I saw a mechanical appliance operated from a distance without any physical connection. I knew we were on the eve of great developments.'

Within a year of Mr. Marconi's arrival in England the world's first Wireless Company was formed and in this connection Mr. Allen says:

'The Company was registered on the 20th July, 1897, under the title of 'The Wireless Telegraph and Signal Company Ltd.' (subsequently changed to Marconi's Wireless Telegraph Company Ltd.) and the first Meeting of the Directors was held at 82 Mark Lane, City, two days later. Mr. H. Jameson Davis was then appointed Managing Director and I became the Secretary of the Company and consequently the first employee of the first Wireless Telegraph Company. This post I held for about twenty years until I received higher appointments. In 1899 Mr. Davis retired from the Managing Directorship and Major Flood Page was appointed in his stead.'

With our present knowledge of wireless we find that the first Consulting Engineer's report on Mr. Marconi's receiver makes interesting reading. It was

dated February 27th, 1897, and was made by Mr. F. H. Bowman of 93 Victoria Street, London, and of Knutsford, Cheshire, who said:

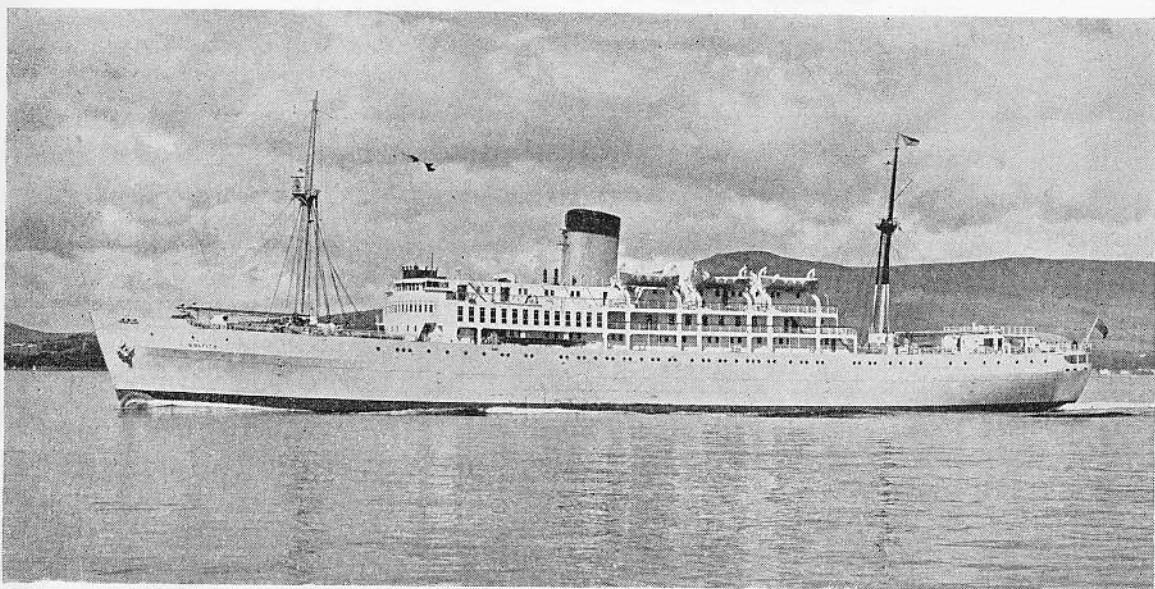
'I have carefully examined the electrical receiver invented and patented by Mr. Marconi, and am of the opinion that the instrument embodies an entirely novel and practical means of intercepting electrical radiations, and thus constitutes the first really successful application of wireless telegraphy. The invention is exceedingly simple and reliable, the instrument being easily carried and not liable either to injury or deterioration in working. It is not affected either by changes of temperature or vibrations caused by motions or other disturbances, and can be placed in any position in a room or carriage, or on board a ship.

'Although the instrument I examined and tested was arranged to record the message with the Morse sounder, it can easily be fitted so as to print on to the usual tape and its form is capable of considerable variation and development. Wherever carried within the range of the transmitter the bell rings with certainty to call attention and the message is conveyed on the recorder with perfect distinctness, so that communications can be made at any time and place without the use of any visible means of connection between the transmitter and receiver, even though the intervening space is occupied with houses or other obstructions, including natural objects such as hills or fog. Although the present experiments have not tested the reliability of the system beyond two miles, there is no doubt in my mind that this may be considerably extended and thus its use for private communications between passing ships, light-houses and the shore, or military communications, will be considerably increased. I am of the opinion that all future improvements in this direction will be along the lines of this patent, which is capable of much further development.

'The tests made were very satisfactory in every respect, and the instrument as at present perfected is, I think, capable of immediate industrial application.'

Mr. Allen retired from the Marconi Companies in the early 1930's and is now resident in Cape Town, South Africa.

Those We Serve.



s.s. 'Golfito,' 8,750 tons gross, the latest addition to Elders & Fyffe's fleet. The 'Radiolocator' scanner unit is mounted on the cross-trees of the foremast

THE s.s. *Golfito* reached Southampton on January 15th after returning from her maiden voyage to the West Indies. This twin-screw turbine steamer of 8,750 tons gross, was built by Messrs. Alexander Stephen & Sons, Ltd., of Glasgow, for Messrs. Elders & Fyffes, Ltd., and is the latest addition to the Fyffes Line fleet of fifteen steamers. The *Golfito* has a speed of $17\frac{1}{2}$ knots and her dimensions are: Length 415 ft., breadth 62 ft., and depth 35 ft. She is engined by two sets of double reduction geared turbines, and is equipped with the most modern navigational aids, including the Marconi 'Radiolocator' marine radar equipment. Fibreglass, a fire-resisting composition, is used for hold and cabin insulation.

There is accommodation for 100 passengers; the

dining rooms and public rooms are particularly spacious with social hall, cocktail bar and writing room. The social hall is equipped with a cinema and opens on to the after-deck, where there is a built-in swimming pool.

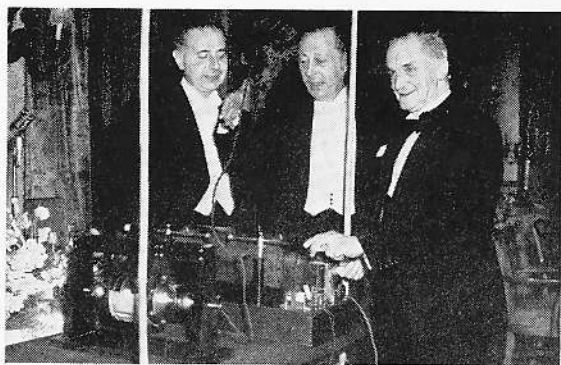
Accommodation for officers and crew is fully up to modern standards with two- and three-berth rooms for the crew. Many innovations of a technical nature have been incorporated in her construction but to the unpractised eye the greatest appeal will be made by her trim, neat appearance, her silver-grey hull and gleaming white superstructure.

Fyffes Line steamers sail from Bristol, London and Southampton to the West Indies and also maintain a service between Liverpool and the British Cameroons, West Africa.

OUR JUBILEE CELEBRATIONS

DURING THE LATTER PART OF MARCH a very extensive programme was provided for the many who joined in the Jubilee celebrations of The International Company. Tuesday evening, the 21st March, a Banquet was held at the Dorchester Hotel, London, under the Chairmanship of Sir George Nelson.

The occasion was marked by the presence of ambassadors, charges d'affaires and official representatives of many nations and the leaders of the British Shipping Industry. Submitting the toast of our guests, Sir George Nelson said the occasion was not a national one but an international one. Fifty years ago after a ship left port, her only means of communication with the land was by sound through her sirens or by visual signalling. It was not long, therefore, before such a vessel entirely lost contact with the shore.



Marchese Giulio Marconi, Sir George Nelson and Mr. W. Davies with some of the equipment used by Marconi in his early demonstrations



Sir George Nelson presiding at the Jubilee Banquet. H.M. Minister of Transport (The Rt. Hon. Alfred Barnes, M.P.) is seated on the Chairman's left

To-day, ships equipped with radio never lost touch with the shore wherever they might be in the world. The origin of those achievements was the genius of one man who succeeded in producing the new phenomenon of wireless communication.

The Chairman mentioned how Marconi brought his primitive apparatus to England, where he received the support of the General Post Office and other organisations connected with the sea. Originally, he went on, all ships needed Radio Officers

and the Marconi Company started a training system by means of which they provided such men to Shipping companies, and to-day there were over 2,000 Marconi Radio Officers attached to British ships. These officers had a magnificent record of service, in peace and war, including at times that of facing certain death in the fulfilment of their

merce, while the fact that we were surrounded by sea made it inevitable we should become a great maritime power.

The invention of Marconi represented one of those enterprises that in its scope and in its development had gone far beyond the bounds or authority of any state, quite beyond the sectional interest of any people. At the same time it should not be overlooked that beyond the scientists and those others who provided such facilities for humanity, the purposes to which they were put and their effect on the character

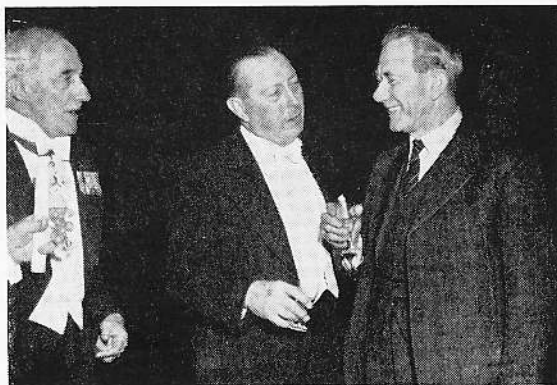


The Chairman greeting Monsieur Jean le Roy, Counsellor of the French Embassy in London

duties. In the recent world war their casualty rate was higher than that of the fighting services.

Mr. Alfred Barnes, Minister of Transport, in reply, said that the past half-century had been a memorable one; there had been great trials to humanity and, at the same time, when they thought about the consequences which had flowed from Marconi's inventions, they could get some idea of the wonderful possibilities which the half-century had held out to mankind.

It was, perhaps, fitting that a citizen of another country had come to the city of London for the purpose of developing his invention, for London from its earliest days had known the value of com-



Sir Geoffrey Cox, C.B.E., T.D., D.L., Sir George Nelson and the Minister of Transport (Rt. Hon. Alfred Barnes, M.P.)

of mankind became the quality of the individual, whether a seaman, an officer, a radio officer or Commander of a ship.

Sir Guy Ropner, President of the Chamber of Shipping of the United Kingdom, also replied. He spoke of the close association between The Marconi International Marine Communication Co. Ltd., and the British Merchant Navy. He said that to a large extent one was the ears and voice of the other: not only for saving valuable time by the transmission of orders to ships at sea, but also in the far more important realm of life saving, in which the appliances of the Marconi Company and kindred concerns were playing an ever more important part. At every stage of its history the Marine Company had been bound up with the Merchant Navy. Something which used to be regarded as a luxury had now become an essential.

THE MARCHESE GUGLIELMO MARCONI, son of the late Senator Marconi, who was present, pressed a switch during the course of the evening to transmit a wireless message from one end of the banquet room to the other by apparatus which was a replica of that used by his father during one of his earliest successful experiments in London, and the advance made in wireless communication since those early days was illustrated by a 2-way conversation by radio-telephone between Sir George Nelson and Captain Thompson, Master of the *Mauretania*, which had left New York earlier, for Nassau. The following conversation took place:—

RADIO OFFICER, S.S. 'MAURETANIA'

Hello—London—this is the Radio Officer of the s.s. *Mauretania* at sea, speaking. The Master—Captain Thompson—would like to speak to Sir George Nelson. Is he available?

SIR GEORGE

This is Sir George Nelson speaking—go ahead Captain Thompson.

CAPTAIN THOMPSON

Hello—Sir George. I want to give you from the bridge of the *Mauretania* a message on behalf of all ships' masters in the Mercantile Marine—wherever they may be—and to ask you to pass it on to those who are at your Jubilee Banquet in London to-night.

Speaking for seamen all over the world, I want to express our gratitude for the fine work which, over half a century, has been done by your Company in giving us means of communication with the outside world and the efficient aids to navigation which we know to-day. We all of us know the great debt we owe to you.

SIR GEORGE

Thank you, Captain Thompson. By the way I visited your fine ship in Southampton nearly two years ago—what equipment does the *Mauretania* carry now?

CAPTAIN THOMPSON

A sample of practically everything your Company produces I think. We have short, medium, and long wave telegraphic communication; radio telephone equipment, on which we can contact almost any telephone number throughout the world whilst the ship is at sea. So far as navigational aids are concerned, we have a Direction Finder, Depth Sounding Equipment, both visual and recording, *Radiolocator* Radar equipment and, of course, Sound Reproducing Equipment for issuing orders on board and entertaining the passengers.

SIR GEORGE

Rather a difference from the old *Mauretania*?

CAPTAIN THOMPSON

Nobody knows better how far you have progressed than our old friend Billy Davies who I believe is with you to-night. I'd like to send him a special greeting.

Billy Davies was the first man ever to be appointed as a Wireless Officer for duty at sea—he joined the first *Mauretania* in 1907 and served in her for seven years. I believe he is still at sea and hasn't got a day older in the last twenty or more years!

SIR GEORGE

I'm glad to say that Mr. Davies is here to-night and he has heard what you have said. Captain Thompson, where exactly is your ship now?

CAPTAIN THOMPSON

We left New York this morning and are bound for Nassau. Well, I must say goodbye now and wish you and your Company all the best in the future and in the good work you are doing for all those at sea. And so, from the new *Mauretania* on behalf of her Officers, crew and passengers—and of the whole Mercantile Marine, I'll wish goodbye to the Company which has done so much for us all. Goodbye—and all the very best.

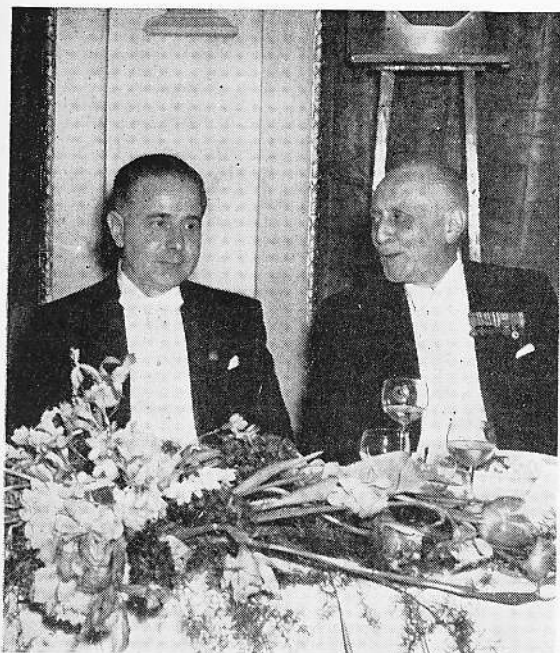
SIR GEORGE

Goodbye, Captain Thompson—thank you for calling us on our Jubilee. Good passage and a happy landfall from all of us here in London. Goodbye.

CAPTAIN THOMPSON

Goodbye and good luck to you all.

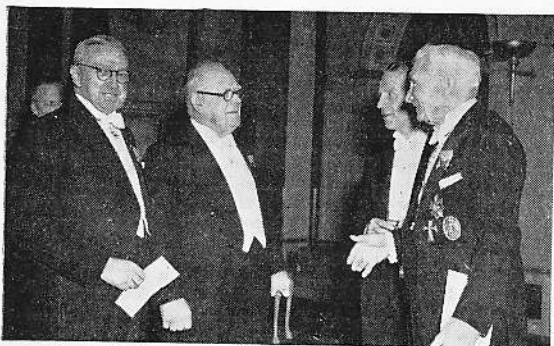
Marconi was again in the news on Wednesday night, when the B.B.C. in their feature programme, *Picture Page*, televised the Donna Gioia Marconi, Mr. William Davies—our number one operator, Captain Kendall, who used wireless for the first time in connection with the arrest of a criminal. Also shown in this televised programme were some of the historical exhibits which formed part of the Marconi Exhibition at the Baltic Exchange, which was opened by Sir George Nelson on Friday, March 24th.



*Marchese Giulio Marconi and the Italian Ambassador
(The Duke Gallarati-Scotti)*



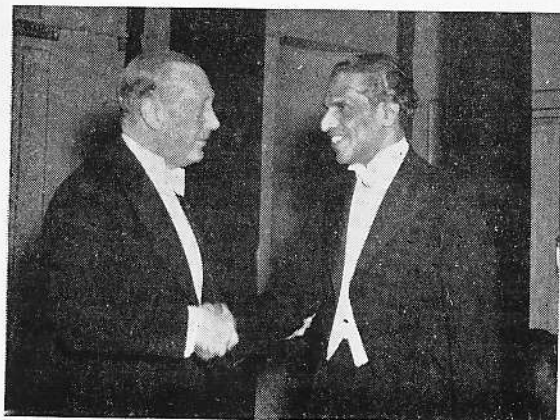
*Sir George Nelson, greeting the Brazilian Ambassador
(Dr. J. J. Moniz de Aragao, C.B.E.)*



*Left:
The Acting High Commissioner for Australia
(Mr. N. R. Mighell) and The High Commissioner
for New Zealand (Rt. Hon. W. J. Jordan) being
greeted by Mr. Paul de Laszlo of the English
Electric Company and Sir Edward Crowe of the
Marconi Marine Company*

*Lower left:
Sir George Nelson greeting The High Commis-
sioner for India, Mr. V. K. Krishna Menon*

*Below:
Mr. H. C. Van de Velde with The Acting High
Commissioner for Australia (Mr. N. R. Mighell)*



Concurrently, in the intervening days, Delegates of the R.A.M.A.C., many of whom had arrived from overseas, took part in numerous organised activities which are described elsewhere.

Later in the week, during the B.B.C. Sound Feature *Radio Newsreel*, the voice of Marchese Marconi, the son of the inventor, was heard in an interview by the B.B.C. Commentator and a radio telephone conversation between the studio and the Master of the *Hebble* was heard by listeners to the programme.

A Jubilee Dinner arranged for Thursday, March 30th, took place at the Dorchester Hotel. Sir George Nelson, Chairman of the Company, presides, and a birthday cake with fifty candles was cut by Lady Nelson. Among the guests were representatives of Shipping, Wireless and kindred interests, including the delegates to the R.A.M.A.C. Sir George Nelson paid tribute to the late Guglielmo Marconi and expressed pleasure at the presence of the Marchese Giulio and Donna Gioia Marconi. Continuing, he pointed out that the early encouragement of Sir William Preece and of organisations interested in shipping had played their part in making wireless one of the greatest contributions to the preservation of life and property at sea.

Colonel A. H. Read, director of Overseas Telecommunications of the General Post Office, said that when the Post Office took over the first five British Wireless Stations, the twenty Marconi operators who transferred to the Post Office were the backbone of the service. Referring to the present sea-going Marconi Radio Officers he said they played an important part in the smooth working of the service.

Mr. Jack Croft Baker, president of the British Trawlers' Federation, said Radio Telephony and Radio Aids to navigation were of the greatest assistance in fishing and he paid particular tribute to the value of the echometer and radar.

The immense progress made in marine wireless during the last fifty years was portrayed in an exhibition which was opened by Sir George Nelson at the Baltic Exchange on Friday, March 24th.

The exhibits were largely in the form of replicas of ships' wireless cabins at each decade commencing in 1900 and terminating with the installation of the liner of to-day. In the special historical section were

to be found the first valve receiver ever made, produced by Marconi's in 1904; the first magnetic detector made and mounted in a cigar-box by Marconi in 1902, and an early experimental portable spark transmitter. An exhibit of more recent interest was the accurate model of the Marconi works at Chelmsford, which was found in the stores of a German Aerodrome in 1945.

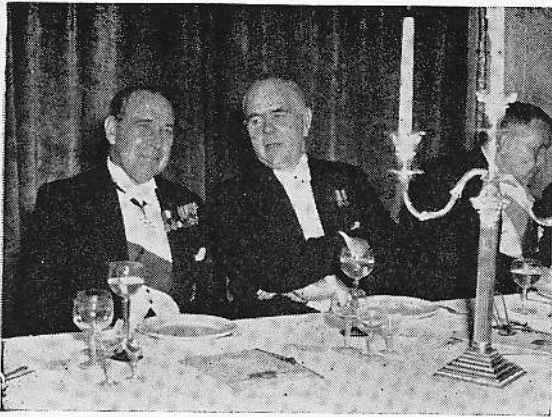
The Chartroom of a modern ship, showing radio aids for navigation, included the Marconi Radio-locator and the Visagraph recording and visual echometer.

A large map of the world, with model ships in their daily positions as reported to Portishead, illustrated the range and speed of present day Marine Communication, and with the co-operation of the General Post Office a special line connecting the Exhibition Hall with the Burnham Long Range Station, enabled enquiries regarding the whereabouts of vessels to be speedily answered. Messages of greetings were accepted free of charge at the exhibition for transmission to any British ship at sea, and many visitors made use of this facility.

The exhibition received wide publicity in the press, and views of the various exhibits were taken and included in the B.B.C. Television Newsreel sent out from the Alexandra Palace Television Service. After the scheduled period of 10 days the Exhibition terminated, but following numerous suggestions it was decided to open the Exhibition for a further period on a site more convenient to the general public, who were debarred from visiting the initial display. In consequence, the equipment, with some modification, was put on view at the Exhibition Site at the Charing Cross Underground Station, symbolising *Safety at Sea*.

This Exhibition was opened by the Rt. Hon. Alfred Barnes, M.P. on April 24th—the eve of the 50th birthday of the Company—and was on view to the public until Saturday, May 20th.

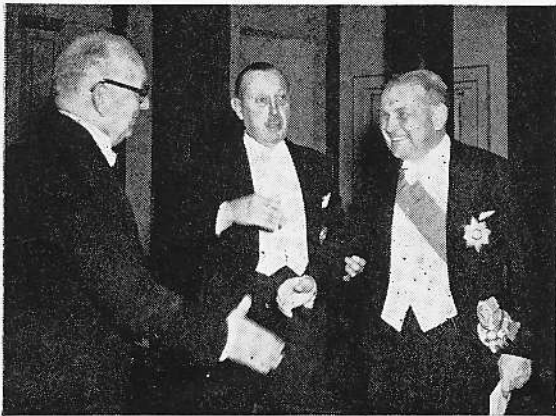
The Jubilee Celebrations culminated in a reunion of the Marine Company's Veterans, a Conference of the Depot Managers, and Supper Dances to the Staff—and these activities are reported on elsewhere. In our next issue we hope to include accounts of the celebrations which are planned for the Staff at our Depots.



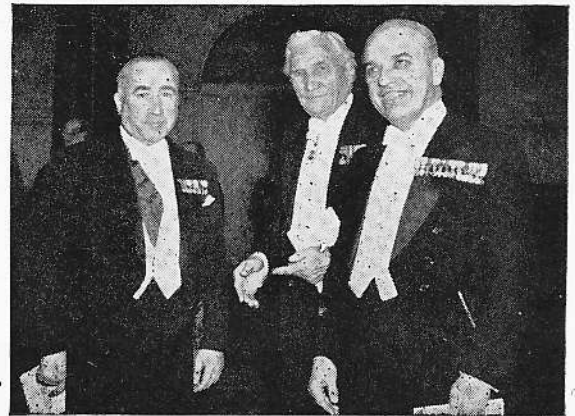
*Sir John Anderson chatting with Mr. M. Drysdale,
Chairman of Lloyds*



*Mr. H. C. Van de Velde, Sir George Nelson and the
Egyptian Ambassador (Amr Pasha)*



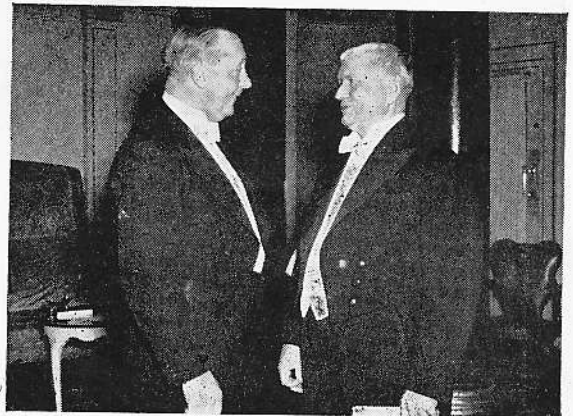
*Mr. H. C. Van de Velde, Sir George Nelson and
Sir William C. Currie, Chairman of the British India
Steamship Company*



*The Chilean Ambassador (Don Manuel Bianchi),
Sir Edward Crowe and the Brazilian Ambassador
(Dr. J. J. Moniz de Aragao, C.B.E.)*



*Sir Guy Ropner, President of The Chamber of
Shipping of the United Kingdom, replying to the
Toast to the Guests*



*Sir George Nelson greeting Mr. E. Skottun, the
President of Norsk Marconikompani*



Mr. Leslie Mitchell, of the B.B.C. Television Service, interviewing the Donna Gioia Marconi and Mr. W. Davies during the television broadcast

Inserts: Photographs taken from Viewers' Television Screens of Gioia Marconi and Marconi's first experimental Magnetic Detector made in a cigar box



Lady Nelson and the Donna Gioia Marconi cutting the birthday cake at the Jubilee Dinner

'Marine' Veterans' Jubilee Re-union

Following an invitation extended by the Management of The Marconi International Marine Communication Co., Ltd., some 200 veterans of the Marine Company attended a re-union at Caxton Hall, Westminster, on Saturday, April 1st, and were entertained to luncheon by the Company.

In addition to Marine veterans a number of Marconi pioneers also attended and a very enjoyable lunch was served.

Following the toast of H.M. the King, Mr. H. J. Chesterton in proposing the toast to the Marine Company mentioned that for at least a quarter of a century all of those present had served the Company in various capacities, in war and in peace, at home and abroad and on the seven seas, and for these twenty-five years or more all had enjoyed it. Sometimes the veterans would talk of the luck of the Marconi Company, but what has been called luck was the logical outcome of wise management and the accumulated experience, initiative and team work of all who constituted the Company. The Marconi tradition, Mr. Chesterton added, was a quality which could not be explained but which, however, had enabled the Company to more than maintain its supremacy in the marine radio field. The Company had a soul which manifested itself in the Marconi spirit, which spirit was the inspiration of all in a service of which they were so proud, and he asked those present to drink to the continued progress and prosperity of our hosts 'The Marine Company'.

Mr. Van de Velde, replying on behalf of the Company, said that it was almost entirely due to the excellent teamwork which existed that the Marine Company held such a marvellous position in the world. During the last few weeks, at the various functions which had been held, it was most gratifying to hear the words of appreciation expressed by Ministers of the Crown, the shipping fraternity, and the Press at home and overseas. All eulogised the work of the Company in no unmeasured terms, and undoubtedly the name of Marconi stood higher than ever in the esteem of all. He felt sure it would be the desire and endeavour of the Company and the Marconi men that this high esteem should exist for all time. The fact that 535 Marine men had been with the Company for over 25 years was a fitting tribute to the spirit within the Company, and he thanked all present for what they had done and for coming along to this function.

Following this toast, one to the 'Veterans of 1902 and before' was proposed, and in replying to this Mr. C.

Rickard mentioned that he was probably the first man to join the Marconi Company and that in 1899 he took part in effecting communication between the East Goodwin light vessel and the shore. He had also served as operator on the *Campania* in 1901 and later on the *St. Paul*. He had always held the greatest respect for the Marine Company and on behalf of the early veterans and himself he wished it all success and happiness in the future. In due course the toast to the Chairman was proposed by Mr. John Keir. Mr. Keir said that Mr. Van de Velde had held responsible positions at home and abroad, and it was indeed the good fortune of the Marine Company to have him as their existing head. The Company's slogan, 'Service, Security and Progress' was inspired by Mr. Van de Velde himself and he lived up to its implications. He was a hard worker and it was indeed difficult for others to keep up with the pace set by him, but his cheery manner and inspiring example kept all going. In brief reply to the toast, Mr. Van de Velde mentioned that he felt somewhat embarrassed by the nice things said about him in the presence of some 200 very good friends, he could only add—"Thank you, and God bless you all".

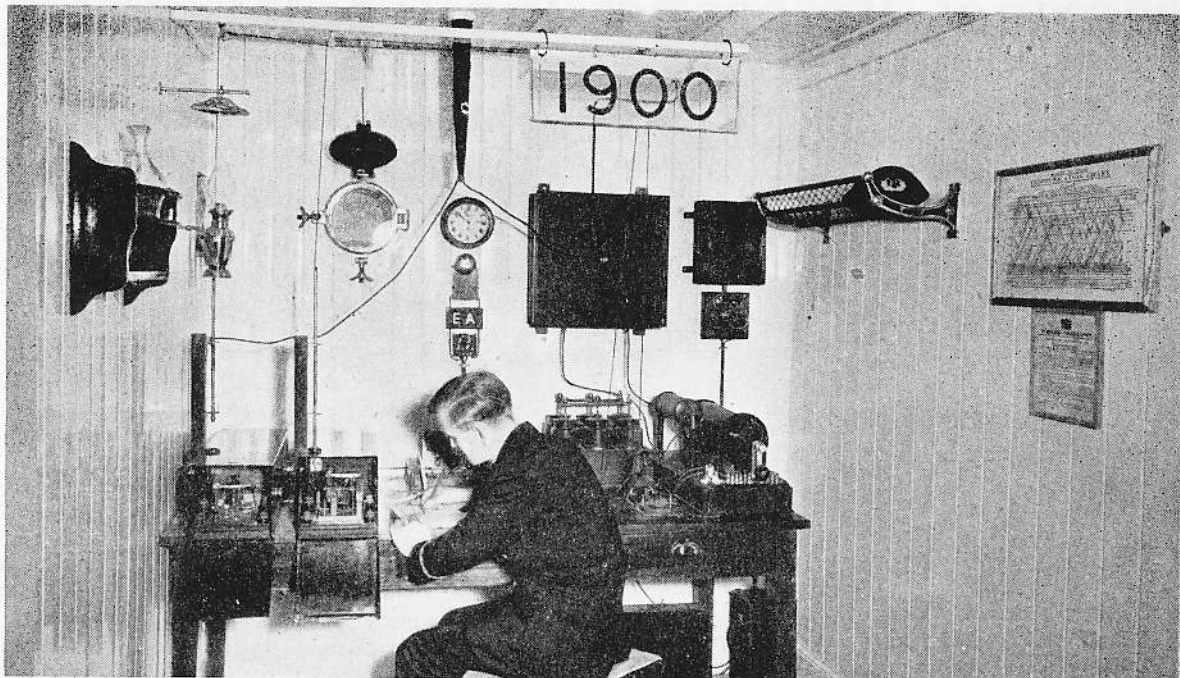
The final toast to 'absent friends' was proposed by Mr. A. C. Lewis, of Aberdeen, and to some fitting remarks he added that no toast could give him more pleasure to propose. In a company such as the Marine Company it was inevitable that its membership was distributed throughout the world, and this fact emphasised the importance of the toast. In proposing the health of those absent friends, he wished them health and well-being, and hoped that their ears would burn.

Shortly after the drinking of this toast the gathering proceeded to another room for tea, and opportunity was taken by all to contact old friends and colleagues before those attending the re-union finally dispersed.

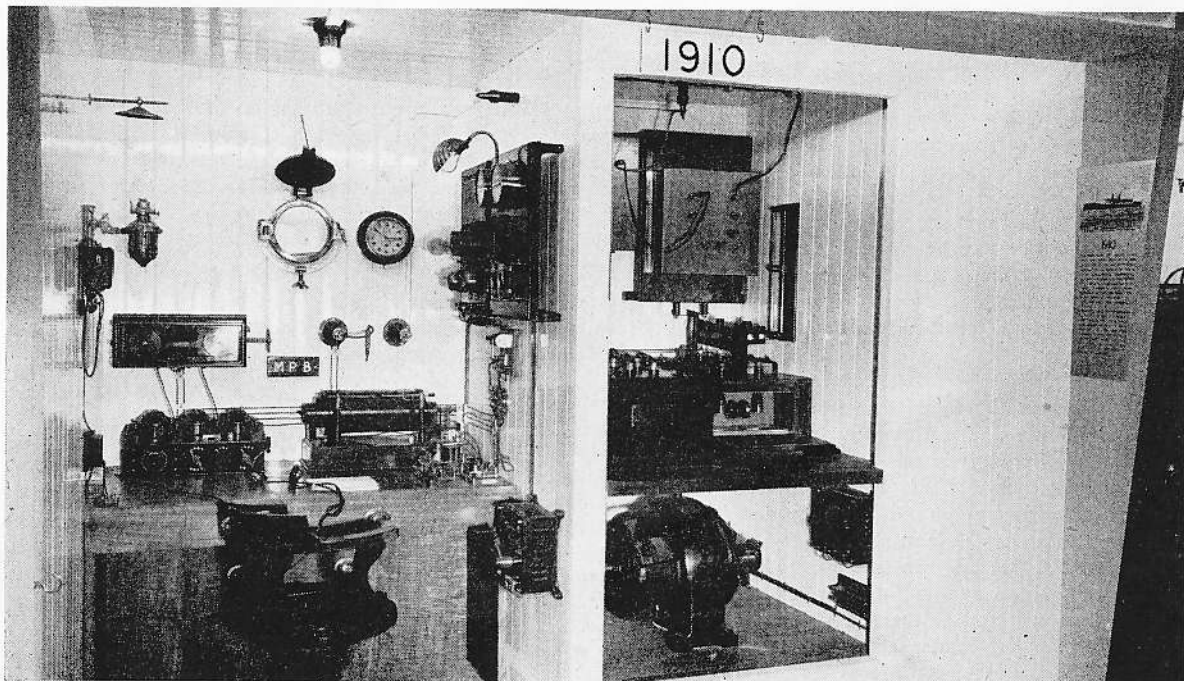
Approximately 230 marine veterans attended, amongst whom were many of the Depot staff. Among the Radio Officers who attended were Messrs. Ash, J. Butler, W. Davies and A. Macbeth. The early pioneers present were Messrs. Andrew Gray, C. S. Franklin, H. M. Dowsett, H. J. Round, W. T. Ditcham, J. G. Robb, C. E. Rickard, George Turnbull, R. D. Bangay, A. A. Kift, H. W. Watterson, Archie Harding and Joe Lewis.

The annual re-union of 1950 of the Marconi Veterans took place on May 20th.

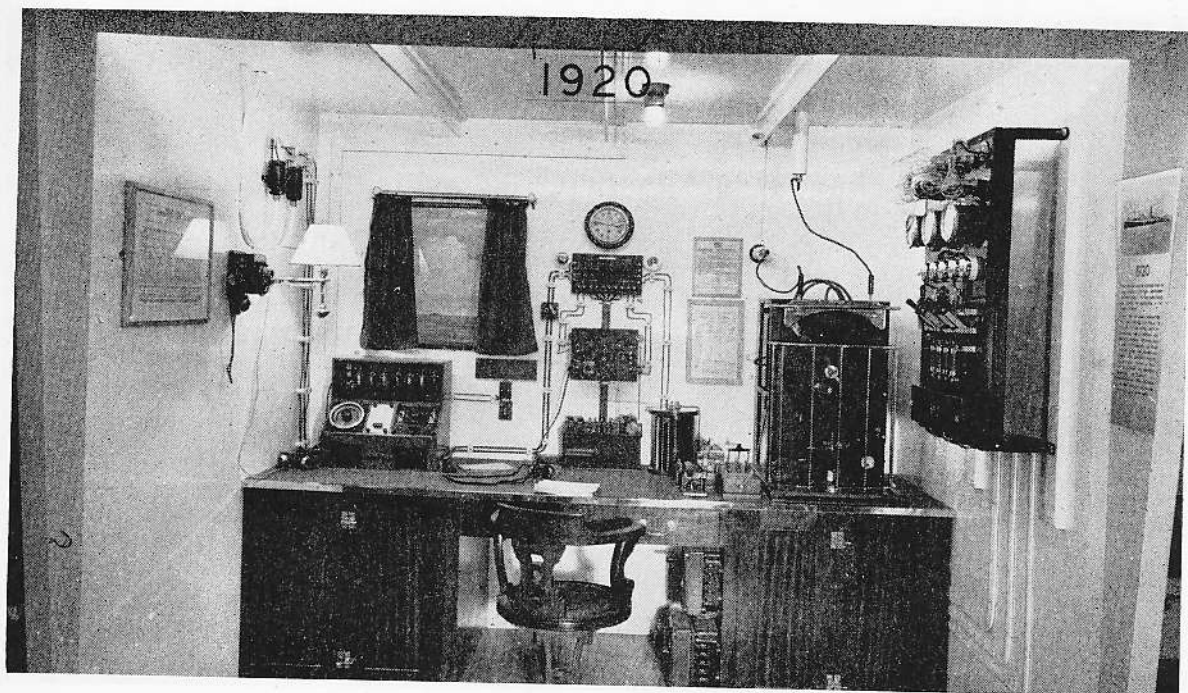
THE JUBILEE EXHIBITION AT THE BALTIC EXCHANGE, LONDON



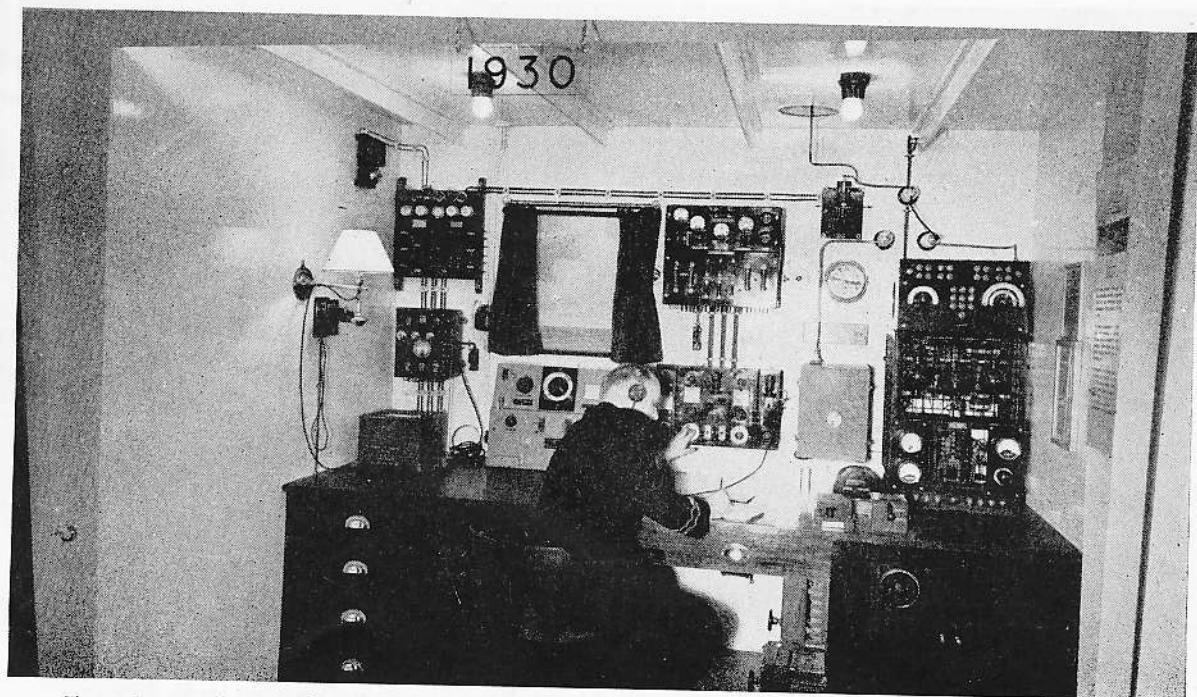
The very first wireless equipment fitted aboard ship in 1900. It was equipment of this type which reported the progress of the South African War and received news of publication in the first wireless newspaper published at sea, 'The Transatlantic Times'



An entirely new departure in receiving technique made its first appearance in 1910. Tuning over 90 to 2,300 metres, an exceptionally wide range in those days, it was effected by means of the newly invented Multiple Tuner. The equipment received its power from the ship's mains although the battery-operated induction coil was retained for emergency operations



Direction Finding equipment, following long experiments, finds its way into the wireless cabins of this period, the first experimental Direction Finder being fitted in the 'Mauretania', in 1912



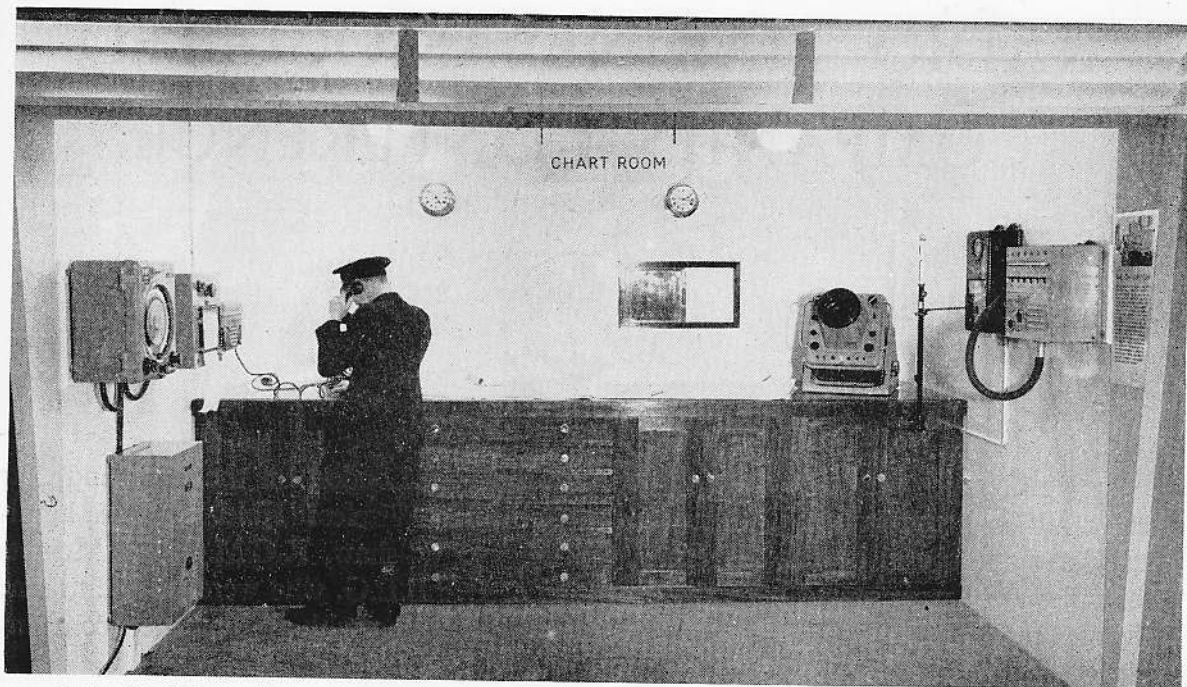
The equipment shown in this cabin brings valves into general use for transmission as well as reception. The Automatic Alarm, the most valuable Marconi contribution to safety at sea, is now in general use



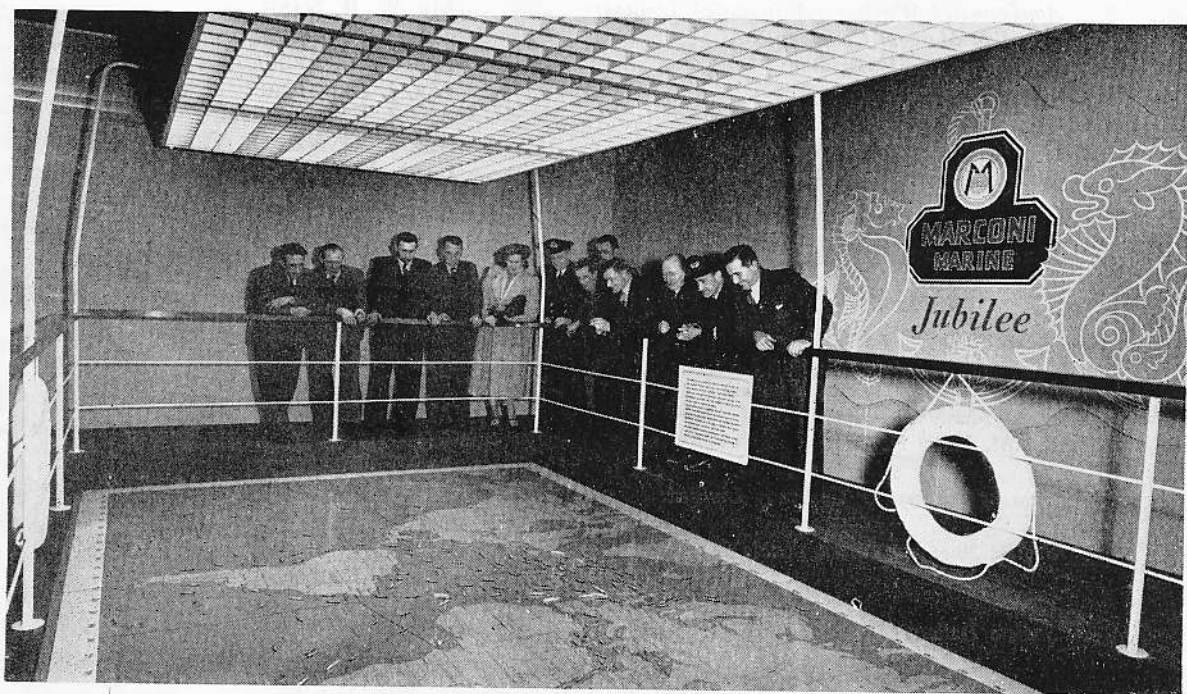
The short wave transmitter shown in this cabin brought about a tremendous increase in the range of communications and the Direction Finder equipment developed in earlier years, together with the Auto-Alarm embodying many new refinements



The equipment of the wireless cabin shown, represents a typical layout of a modern passenger vessel. Fifty years of development give the Marconi Marine Co. 200 Service Stations in all parts of the world, and over 12,000 ships are now fitted with all kinds of navigational aids and means of communication



In the Chart Room above, is seen the 'Visagraph'—a visual and recording Echometer—and the main display unit of the new 'Radiolocator IV' radar equipment fitted on the right-hand side of the chart table



A replica of the large map of the world, similar to that installed at Burnham Radio Station which handles all the British long distance radio traffic. During the period of the Exhibition, the positions of over 300 ships at sea were shown daily. Through the courtesy of the Postmaster General, visitors to the Exhibition were able to send greeting messages to any British ship at sea, free of charge

RADIO MARINE ASSOCIATED COMPANIES CONFERENCE



THE SIXTH MEETING OF R.A.M.A.C. was held in London on the 27th and 28th March, 1950, in the stately Court Room of Cable and Wireless (Holding), Ltd., kindly placed at our disposal by the Governor, Sir Edward Wilshaw, K.C.M.G. All Member Companies were represented with the exception of D.E.B.E.G. who were unable to send Delegates owing to the period of the Conference conflicting with an important company meeting.

THOSE PRESENT WERE

Amalgamated Wireless (Australasia) Limited:

Canadian Marconi Company:

Compagnie Radio-Maritime:

Establecimientos Argentinos Marconi:

Hispano Radio Maritima S.A.:

Marconi International Marine Communication Co. Ltd.:

Marconi (South Africa) Limited:

Norsk Marconikompani:

N.T.M. Radio Holland:

Siemens Brothers & Company Limited:

Société Anonyme Internationale de T.S.F.:

Societa Italiana Radio Maritima:

MR. W. R. NASH
MR. A. WILKINS
MR. R. GIRARDEAU
MR. J. REBOTIER
MR. J. FONTAINE
MR. T. G. VAN DE VELDE
CAPT. J. CRESPO
MR. GABRIEL TORRES-GOST
COMM. A. CARDONA
MR. H. C. VAN DE VELDE
MR. R. FERGUSON
MR. T. SIMPSON
MR. S. STANSBRIDGE
MR. R. C. OLDER
MR. Q. H. BULLARD
MR. E. SKOTTUN
MR. TH. P. VAN DEN BERGH
MR. L. F. MEYER
MR. W. LEGG
MR. W. E. WARREN
MR. E. FLAMME
MR. F. DEPRÉ
MR. T. A. VAN DER VLIES
MARCHESE G. MARCONI
MR. P. ILARDI

SECRETARY GENERAL: MR. J. CONNELL



Sir George Nelson opening the Sixth R.A.M.A.C. Conference

The host on this occasion was The Marconi International Marine Communication Co., Ltd. Its Chairman, Sir George Nelson, F.C.G.I., M.I.MECH.E., M.I.E.E., in extending a warm welcome to the Delegates expressed his appreciation of London having been chosen for the Sixth Conference, in this the Jubilee year of his Company and his pleasure in having this opportunity of meeting the R.A.M.A.C. Delegates personally.

He paid tribute to our Founder, Guglielmo Marconi, and said how glad he was to see the Marchese Marconi contributing his knowledge and experience to the joint pool and adding his illustrious name to the prestige of the Association.

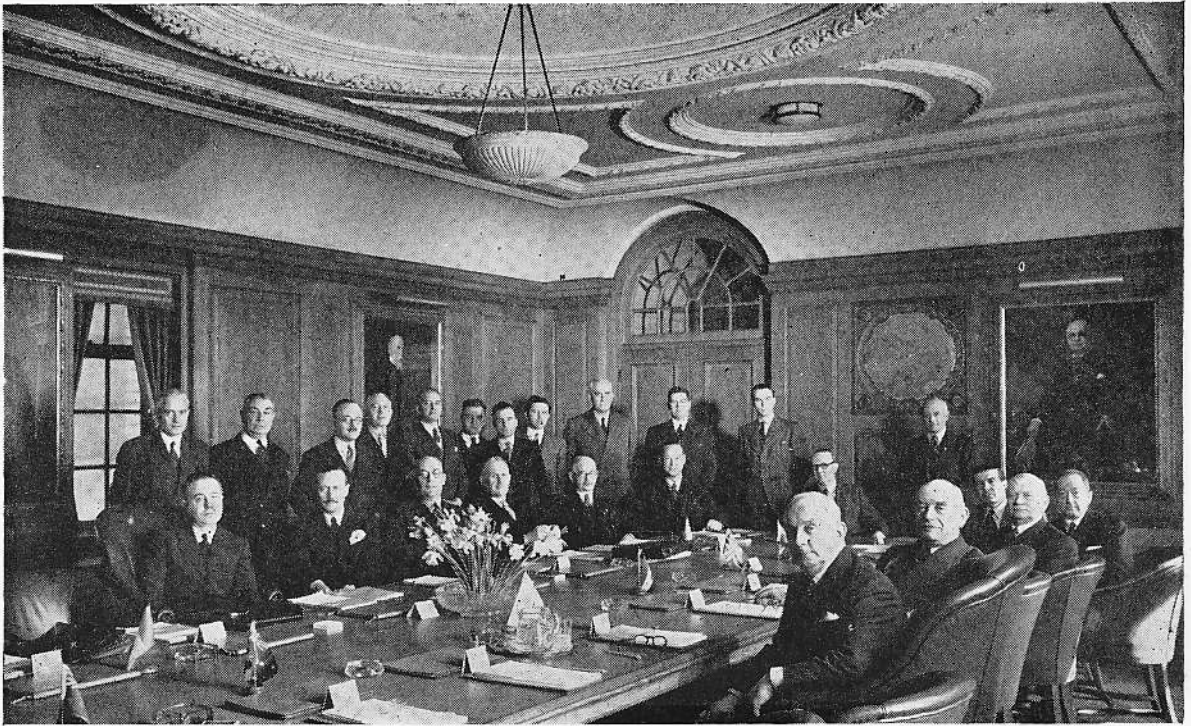
Sir George outlined briefly the steps he was taking to ensure that the Marconi Companies kept to the fore in the provision of high quality Marine Radio equipment and Electronic Aids to Navigation and for the continuance of the existing unrivalled worldwide service which means so much to all those concerned with the safety of life and property at sea.

He made a moving reference to the loyalty of their Radio Officers and to the heavy sacrifices made by them in the last War.

He acknowledged that the rapid progress made in the development and application of Radio Communication and Electronic Navigational Aids was due in large measure to the encouragement and willing co-operation accorded at all times by the British G.P.O., Shipowners and the Ministry of Transport.

Sir George assured the Conference of the full support of his Company in the excellent work being performed by R.A.M.A.C. and wished the Association every success.

Mr. Van de Velde, *the President of R.A.M.A.C.*, extended a hearty welcome to the newcomers, Messrs. A. Wilkins, Q. H. Bullard and T. G. Van de Velde and expressed the regret of all that their colleagues from Western Germany were unable to be present, that Mr. R. Skottun had been detained in Oslo on urgent business and that Mr. Jose Soares de Oliviera, of Lisbon, had been prevented from attending owing to illness.



R.A.M.A.C. Delegates to the Sixth Conference

After presentation by the Marconi Company of brief cases, R.A.M.A.C. badges and the Marconi Jubilee book to Delegates, the Agenda, which was a heavy one, was dealt with. Included in its main objects, were the extension and co-ordination of the activities of Member Companies in order to meet the demand for the supply and servicing of new and highly specialised Electronic Aids to Marine Navigation and to bring to the notice of all concerned the extensive service facilities provided by R.A.M.A.C. in this regard.

It is interesting to record that the Association has established fully equipped depots and service agencies at 225 ports throughout the world, 93 of which provide expert Radar service and that it controls Radio and Electronic equipment on 12,000 vessels of nearly all Maritime Nations. These numbers are being steadily increased.

In an International Association of this nature conflicting interests are bound to arise, but with the usual R.A.M.A.C. spirit of co-operation, friendliness

and willingness to compromise, the work of the Conference was expeditiously and efficiently completed.

Messrs. H. C. Van de Velde and Th. P. Van den Bergh were re-elected Chairman and Vice-Chairman respectively of the next Conference, which is scheduled to take place in Amsterdam during September next on the kind invitation of Radio Holland.

Coincident with the Conference, the Marconi Marine Company were holding their Jubilee Celebrations and the R.A.M.A.C. Delegates participated in the festivities, including the Jubilee Banquet at the Dorchester Hotel.

The Delegates also visited the works of the Marconi Instruments, Ltd., at St. Albans, the Marconi Research Laboratories at Baddow, the works of the English Electric Valve Company at Chelmsford, where Marchese Marconi laid a wreath on the memorial of Radio Officers who had lost their lives in the War.

Delegates and their ladies attended the opening of the Marconi Jubilee Exhibition at the Baltic

Exchange and by the courtesy of the P. & O.S.N. Company, were entertained to an excellent luncheon on board the liner *Strathaird* at Tilbury, being welcomed on board by Captain R. E. Tucker. The provision made by this famous shipping company for the comfort and safety of their passengers were inspected with great interest.

The visitors appreciated very much the kindness of the Captain and Ships' Officers in making their visit such a pleasant one. Coach tours were made to places of historical interest, including visits to Hampton Court, Windsor Castle, Eton College and to Penshurst in Kent, where the visitors were very kindly received by Lord de L'Isle and Dudley, V.C., and his wife. Penshurst Place is the historic home of Sir Phillip Sydney and the visitors were greatly impressed with this historic example of an ancient English home in a perfect state of preservation with its original pictures and period furniture practically unaltered.

The series of festivities, luncheons, dinners, dances and theatre parties provided for the guests were brought to a fitting conclusion by a Dinner-Dance at the Dorchester Hotel, where a merry time was

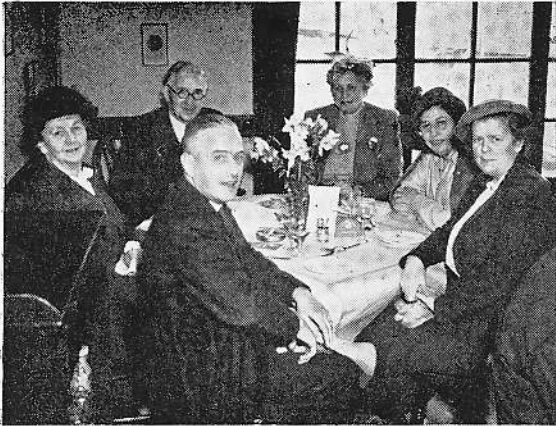
had by all. The weather during the Celebration period was ideal, the Celebrations were a complete success and hosts and guests alike spent a very enjoyable time together.

The visitors were enthusiastic in their praise of the excellent arrangements made for their comfort and entertainment, largely due to the energetic direction of Mr. H. C. Van de Velde, ably supported by all Senior Members of his Staff and by H. J. Garland, the Organising Secretary of the Jubilee Celebrations. Thanks are due to Mrs. Garland and to Mrs. Connell for all they did to add to the comfort and pleasure of the lady visitors on this memorable occasion.

The guests said that all would carry away with them very happy memories of their sojourn in our country and of the kindness and hospitality extended to them by the Nelson family. The lady visitors appreciated particularly the kindness of Lady Nelson in entertaining them to a magnificent dinner in the friendly and charming atmosphere of her home while the men folk were banqueting and speech-making at the nearby Dorchester.



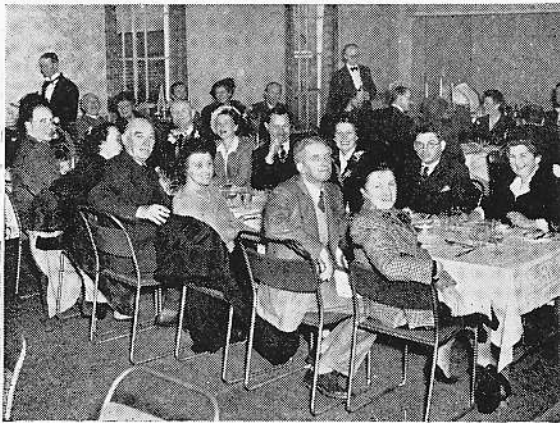
Another view of the Conference Table



R.A.M.A.C. Delegates and ladies at luncheon at Penshurst



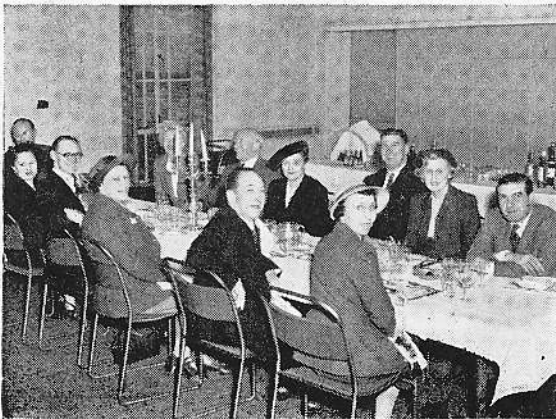
Lord and Lady de l'Isle and Dudley with some of the delegates and ladies at luncheon



Delegates' luncheon at Harpenden.



Captain R. E. Tucker with guests on board the liner 'Strathaird'. The guests include the Marchese Giulio Marconi and the Donna Gioia Marconi



Delegates' luncheon at Harpenden



Delegates' luncheon at Harpenden

Captain Tucker and Mrs. Tucker, Marchese Giulio Marconi, the Donna Gioia Marconi, Mr. and Mrs. Van de Velde and Radio Officers aboard the 'Strathaird'



Captain Tucker with Radio Officers and guests aboard the 'Strathaird'



R.A.M.A.C. Delegates and ladies at Harpenden



Delegates and ladies with Lord and Lady De L'Isle and Dudley at Penshurst



by N. G. MACDONALD of Leith Depot

IN rifle shooting it is always the shooter's aim to score the full possible of 144 points; in golf the tyro's endeavour is to go round the course in as many under par as possible; but in the salmon angler's mind perfection is reached when he manages to lure a monster from his favourite river when the river is dead low, and the fish most difficult to entice. Under these conditions the normal practice of spinning with a minnow or fishing with a heavy line and large salmon fly from 1 inch up to 2½ inches long, is doomed to failure.

Then, the expert greased line enthusiast comes into his own. In this type of angling the normally heavy salmon line must be greased to make it float, enabling very light gut and small flies to be used. The usual gut cast is from 6 to 9 feet in length, having a breaking strain of less than 4 lb. The fly may be a No. 5 down to No. 10 from ¾ to ½ inch long and very sparsely dressed with feathers.

In June or July when the temperature of the rivers is very high, the salmon become very lethargic and difficult to lure, and the most profitable hours for fishing are the hour just after sunset and the hour just before the sun rises in the morning. If, however, the sun is not too bright it is sometimes possible to get a fish during the day.

In greased line fishing for salmon, the fly is cast across the stream at an angle of 90 degrees and allowed to swing down over the 'lie' of the fish similar to dry fly fishing for trout, only in this case the fly is floating about a couple of inches below the surface. Should the current tend to carry the line down faster than the fly, the floating line should be

whipped or 'mended' upstream by a side flick of the rod point. When the fly has swung round to your side of the river, the operation must be repeated. When fishing in this manner you almost always see the salmon coming for the fly so near the surface and it requires no small measure of self control to refrain from striking to fix the hook as in trout fishing. This would result in the fly being taken right out of the salmon's mouth before he has taken hold of it. The salmon is slow in his motions and it is best to wait until you actually feel the fish before tightening the line. In fact if left alone the fish almost always hooks himself as he goes down after the rise. Some anglers hold a yard of slack line which they let go when the salmon is seen and even if he tries to spit the hook out, the weight of the current on the line and cast usually lodges the hook in the corner of his mouth which is a splendid holding position.

The battle I hope to describe took place on June 28th, 1947, on the River Tay near my home in Aberfeldy, Perthshire.

I was home from Leith Depot for the week-end and on the Saturday evening about 7 p.m. I met my gamekeeper friend Mack. 'Oh', he says, 'If you fancy your chances, you can go up to the Carrie Pool to-night and see if you can get a salmon for me. The Laird rose one this morning and there are several clean run fish in the pool.' Of course, I jumped at the invitation and hurried home for my bicycle and fishing tackle and proceeded to this famous pool, arriving there about 9 p.m. just as the sun was setting.

I assembled my 14 ft. 6 ins. Hardie Greenheart rod, greased my line, soaked a Seatrout of IX strength and mounted a No. 6 'Thunder and Lightning' fly of my own manufacture, roughly about $\frac{1}{2}$ inch long.

The Carrie Pool is formed by the river running alongside a sloping bulwark protecting the fields from winter flooding, so it is easily fished from the top of this wall.



The salmon, landed by Mr. N. G. MacDonald, weighed 28 lb.

Starting right up in the neck of the stream I commenced with short casts to work the fly properly in such swift water.

In the evening the salmon move right up into this fast water for the sake of the extra oxygen and I have hooked a 21 lb. salmon in water only a foot deep. This night, however, I had fished about ten

minutes and was about twenty yards from the top of the pool when I felt the unforgettable pull and knew I was into a salmon of some sort. At first he hung around the spot where he was hooked, uncertain what to do, and this gave me the opportunity of getting down right opposite him and making sure my line was not tangled round the reel. It was well I did so, for my quarry woke suddenly to life and took a tremendous run of about sixty yards right across the pool, ending by shaking his head like a terrier but not breaking the surface to let me see his size.

He gradually edged back to the lie where I had hooked him and then took a rush upstream, but luckily for me he did not attempt the rapids into the next pool where it would have been impossible for me to follow.

This ding-dong struggle continued for over half an hour before I saw him, and I got rather a scare to see such a huge fish on the end of such thread-like tackle.

However, I was in no desperate hurry, and you cannot 'horse' a fish on such tackle, so it was just a case of keeping a steady strain on him and keeping him on the move to tire him.

After a while he began to show signs of exhaustion, coming to the top of the water and rolling. I got my 3 ft. telescopic gaff ready and clambered slowly down the face of the wall to the water's edge ready to bring him close enough to gaff. But the salmon had other ideas when he saw me and this urged him on to further efforts. I had to scramble back to the top of the wall again so as to be able to follow him up or down.

Finally he lay quite close in to the wall enabling me to get down to the water's edge, and putting on extra strain I brought him within reach. The gaff flashed out and I lifted the exhausted fish out of the water and regained the top of the wall.

A few taps on the back of the head and I was able to remove the fly and examine my capture.

He was a beautiful clean run salmon and turned the scales at 28 lb. The sealice, a species of marine vermin, still adhered to his skin between the ventral fin and the tail, a sure indication that he was not long out of the sea 60 miles away. These parasites die after 48 hours in fresh water.

As it was now dark, I dismantled my rod, mounted my bicycle and made for home, feeling very satisfied with myself.

Next day I phoned my friend Mack and told him I had a lovely fish for him to despatch to the proprietor of the estate.

On the accompanying photograph the reader may observe a sort of hook on the lower jaw of the salmon. This is very small when the male fish first enters fresh water but it grows rapidly and assumes giant proportions at the end of the season when it is used as a weapon of offence or defence against other cock salmon usurping his place on the spawning beds.

It is always a thrill to catch a salmon, but to land one on the finest of tackle brings one a sense of the greatest satisfaction.

SHIP FITTING

The Tyne area has always prided itself not only on the quality of the ships built in its yards, but also on the high proportion of U.K. tonnage born on its stocks. During the post-war years, many fine ships built elsewhere have been brought to the Tyne for complete reconditioning, thus adding still further to the tonnage proudly displaying 'Geordie' craftsmanship.

The ship-fitting side of the Newcastle Depot's work is therefore a very important factor. Both technical and sea-going staff at other Depots privileged to handle the ships when in service are very much affected by the quality of the work put into the job when the fitting is being done. This of course is true of all the heavy fitting Depots whose ships, when completed, sail away to join the service ranks of Depots of the largest ports.

Presumably the dream of every fitting technician is to place a label in the Radio Cabins he deals with saying 'fitted by Bloggs'—or whatever the name may be—and to have Depot maintenance staff and Senior Radio Officers vieing with one another to board those ships bearing this proud sign. Perhaps, since we have now become so label minded, we are already approaching the date when the Depot at any rate will affix its plaque to the bulkhead to signify its pride in the job done. Which brings us to the

point we have been leading up to, namely, which Depot would use the most plaques?

We happen to have before us an analysis of the Newcastle Depot fitting figures for 1949—here they are:

Transmitters	...	...	...	...	158
Receivers	...	...	...	...	170
Auto Alarms	...	...	...	...	51
Direction Finders	...	...	...	...	105
Echosounders	...	...	...	...	81
Radiolocators	...	...	...	...	21
Oceanics	...	...	...	...	70

CORRESPONDENCE

Champlain Road,
Orleans, Massachusetts,
December 22nd, 1949.

The Editor, 'Marconi Mariner',
Dear Sir,

The July-August, 1949, issue of the 'Marconi Mariner' came to our attention, who work at WCC/WIM Chatham, Mass., and I thought it appropriate to write you for some information on some of the old timers who used to be on the England-New York ferry service.

Depot News and Views as well as Radio Officers' Movements No. 13 were scanned by me but I derived little data. However, these items were interesting.

For example, from my notes of those whom I used to be in contact with are: T. F. Alton, Ivy House, Minera, Wrexham; W. F. Steward, Chief, s.s. *Transylvania*/GLKZ, together with a chap named Poustie (the third operator's name I forget), but I met them all in Quebec in 1930. Ship was on one of those St. Lawrence River cruises from New York City.

Then there was that tall Irishman named Hagon on the old *Olympic*/MKC (GLSQ). Never was a faster brass pounder than he! I know because I told him to 'ga the lot', and he ripped out 60 in 45 minutes, without a pause for a QSL. And when I gave him the usual 'R', he said 'you win'. However, it had me throwing blanks in the 'mill' at the rate of three, rather than the usual two we keep going. Then there was good old Bill Jacobs of the *Majestic*/GFWV fame. I understand he has passed on. He was no slouch either, when it came to pushing out traffic. I mention Hagon and Jacobs because they are outstanding in my memory.

I have been at WCC/WIM since its inception, with the exception of 4½ years spent on active duty with the U.S. Navy, in the past conflict. So I have come in contact, via the ether waves, of a great many of the old timers. As time permits I would like to hear where some of these O.T.s are.

Holiday greetings, and Best 73,

(Signed) FORREST D. ROBINSON (R.N.).

[NOTE: T. F. Alton lost by enemy action in the sinking of the *Almeda Star*, January 17th, 1941. W. F. Steward left the Company some years ago. Hagon left the Company October 3rd, 1929. W. Jacobs left the service March 5th, 1936, and died August 7th, 1945. Poustie—no record.—Editor.]

The Editor, 'Marconi Mariner'.

Dear Sir,

It is extremely kind of you to ask me to contribute an article relative to the early days of the Marconi Marine Company for your Jubilee number, but I don't, however, think that my first interview with the Chief Engineer of the Company, early in 1901, when I ascended the creaking, dark staircase of 19 Mark Lane, can be of much interest to the 'Sparks' of to-day.

I well recollect entering the tiny office which accommodated the Chief Engineer himself and his staff of two, and recall that I carried a top hat and was dressed in a frock coat, striped trousers, wore a geranium in my buttonhole, and had a cane and lavender gloves. This dress, alarming though it may seem to you, was the correct and only one for wear in London when applying for a job. I was much impressed by the large safe which appeared to be the most important article of furniture in the room! To my great consternation I was handed a roll of tape from a 'Morse Inker' and asked if I could read it. I was forced to confess that I could not, and was much relieved when a smile spread itself over the austere countenance of the Chief Engineer, and he said 'Neither can I'. After the interview I was forthwith appointed and after signing an agreement under which my salary was to be £1 per week plus 2s. 6d. per day shore allowance, was sent to Chelmsford for training.

All this seems very remote and distant now and rather amusing by comparison with modern standards, and somehow I think that tastes in anecdotes have changed, those which were of interest years ago are probably considered boring now, and I therefore feel that I must decline your kind request for a story for the Jubilee number of your magazine. I send you, however, my good wishes for the successful continuance of the publication, and I heartily reciprocate your kind thoughts for 1950.

Yours sincerely,

FRANCIS E. D. PEREIRA.

Orpington, Kent.

—0—

The Editor, 'Marconi Mariner'.

Dear Sir,

I have been interested by references in recent issues of 'Marconi Mariner' to transmitting amateurs on the Marconi Staff. As an active 'Ham' myself although no longer on the Marconi Staff, I would welcome radio contacts not only with members of the present staff but also with those ex-members who may still maintain their interest in operating by means of amateur radio.

Incidentally, my period of service with the Marconi International Marine Communication Co. Ltd., consisted of eight years as Radio Officer, all of which was spent on the Indian coast.

I would like to endorse the suggestion of Mr. C. D. Hammett made in the January/February issue that a list giving details of Marconi Staff amateurs with their names and call-signs would be greatly appreciated.

Yours faithfully,

J. S. DUNN,

Amateur Radio Station G3QJ.

'Green Gables', Exley Road, Keighley, Yorks.
March 9th, 1950.

MARCONI VETERANS

Room 92,
Marconi House,
Chelmsford, Essex.
March, 1950.

Dear Veteran,

*Marconi Veterans' Reunion, Luncheon and
Annual General Meeting, 1950.*

I am glad to inform you that arrangements have been made for the 14th Reunion, Luncheon and Annual General Meeting to take place on Saturday, May 20th, 1950, at Caxton Hall, Westminster, London, S.W.1. Reunion 12 noon, Luncheon 1 p.m. followed by the Annual General Meeting and Tea.

The Chairman this year will be Mr. A. H. Ginman (1901), President of the Canadian Marconi Company, the Vice-Chairman being Mr. G. E. Turnbull (1902) who is on the Retired List. Mr. Ginman is coming over from Montreal. He is looking forward to being present and hopes to meet many of his old friends and colleagues.

The cost of the Luncheon will be met by contributions of 17s. 6d. on the part of each member attending. The balance of cost will need to be met by voluntary contributions and it will be appreciated if, when indicating your desire to be present, you will forward the sum of 17s. 6d. together with such additional amount as you feel that you may be able to contribute to the General Fund. All wines, etc., on the Luncheon Table will be a charge against this Fund.

Owing to a heavy call on the General Fund last year in respect of floral tributes, and an unexpected charge of £30 in order to secure a good likeness of Senatore G. Marconi for reproduction on the Veterans Badges, the balance in hand has been greatly reduced and I shall be extremely grateful if you will be as generous as possible when forwarding your contributions. Contributions should be forwarded to the above address. Please make cheques, etc. payable to 'Marconi Veterans' Reunion Fund' crossed '& Co.'

The seating arrangements will be similar to those of last year. If co-veterans wish to sit near each other, it is suggested they nominate one of their number to advise me to that effect and reservations will be made accordingly.

Everyday dress will be the rule, and everything will be done to make the Reunion as informal as possible.

Nearly 1,100 Marconi Veterans Badges have been issued. They can still be obtained on application to me at the above address, accompanied by a P.O. for 2s. 6d.

Yours sincerely,

Marconi Veterans' Committee (U.K.)

THOS. C. SALMON,

Hon. Secretary.

PHOTOGRAPHIC COMPETITION

Details regarding the results of this competition which closed on March 31st will be announced in our next issue.

PHILLIPS MEMORIAL — GODALMING, SURREY



The following appears on the wreath card:

'In ever mindful recognition of the heroism of those Radio Officers, who, in peace and war, died at their post of duty, this humble token is placed on the Memorial to Jack Phillips on behalf of the Chairman, Directors, Management and Staff, and all Marconi Veterans of The Marconi International Marine Communication Company, London. April 25th, 1950.'

Marconi's WIRELESS TELEGRAPH COMPANY

MARCONI TELEVISION IN SOUTH AFRICA

South Africa is to see television for the first time when the famous Rand Easter Show opens on April 1st this year at Johannesburg.

What is undoubtedly the most comprehensive television demonstration ever to be transported from one country to another will be flown from England to Johannesburg through the co-operation of Marconi's Wireless Telegraph Co. Ltd. and Cinema Television Ltd.

The idea of this demonstration at the Rand Show originated with Mr. John Schlesinger of African Consolidated Theatres Ltd., and Cintel and the Marconi Company immediately agreed to co-operate.

A special building has been designed to accommodate both a television studio and a large-screen television cinema.

In addition to studio performances events 'in the field' will be televised by a portable Marconi television outside broadcasting unit and transmitted to the television building for large-screen projection.

All the apparatus required and the twelve technicians needed to operate it, were specially flown from England to South Africa for the demonstration.

Island Telephone Systems Linked by Marconi Radio

Most readers of MARCONI MARINER will know that inter-island communication in the Faroes has long been sorely needed, particularly in bad weather when boats become a hazardous form of communication.

Radio links have now been established between Torshavn and Sandoy, and Torshavn and Suderoy.

Marconi Type H.16A Very High Frequency transmitter - receivers are installed on these islands and are linking the land-line telephone systems of these islands.

For the time being both the wireless links work only at stated times during which they provide an inter-island service for tele-

phone subscribers. The radio installations are being powered by batteries and generator sets but it is hoped to provide mains power supplies for them in the near future. When this comes into operation a round-the-clock telephone-radio service should be possible.

MARCONI TELEVISION CAMERAS

General Election Televised

The B.B.C. have recently bought five new Marconi Image Orthicon television cameras and an outside

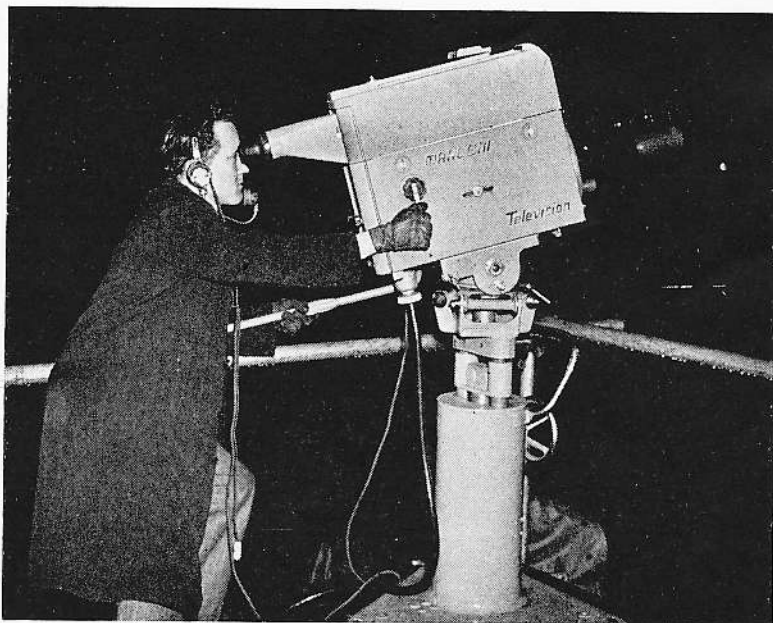


A general view of the vast crowds in Trafalgar Square on Thursday, February 23rd, 1950, when the B.B.C. used Marconi Image Orthicon cameras to televise a British General Election for the first time.

broadcasting unit now uses these cameras to cover assignments.

One of the most exciting and, at the same time the most exacting outside broadcast ever made in England was made on Election Night, Thursday, February 23rd, when three of the Marconi cameras were mounted in Trafalgar Square and, for over two hours televised scenes of the crowds who thronged the Square to watch election results appearing on a large screen.

When the programme commenced at 10.45 p.m. there was only the normal street lighting illuminating the Square, nevertheless the Marconi cameras provided pictures of the people with amazing clarity. The fact that weather conditions were bad did not affect the performance of these highly sensitive cameras.



A Marconi camera in action in Trafalgar Square

The New Marconi Air-cooled Broadcasting Transmitters

Orders coming in from all over the world for the new range of Marconi air-cooled broadcasting transmitters indicate how successful these new models are. Already a dozen 100 kW. models are on order for Finland, Denmark, Egypt, India, the Argentine, and the B.B.C.

The Argentine order (for two 100 kW. air-cooled transmitters) was used by the world's Press as an example of the high opinion in which Marconi products are held.

A broadcast in the B.B.C. Overseas services made by a Marconi technical expert who flew to Buenos Aires to take part in the negotiations emphasized the export value of this and similar orders for broadcasting stations recently received by the Marconi Company.

THOMAS GREY MEMORIAL TRUST AWARD

In recognition of the remarkable skill which is so constantly displayed at sea, the Council of the Royal Society of Arts offered last year, under the above Trust, an amount of £50 for a deed of outstanding professional merit by a member of the British Merchant Navy. Readers will be interested to learn that the award was made to Captain Francis Russell Spurr, Master of the P. & O. cargo motor ship *Palana* for the skilled seamanship and perseverance which he displayed when towing the cargo motor ship *Fernmore* 2,500 miles across the South Pacific Ocean.

An article describing the part played by Marconi equipment in this incident appeared in issue 10 of the 'Mariner'.



Death of Mr. Daniel Bonney

Head of English Electric Group External Relations Division



This month we have the sad duty of recording the death of Mr. Daniel Bonney, Head of the External Relations Division of the English Electric Group of Companies. Mr. Bonney's death came as a tremendous shock to all those associated with him. Not only was he the occupant of an

important position in the Group, but his character had endeared him both to those who knew him intimately and to those who met him in the course of business. His outstanding abilities and his invariable good humour won for him the highest affection of his colleagues and of that host of friends he made in private life. We shall greatly miss his wise counsel in business affairs and his quick wit and gift of repartee in private conversation.

Mr. Bonney was a native of Bromley in Kent and was educated at Colfe's Grammar School, Lewisham. He then spent some years as a journalist in Fleet Street and joined the Marconi Company in 1926 as chief assistant in the Publicity Department of Marconi's Wireless Telegraph Co. Ltd., and the Marconi International Marine Communication Co. Ltd., for which he did some outstanding work. He wrote a pamphlet on the Marine Company's advertising at that time illustrated with a series of striking advertisements in colour and giving a shrewd analysis of the Company's requirements. His lucid mind and grasp of detail marked him out for promotion and the Chairman and Managing Director appointed him his Personal Assistant in 1935 with the special duty of studying all the Marconi Company's many and intricate agreements with other English Companies and the Company's overseas Associates. He spent many weary hours studying these complicated documents, but in the end had

acquired a store of knowledge held by no-one else in the Marconi Companies. In these duties he and his Department served the M.I.M.C. and M.S.D. Companies as well as the other companies in the group.

Mr. Bonney travelled widely and had flown over 3,000 miles all over Europe during the last three months in the course of his duties. He spoke French, German and Spanish fluently and was therefore able to take the most intimate part in the discussions of the Boards of Directors of the nine overseas Companies on which he held directorships on behalf of the English Electric and Marconi Group. These were:—S.A.I.T., Brussels, Societe Belge Radio-Electrique, Brussels; Haslet Tubes Electroniques S.A., Neuchatel; Svenska Radioaktiebolaget, Stockholm; Marconi Societa Industriale, Genoa; Polskie Zaklady Marconi, Warsaw; Marconi (China) Ltd., Hongkong and Shanghai; Marconi (South Africa) Ltd., Johannesburg; and Marconi Espanola, S.A., Madrid.

Mr. Bonney was always modest about his attainments and was always ready to give credit to his staff and others who did work on his behalf. He was unquestionably the best loved man in the Marconi Company and the whole staff grieves at his loss and sympathises most deeply with his widow and two sons.

In 1937 his influence was increased by his appointment as Assistant General Manager of Marconi's Wireless Telegraph Company, a position he held throughout the war. In 1947 following the acquisition of the Marconi Companies by the English Electric Group he was appointed Head of the External Relations Division of the combined Groups with the duty of co-ordinating the policy and agreements of the Groups and their associated Companies in relation to other Companies and Governmental organisations in the United Kingdom and overseas, a position which he held with much credit to himself until his untimely death at the early age of 46.

Mr. Bonney was Chairman of the Ingatestone and

Fryerning Branch of the Chelmsford Conservative Association, and a member of the Lodge of Good Report of Freemasons.

The funeral service was held at the Parish Church of St. Edmund and St. Mary, Ingatestone, where there was a large congregation representing the family, the English Electric and Marconi Companies and associated Companies in England and overseas. There were over sixty beautiful floral tributes from private friends and business associates throughout the world.

OBITUARIES

MR. W. G. BROOM

It is with very great regret that we record the death of Mr. W. G. Broom on February 15th at his home at Felton, Northumberland, age 49. Mr. Broom first joined the sea staff in April, 1918; after serving continuously in all parts of the world, he was compelled to leave the sea in 1946. He afterwards served in the Newcastle Depot Office till in the middle of last year, he was forced to retire permanently because of ill-health, mainly due to high blood pressure. He had been living quietly at his home at Felton and looked reasonably fit and well when calling at the Depot in January. His end came quite suddenly as the result of a seizure.

MR. SAMUEL LEMON

We have learned with very deep regret of the sudden death of Mr. Samuel Lemon, Wireless Superintendent of the Bibby Line. Mr. Lemon had a long and distinguished career in the Marine Wireless Service and his loss will be deeply mourned by a wide circle of friends.

He joined the Liverpool training school of The Marconi International Marine Communication Co., Ltd., on April 10th, 1911, and thereafter served on numerous ships based on the port of Liverpool.

After the war Mr. Lemon served on the *Minnedosa* until the end of 1919 when he resigned from the Marconi Company to become the first Radio Officer

appointed to the staff of Radio Communication Company, Ltd. At a later date he took charge of the first R.C.C. equipment fitted on the Cunard Line s.s. *Vellavia*. After further service at sea he was appointed Liverpool Depot Manager of the R.C.C. Company and when, at the end of 1927, that Company was merged with the Marconi Marine Co., he resigned to take up his appointment with the Bibby Line.

His was a gentle and kindly nature. Although firm of purpose he used his authority in a quiet and unobtrusive manner thereby earning the affection and respect of all those with whom he came into business contact. His wealth of wireless experience gave weight to his opinions which were never expressed for any idle purpose. His colleagues of the early days, now scattered widely, as well as those who knew him only in his more mature years will feel they have lost a friend whose company was always a real pleasure.

M. MAURICE TRAVAILLEUR

Early Association with Marine Wireless

M. Maurice Travaillieur, who was from an early date associated with wireless interests, died at his home in Brussels on May 3rd at the age of 79.

M. Travaillieur, who was appointed Electrical Engineer to the King of the Belgians in 1897, became a member of the Board of Directors of The Marconi International Marine Communication Company, Limited, in 1900, and remained on the Board until 1906. He was re-appointed in 1912 and relinquished his seat in 1917.

In 1913 he was appointed to the Board of the Société Anonyme Internationale de Telegraphie sans Fil on the foundation of that Company in 1913. At the time of his death he was President Honoraire of the Company. M. Travaillieur also held a Directorship on the Board of Marconi's Wireless Telegraph Co. Ltd., from 1911 to 1914, and was appointed to the Board of the Société Belge Radio-Electrique on the constitution of that Company in 1922. He was still a Director at the time of his death.

(continued on page 332)

Depots' News and Views

ABERDEEN

Bright sunshine, alternating with sharp falls of snow, formed an accompaniment to the wedding of our highly respected colleague Mr. George Budge, and Miss Mary Melvin Gauld, on Saturday, February 25th. Prior to this function was the wedding gift presentation of a radio set, which event took place in the Depot Manager's private office on Thursday, February 16th, in the presence of the Depot Staff.

The wedding took place at West Church of St. Andrew, Union Street, in this city, and was well attended.

The bride looked charming in a dove grey taffeta silk suit with hat and accessories to match. The bridesmaids chose cherry taffeta and both carried bouquets of pink carnations. The bride's going away suit was tweed, in beige and brown, with accessories to match.



Our photograph shows George and his bride smilingly leaving the church, so taking their first steps together along the road of life's greatest adventure.

AVONMOUTH (BRISTOL)

Another shipping company, the *Ben Line*, has decided to make Bristol (Avonmouth Docks) a permanent port of call, from March, 1950. This continues the trend since the war finished, as a number of lines who either did not visit us at all, or rarely, before the war, are now regular callers. Our old friends of the banana fleet are still with us, but not yet up to pre-war glory; we get a tantalizing glimpse of 1950 standards straight from the builders, and then the continental run claims them.

We have to record three departures and one arrival this month.

Mr. L. R. Nicolson, the Manager of Marconi Instruments, Western office, has left for St. Albans. We shall miss his genial presence, and wish him good luck in his new sphere.

M.T.A. L. M. MacCaffrey has been transferred to Dublin; both he and Mrs. MacCaffrey have our best wishes for their future happiness, now they are back in 'Ould Oireland'. We hear that your luck held good Mac, in regard to the housing question.

Mr. G. A. Dwyer, recently returned from Alexandria, has had, we hope, a pleasant interlude here, before taking

a radar course at Chelmsford preparatory to departure for Bombay as Inspector at that Depot. Congratulations, and 'bon voyage'.

We are pleased to report that instructions have now been received from the Port of Bristol Authority, for the installation of VHF at Walton Bay, Somerset, and Avonmouth Signal Stations, and on the Bristol pilot cutter, and a number of other PBA craft. We would like to thank all concerned, on both sides, who co-operated during the rather long, and very exhaustive tests and trials, carried out over a period of months. 'Its dogged as does it'.

Loud hailer trials are now taking place for short range communication, at the entrance locks, etc.

BELFAST

As the Company celebrates its golden jubilee three more Marconi fitted vessels will be starting their maiden voyages. Already the Union Castle liner *Bloemfontein Castle*, in charge of R/O G. W. Kilmister, has successfully completed her radio and visagraph sea trials. On March 23rd the Shaw Savill line *Runic* goes on trials and a week later she will be followed by the new Blue Funnel liner *Hector*.

The well-known Union Castle liners *Carnarvon Castle* and *Arundel Castle*, reconditioning locally, are expected to recommission during the summer. When they return to the Cape Mail service they will be equipped with *Worldspan* and *Lodestone*.

It was announced recently that Messrs. Harland and Wolffs had secured contracts to build two more 17,000 ton vessels for the Union Castle Line. The keels of these are to be laid at an early date.

Launchings during March are the Shaw Savill *Suevic* and the B.T.C. *British Explorer*.

CARDIFF

On the eve of the celebration of the 50th year of the Company's life, we look back with pride on its achievements, and the predominant part it has played in establishing the high standards of Marine Wireless and aids to navigation which exists to-day.

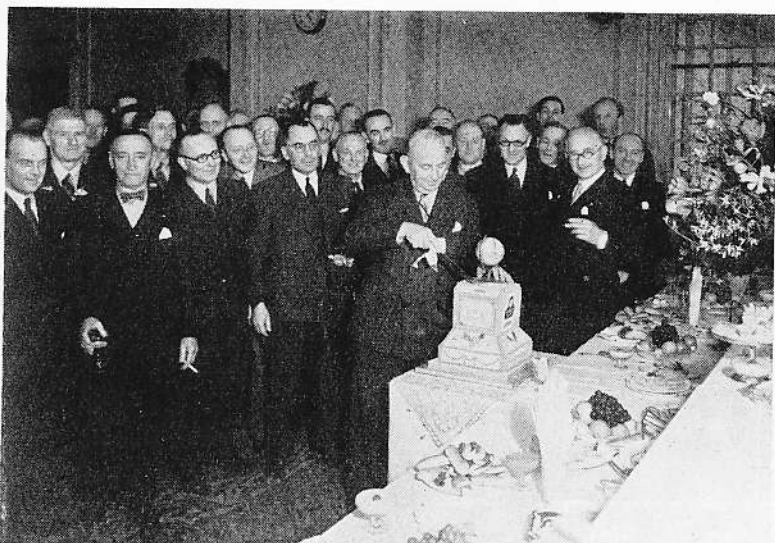
May the next 50 years see the great traditions of the past worthily upheld.

We regret to report the illness of our Depot Manager but we hope to see Mr. O'Meara fully recovered and back at Marconi House in the very near future.

Our other invalid, T.A. H. T. E. Freeman, is expecting to undergo an operation very shortly and we hope that this will be entirely successful and that the ensuing convalescence will not be too lengthy. We are happy to report our colleague keeps quite cheery despite a long and trying illness.

Recent V.H.F. tests in this area under the auspices of the Monmouthshire Ambulance Corps, over very unfavourable terrain, were quite successful and from three fixed points complete coverage of the Western Valleys was obtained. Great credit is due not only to Marconi Equipment and Mr. Whelpley, but also to the two assisting T/As Messrs. B. H. Davies and W. H. Richards for a rare feat of 'Pathfinding' over (we understand) practically unexplored territory.

The major social event of the period under review was



Mr. Van de Velde cutting the Jubilee cake in the presence of Depot representatives and others at Chelmsford.

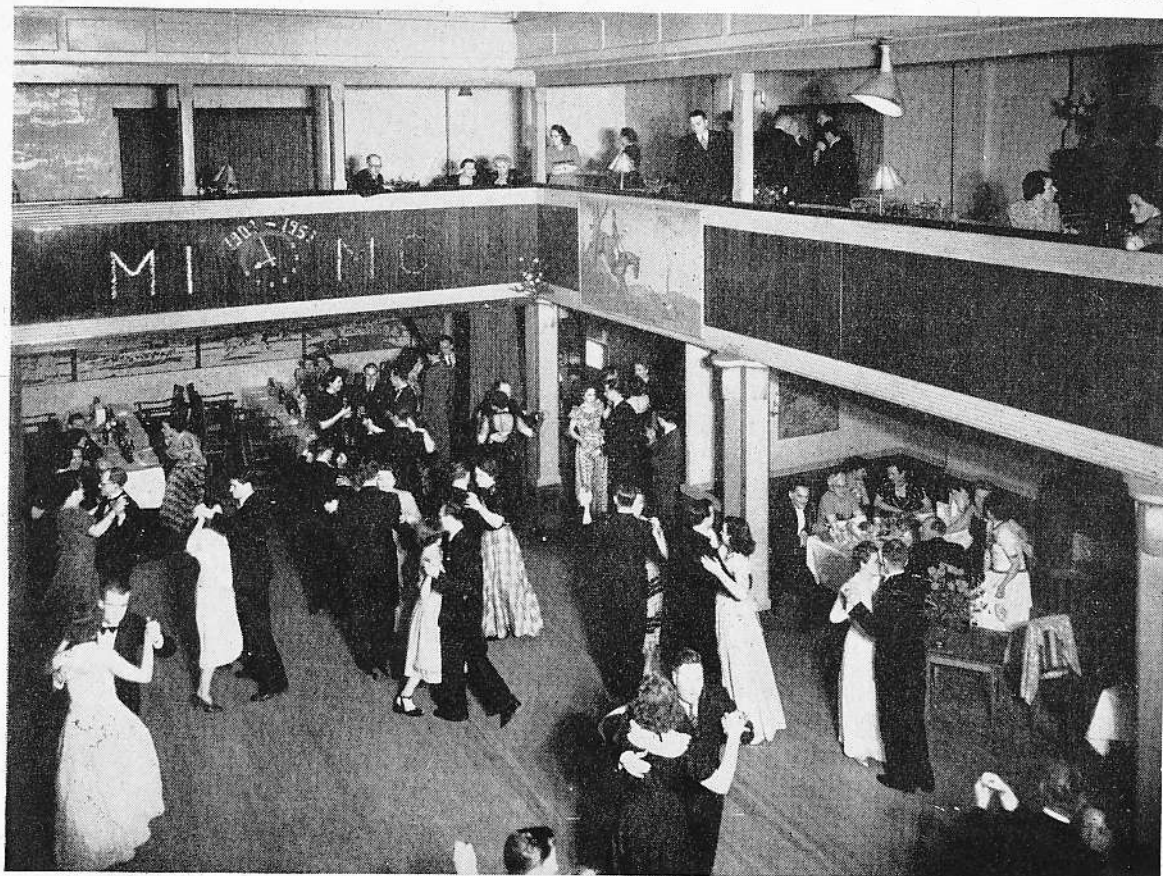
the marriage on February 21st of our popular Test Room Assistant Mr. Lionel Stopford to Miss Eira Dart. The staff responded with an electric kettle. Congratulations Lionel, may all your troubles, etc., etc.!

We are pleased to welcome back Mr. Woodborne, on completion of his Radar Course at Chelmsford, and his talks on the 'Radiolocator' at our fortnightly meetings have been greatly appreciated by the staff.

CHELMSFORD

Continuing the Jubilee celebrations, the management of The Marconi International Marine Communication Co. Ltd. extended to all members of the 'Inter Co.' staff, stationed at Chelmsford and Electra House, an invitation to attend a supper dance at the 'Chase Hotel', Ingatestone.

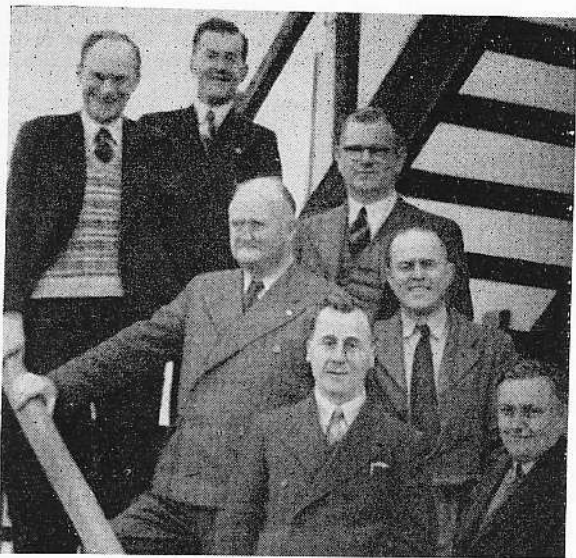
Owing to the large numbers of staff involved, it was necessary to arrange two separate functions, one being held on Friday, March 31st, and the other on Thursday, April 6th. Both of these evenings proved a tremendous



Jubilee Staff Supper-dance—'Chase Hotel', Ingatestone

STAFF SUPPER-DANCE—'CHASE HOTEL', INGATESTONE, ON THE OCCASION OF THE 'MARINE' JUBILEE





Chelmsford Radar Class

Left to right: W. Wilton, P. J. Vene, J. Roache, E. Dalton, H. Galway, C. Walsh, H. Owens

success and to the former, the 'locals' were delighted to welcome so many of our Depot Managers, as well as Contract Managers and Representatives.

Approximately twenty United Kingdom Depot Managers, and delegates from several of the Marconi and Associated Companies overseas, attended a three-day conference at Chelmsford on April 3rd, 4th and 5th.

During the conference, supply and technical questions were discussed with a view to still further improvement of the Marconi Marine Service to Shipping.

The Deputy to the Managing Director, Mr. H. C. Van de Velde, in closing the conference, stated that it had been so fruitful of result that it was intended to hold a similar meeting every year in future.

The Editor, 'Marconi Mariner'.

Dear Sir,

MARCONI JUBILEE

At a recent meeting of the Staff Committee at Chelmsford, several of the delegates—representing a large number of the Staff who are directly or indirectly engaged on the business of the M.I.M.C. Co.—intimated that it was the general desire that it should be placed on record that the Staff greatly appreciate the consideration of the Management in inviting so many of their members to participate in the Jubilee Celebrations.

It was felt that this very tangible expression of good fellowship between Management and Staff was an occasion that few will forget for a long time to come, and there is no doubt that actions such as these will go a long way towards cementing still further the happy relationship that has always been customary in the Marine Company.

Through the medium of your valuable paper, we say thank you.

MARINE VETERAN.

DUBLIN

Not having received our allocation of the 15th issue of the MARINER, we felt quite lost for a while. Its failure

to turn up made us realise how much we look forward to each publication. However, thanks to our Editor, we have now received the last two issues together which more than makes up for our original loss.

We welcome Mr. L. M. MacCaffrey to the technical staff at Dublin, who has already received initiation into 'servicing' the fishing fleet at distances. His most recent Saturday trip was a return car journey of some 240 miles to service trawlers at Helvick, Co. Waterford, leaving Dublin at 2 p.m., attending to a 'Seagraph' and back at the Depot before midnight is, we think, a new record for Marconi Service. The owners certainly appreciated the value of 'Seagraph' by providing transport for the job.

We would like to take this opportunity to bid farewell to M.T.A. W. J. Waldron who returned to Liverpool Depot at the New Year after a sojourn with us for a few months, and we trust that Wally will come amongst us soon again.

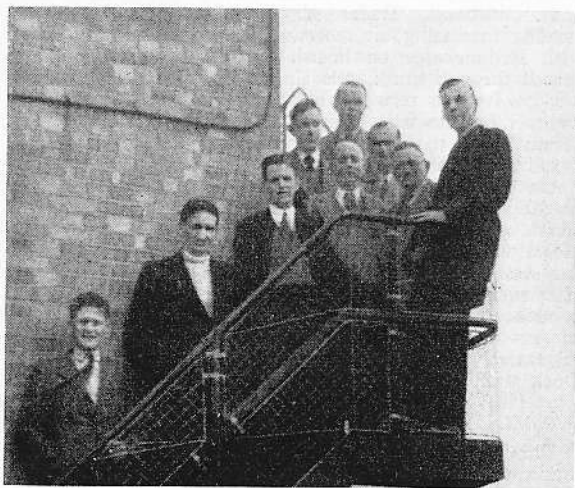
Recent fittings completed have been s.s. *Halladale* (Dover Ferry Vessel) at Rushbrooke, Co. Cork, with Transarctic, Reliance, Mercury and S.R.E. Equipment by M.T.A. W. N. Freeman. s/t *Mini* with Seagull/Seavisa Equipment at Dublin by M.T.A. L. D. Hill.

We are shortly expecting the arrival, on her maiden voyage, of Irish Shipping Coy's latest addition to their fleet—s.s. *Irish Hazel*.

We are sorry to learn of the death of our Veteran R/O member Mr. Florence McCarthy, who died in Cork on February 12th last, and to his sister we offer our deepest sympathies in her bereavement.

EAST HAM

The fitting programme has fallen off during the past two months, only two full fittings being completed up to the end of February. The Union Castle Line's *Rowallan Castle* received full Oceanspan/Reliance equipment early in February, and more recently, Ben Line Ltd. *Bencruachan* was equipped with Radiolocator. The latter job was the usual race against time and tide, but completed



Radio Officers attending Radar Instruction at East Ham, February, 1950

Left to right: W. Foster, E. B. Kelly, J. A. K. Marr, L. W. Bell, E. L. Arthur, P. J. Kelly, J. Orman, W. H. Chick, A. G. Shepherd



East Ham Depot Radar Class
Left to right: S. J. Taylor, A. MacBeth, N. W. Wilding
W. Kirwan, — Drage and P. G. Rowe

in time for sailing on February 28th. Inspector T. Fleetwood, who carried out the fitting, 'enjoyed' a successful trip to Rotterdam, Antwerp and Hull, giving the 'Locator' a good preliminary try-out.

In our last notes, we referred to the fitting out of the Research Ship *William Scoresby*, and we are now able to report good progress with the installation of 'Worldspan', 'Reliance', etc., on the second Research Vessel *Discovery II*. This ship will join the *William Scoresby* in revealing the mysteries of Antarctic waters.

V.H.F. servicing keeps us covering the waterfront, and, it seems, the highways and byways—who of you among the 'Old Guard' would ever have dreamt that Taxi's would roll up to the door of the depot for 'Inspection' and 'Overhaul'. Radar servicing and inspections are steadily increasing, as more vessels using the port arrive with Radiolocator on board. Some 30 'Locators' have passed through our hands since January. At present we are involved in resiting the Scanner of the Orient liner *Orcades* on the tripod mast—the old nautical expression 'From Truck to Keel' takes on a new aspect for Marconi Dock Staff—ruminate on that one, my brothers.

On this occasion of the Marconi Jubilee, we send greetings to our colleagues all over the world, ashore or afloat.

We take this opportunity of welcoming back to the fold our Assistant Depot Manager, Mr. W. F. Atkinson, and after such a long run of ill-health, we wish him continued good health in the future. We also extend a welcome to Messrs. Webster and Russell of Lowestoft and Glasgow respectively, who are temporarily assisting our depleted Dock staff.

FALMOUTH

This being The Marconi International Marine Communication Company's 'Jubilee' Year, we should like to report that in the Radio Officer's waiting room we have arranged specimen equipments of the Company's gear on the lines of a typical modern wireless cabin, and including such apparatus as the 'Worldspan', 'Reliance', 'Vigilant', 'Seamew', 'Mercury/Electra'. This equipment has been arranged for demonstration purposes, and

information for various local Superintendents, Radio Officers and local press representatives. We hope to be able at a later date to send some photographs for inclusion in a future issue.

Marine Technical Assistant Mr. W. Wilton has now returned from Chelmsford, where he has been undergoing a Radar course.

From Brixham, we hear that a new slipway for the Torbay Lifeboat, the *George Shea*, which we mentioned in some of our earlier notes, is near completion and is expected to be ready for use very shortly.

GLASGOW

'Fifteen men on the dead man's chest
Yo-ho-ho, and a bottle of rum!'

Few of our grown-up boys will fail to recognise this as a quotation from *Treasure Island*, the best adventure story of all time, and one which a current item of news brings vividly to mind.

In Scotland, in our Western Isles, we have, it is hoped, a *Treasure Island*, The Isle of Mull. If R.L.S., himself a Scot, was alive to-day he would take the Road to the Isles and gather material for a new adventure story at Tobermory Bay where a Spanish Galleon is reputed to have been sunk with her hold full of gold.

This, if the story is true, happened away back in 1588, the galleon being one of the Spanish Armada routed by Drake. The story has been handed down from generation to generation, and Lieutenant-Commander R. Parkinson, R.N., in command of the operations is reported as saying 'I'm convinced a galleon is there. I was in Tobermory during the war and heard all about it.'

This latest adventure is sponsored by the Duke of Argyll. The two small R.N. ships engaged in this treasure hunt are using Walkie-Talkie communication, and the divers keep contact with their ship by telephone.

The local ship *s.s. Gartwood*, Radio Officer H. O. Francis on board, participated in the rescue of the crew, and the salvage of the Tunisian cargo ship *Tobourka* during a gale off the Spanish coast.

Radio Officer Francis picked up the S.O.S. on Thursday, January 19th, and on passing same to the Master it was confirmed that the *Gartwood* would be at the stated position the following morning. The *Tobourka* had drifted from given position but was soon located.

Radio communications were carried out with the assistance of the French ship *Ville D'Oran*, which was nearby. The French ship picked up the sixteen men who got away from the *Tobourka* in one of her own lifeboats. A motor lifeboat from the *Gartwood* went to the rescue of the eight or nine men still on board the battered and sinking Tunisian ship, and at the third attempt made a successful rescue.

Efforts to tow the sinking ship were unsuccessful that day, the first tow rope was broken in the gale, but the salvage was effected at daybreak the following morning when the *Gartwood* towed the *Tobourka* into Marseilles.

The *Empire Fowey*—formerly the German liner *Potsdam*—has just completed a prolonged stay in the Clyde, undergoing conversion for the trooping service. The wireless room and its annexes are commodious and convenient, and house the following apparatus: Oceanspan, Reliance, Mercury, Electra and Lodestone. In addition, Radiolocator and two fixed Lifeboat Sets are carried. By the time this appears in print, the *Empire Fowey*, staffed by Radio Officers P. Moloney, K. G. Evans, I. C. B. Pollock and J. Pennie, will have commenced her second lease of life at sea. She is being managed for the Ministry of Transport by the P. & O. Company.

Marine Technical Assistant N. W. Goodman has had an unexpectedly long period of sickness as a result of an injury to his knee caused by a slight accident whilst working on the *Africana II*. We hope to see him back with us soon.

We feel we cannot close without a note of appreciation, supported wholeheartedly by all members of the staff at Glasgow, for the presentation copies of our Jubilee Book *Wireless at Sea*. We are proud to possess such a worthy memento of Marconi, and wish to express our thanks to the Management for this commendable achievement.

GRIMSBY

During January, Marine Technical Assistant S. Turner resigned from the Company and is taking up residence in Australia. We send Mr. and Mrs. Turner our best wishes on their new venture. To mark the occasion we presented Mr. Turner with a leather wallet, duly christened with a 'Bank note'.

The volume of traffic passing through Grimsby and Immingham last year created a new post-war record. The total inwards and outwards amounted to 4,591,067 which was 646,529 tons higher than the 1948 figure. It is recorded that trawlers numbering 8,515 landed 257,830 tons of fish during the past year.

The arrivals and sailings to and from the port of Immingham are definitely above average, and our Representative at that port has been kept fully occupied with fitting and maintenance work.

Grimsby's fishing fleet is steadily increasing and included in our latest trawlers is the *Northern Queen* and *Andanes*. The latter ship is fitted with a Gyro-Compass and Automatic steering, this being the first trawler to be fitted with this apparatus. The ship is also fitted with a Marconi Wire Recorder and the wireless equipment includes seven receivers.

We are pleased to report that M.T.A. E. M. Miall has had a successful operation and is now back at work fully recovered.

HULL

We regret to learn that ex-Radio Operator W. M. MACDONALD, who terminated his services here in November, 1947, to join his brother in Malaya as a rubber planter, has been killed by terrorists. MacDonald served on the Main Staff and the Trawler Section, when he was mainly allocated to Messrs. Kingston Steam Trawling Co. by whom he was held in high regard. Our deepest sympathy is extended to his relatives.

Wick Radio GKR. On behalf of our Trawler Operators in particular, we pay their tribute to the services given by Wick Radio throughout the winter. Records were obtained for Christmas traffic last year. 9,335 Greeting Messages handled compared with 6,809 the previous year. The peak load figures were: December 23rd, 1949, 1,126 messages accepted and 918 from and to ships, December 24th, 1949, 935 messages cleared to ships. The bulk of this traffic being with the trawler fleets. The letter from Mr. Mackie of GKR giving this information, which he kindly permits us to quote, also states 'It may be of interest to your lads, whose co-operation was of the highest order, and for which believe me, we were very grateful. In fact, without it we should never have got through. They did splendidly'. Thanks GKR, and our lads consider that you certainly got down to it.

We are advised that visitors will be welcome at Wick and that the local 'wallop' is said to be tolerable, but most not be confused with 'Iron Brew' or 'Highland Dew.'

Our Fish Dock 'Correspondent' reports: Owing to the recent strike, conditions have been rather difficult on the Fish Dock. About 50 trawlers in dock and others dispersed to Grimsby and other docks to relieve congestion.

Sailings are now normal, and with no arrivals expected over a period of 10 days, the situation should be greatly relieved.

'Radiolocator' fittings are now the rule of all new tonnage which keeps our Radar experts fully employed, plus. Results continued to be satisfactory. 'Visagraph' fittings continue to supersede the older types of echo sounders, and contrasts with pre-war equipment on trawlers which consisted of T.W.12, 394G, 379T, 573A/552 and 421A/B, with present equipment consisting of 'Oceanspan', CR300, TGY2/C, 1060A, 'Lodestone', 977/552, 'Oceanic', 'Visagraph' and 'Radiolocator', which signifies 'Marconi still progresses'.

Fittings. We give below some of the fitting work carried out during the last two months, which indicates its varied nature:—

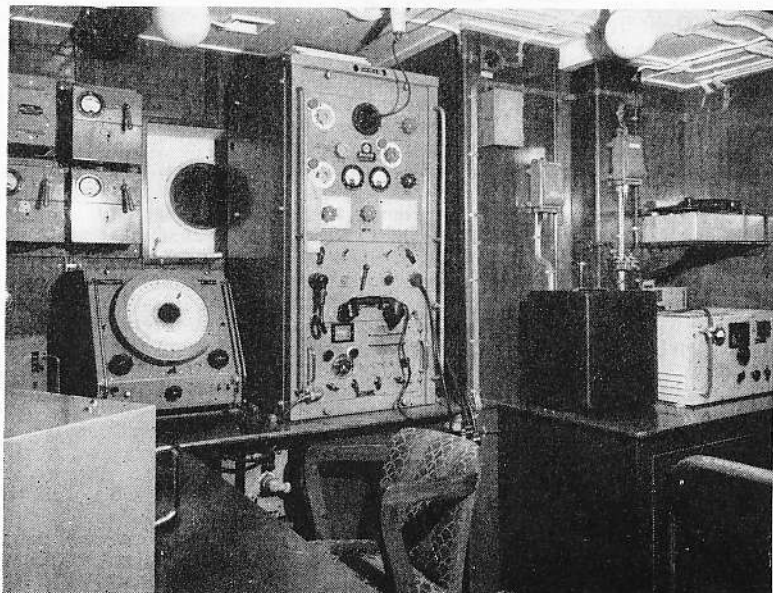
Petertown: Seagull and Dolphin.

Anthony M.: Seamew.

Northern Queen: Oceanspan, Yeoman, Transarctic, Dolphin, Lodestone, S.R.E., Seagrap.

Kingston Garnet: Radiolocator, S.R.E. and Seagrap.

Andanes: Transarctic, and Yeoman, Lodestone and Dolphin, S.R.E. (Wire Recorder and Talk-Back.) (See photos.)



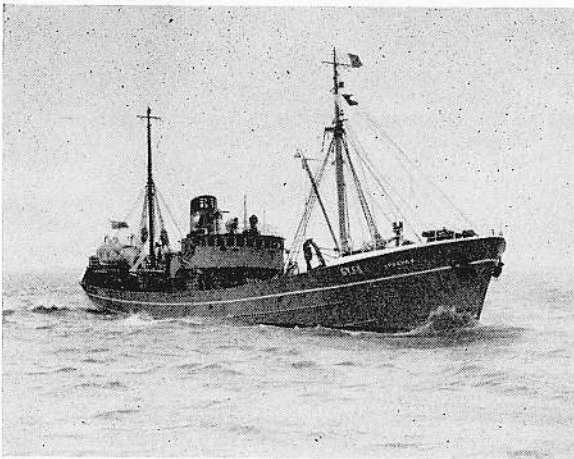
By courtesy of Messrs. Cochrane & Sons Ltd.

Apparatus installed on the s.t. 'Andanes' includes 'Lodestone' D.F., 'Transarctic Telephone/Telegraph Transmitter and 'Oceanic' Sound Reproducing Equipment

Bonnybridge: TGY2, Yeoman, Dolphin, S.R.E., Visagraph.

Kingston Zircon: Radiolocator, S.R.E., and Sea-graph.

Newby Wyke: Oceanspan, Yeoman, TGY2, Dolphin, Lodestone, S.R.E., Radiolocator and Visagraph.



By courtesy of Messrs. Cochrane & Sons Ltd.
s.t. 'Andanes'

The recent strike of Trawler Engineers held up sailings for nearly three weeks and presented us with serious staffing difficulties. These were, however, all surmounted by the splendid co-operation of all concerned, but it will be many weeks before conditions become quite normal. The number of men at the Depot at times has strained our accommodation, particularly on Friday when the 'ghost walks'.

May we congratulate Mr. and Mrs. Edgar Jackson upon the gift of a daughter, Kathryn Moira.

LEITH

Shipping in the area has been quieter than usual but the local shipyards appear to have a good volume of work on hand and we will very soon be busily employed on new fittings again.

We were recently called upon to supply a Radar trained man for a fitting in Norway and our old colleague N. G. MacDonald beat all records, having to catch the 11.38 a.m. Pullman from Edinburgh to Newcastle at only a little over an hour's notice. We hope that Neil is getting along alright with the Norwegian folks.

The Jubilee celebrations now being close at hand, we would take this opportunity of wishing the Head Office staff every success in their undertakings and hope that all the arrangements will go off with a swing. We earnestly hope that the next 50 years will be crowded with as much or more success than the period just completed.

LIVERPOOL

These notes open with a welcome back to the Depot of M.T.A. 'Tom' Murray who has returned from War Accident leave looking the picture of health. He himself says he feels fit and well and ready for duty.

Also M.T.A. Gilbert Lister has returned to the fold after a rather serious illness. He assures us he is fit and well and we trust 'Gil' (what is the nom de plume the

Test Room have for him?) will continue in good health.

A very interesting lecture on Television was given on February 2nd at the Kirkby Works of the English Electric Company by Mr. Bedford, of the Television Section. A large contingent of this Depot's staff availed themselves of the invitation to visit the Works and listened to a History of the Development of Television Cameras of various types ably expounded by the Lecturer with the aid of numerous lantern slides. Before the lecture we were conducted around that section of the works devoted to the manufacture of Television Sets. This in itself was well worth the visit. Everybody was intrigued by the amazing sequence of operations that go to the making of Television Receivers and the dexterity shown by the girls carrying out this work. After the lecture a demonstration was given on Television Receivers. The programme from Sutton Coldfield was received with very good clarity and tone. Everyone of our party thoroughly enjoyed the evening.

A pleasant little function took place at these premises on Friday, February 3rd, when Mr. Smith on behalf of the Staff presented Miss Curbishley with a lovely silver bangle suitably inscribed, which had been subscribed for by the staff. Miss Curbishley has resigned from the Company to take up a position with the Municipal Offices, Liverpool. Mr. Smith made a suitable speech wishing Miss Curbishley every success in her new post. Mr. Ross endorsed Mr. Smith's words and Miss Cummings also added her little tribute. Miss Curbishley replied thanking us for the lovely present, and for the happy years she had spent among us.

Mr. Smith before making his presentation speech, spoke of the retirement of Inspector Jeffrey. He expressed his deep appreciation of 'Jeff's' great work both for the Company and his fellow workers throughout the years, of his geniality of character under all circumstances however trying, coupled with his desire to help all and sundry, which was heartily endorsed by all present. We all wish 'Charlie' continued good progress in health after his accident, and many years to enjoy his well-earned retirement.

We welcome to this office our new typist, Miss H. E. Felton. We have been told, or taught, that Napoleon was known throughout the French Army as 'The Little Corporal'. Miss Felton perhaps is no Bonaparte, but she was a Corporal, in the British Army, of course!

We are informed that the appointment of Mr. K. K. Klosser as R.O.U. representative in this area has been confirmed. Mr. Klosser has our congratulations.

Radio Officer 'Jack' Keegan has been discharged from hospital after a lengthy spell. He is now convalescent at home and taking lessons in walking after the operation on his foot.

Mr. Cullen has been admitted to Broadgreen Hospital and has undergone an operation. He has received visitors from this office and we all wish him a speedy recovery.

We have received notification that Mr. Warwick of Messrs. Vickers-Armstrong at Barrow-in-Furness, has retired from his position as Chief Electrical Draughtsman. He has expressed a desire to be remembered to all the members of our staff whom he has met during the years he has been associated with Vickers. We wish to extend to Mr. Warwick our sincere thanks and appreciation for all the assistance he has given to our Fitting Staffs while installing our equipment on the many vessels that have been built at the Barrow shipyards. We trust Mr. Warwick will have many years to enjoy his well-deserved retirement.

An interesting innovation took place on board the *Empress of France* on February 27th. In response to an

appeal by the Blood Transfusion Board over 100 members of the crew presented themselves to give Blood Donations. This, we think, is the first occasion on which the crew of a vessel have given a mass Blood Donation, and they are to be highly commended on their generous action in giving to this noble cause which is in urgent need of donors.

The Hall Line Steamer *City of Birkenhead* sailed from here on March 17th on her trials and thence to Glasgow to load. We have fitted: Oceanspan, Mercury and Electra Receivers, Lodestone D.F. Auto Alarm and S.R.E.

Our glee party is now in full swing every Monday evening; the strains of concerted voices accompanied by the baby harmonium fill these premises with songs and pieces, old and new, which brings us to an incident which occurred here a few days ago. Mr. Serjeant arrived at this depot and installed a 'Wirex' Recorder. Our young ladies were asked to say a few words into the mike for test purposes. On reproduction one young lady member of the Glee Club was heard to say 'The Glee Club should perform now, Mr. Pitchforth and Mr. Ure should give a solo'. Does it take two of them to give a solo? Their volume when practising seems to deny this.

We are informed that Walter Chapman, our Stores handyman, has joined the noble band of Benedicts. We wish him and Mrs. Chapman every happiness and refrain from repeating the usual last line.

This Depot had the pleasure of a visit from Mr. Ferguson, our General Manager, on March 6th.

It is with deep regret that we have to record the death of Mr. S. Lemon, Wireless Superintendent, of Messrs. Bibby Line which took place on February 26th. Mr. Lemon was at business that day, but was taken ill the same evening and passed away. A large assembly representing many shipping houses of this port attended the funeral which took place at the 'Garden of Rest' Cemetery, Thornton. Among the many floral tributes was one from Mr. Ferguson, our General Manager, the Company, and one also from the staff of the Liverpool Depot.

We extend to Mr. Lemon's relatives our deepest sympathy on their sudden bereavement.

NEWCASTLE

Newcastle Depot is proud to join in acclaiming the Jubilee of our formation. A Jubilee is always a unique occasion and we feel it a particular privilege to be associated in the 50th birthday celebrations of 'Marconi Marine'. 'Marconi' is a name known and honoured in every port of the seven seas. In their service to seafarers, Marconi men and equipment have built up a tradition of reliability and devotion to duty that would be hard to equal anywhere.

In all this Newcastle Depot has played its part. We already have a gallant Company of Veterans and although none can go back to the opening of Newcastle Depot, there are those who remember the days of Mr. F. White, Mr. B. Newton and Mr. S. Stansbridge, just after the first World War. We were then in two rooms in Milburn House, one was decorated with the cabinets and silence cupboards of $\frac{1}{2}$ kW. and $1\frac{1}{2}$ kW. Spark Transmitters. This was the sanctum of the Superintendent, Ship Equipment Supervisor and Chief Inspector. The other room held the Staff Clerk, Cashier, General Office Staff, with a yard or two of floor space at one end for Radio Officers. Occasions were celebrated at 1 p.m. on Saturdays at the Post Office Buffet.

Stores were housed in rooms once the home of the Newcastle G.P.O. at the end of historic Royal Arcade. Those were the days of 5 cwt. machines, tank trans-

formers, etc., and it was all hands on deck at times to manhandle equipment down the Arcade steps. Battery charging was maintained even in those days, premises and wiring were however old and plant primitive; in consequence one proceeded with caution while charging was in progress, shocks were picked up in most unexpected places. Stocks included such things as glass and zinc condenser plates, oil in fifty gallon barrels, 12 ft. 6in. wooden spreaders, Leyden jars and wires for magnetic detectors, etc. Some of the old gear was remarkable for the very high quality of the material and workmanship.

1928 brought Office and Stores together in the present Marconi House and progress since has seen the opening of Bases at North Shields, Hartlepool and Middlesbrough. Search for premises to house an even better Marconi House has been in progress for some time now and it is hoped that Jubilee Year will see the fruition of our expectations.

On Saturday, March 11th, Mr. W. A. Gilroy was to have proceeded to Norway for the fitting of Radiolocator. Illness at the last minute prevented him going. Leith were able to step into the breach; on receipt of a phone message about 10.30 a.m. they contacted Mr. N. G. MacDonald, got him home in time to pack and catch a train for Newcastle at 11.30 a.m. We met Mr. MacDonald here and saw him safely aboard the *Jupiter* at North Shields in the afternoon. Very many thanks Leith—it was a fine piece of staff work and cleared an awkward situation. Our sympathy goes to Mr. Gilroy who had to go down at such a time, he was looking forward to his Norwegian trip.

NEW YORK

Any local news at this time is, of course, completely overshadowed by the Jubilee celebrations, which will be in full swing by the time these notes are in print.

We feel, therefore, that first claim on our space in this issue must be given to a salute from all of us at New York to the whole of our world-wide organisation on the occasion of the fiftieth anniversary of the founding of the Marconi Marine Company. In particular it is fitting that we should remember at this time those veterans, some of them happily still with us, who were the mainstay of the Company during the early years of its development, and who can look with justifiable pride at the edifice in the building of which they played so important a part.

In organisations, as in individuals, size is not everything, and material success is not the sole gauge of merit. So while we have every right to feel proud of our growth and achievements, which are unique in the field of wireless, we should also recognise the value of that spirit of teamwork and unselfish co-operation between members of our staff which was woven into the fabric of our organisation in the early days and which has continued to the present day as an invisible asset which is none the less real and apparent to those we contact in our daily activities.

Service in good faith, not only within our organisation, but to all with whom we have dealings, has been an essential characteristic of the Marine Company during the past fifty years, and no better guide could be asked for the shaping of our future course. In the complex and sometimes confusing interplay of current events, which are now reported to us daily from all quarters of the globe at an ever-increasing tempo, it is unlikely that we shall ever recapture the world-wide popular appeal of the first great achievements in radio communication. But at the same time it is not unreasonable to anticipate that our future work, while perhaps less spectacular, will be of

comparable service to the community at large, and in particular to the seafarers of all nations.

Turning now to local news, we find a few items of interest. Instructions have recently been received from one of the larger American oil companies for the installation of 'Oceanspan', 'Reliance', 'Mercury/Electra', 'Vigilant', '579 D/F' and 'Seavisa' in a large tanker building in the U.K. The fitting will of course be done by one of our home depots.

Local shipping activities continue much as usual, with the winter cruise programme drawing to a close. Transatlantic passenger traffic is at a very high level, due to the devaluation of European currencies and the Holy Year celebrations in Rome. To cope with the heavy demand for passages during the summer months we understand that the *Georgic* and *Stratheden* will be brought into the Atlantic service for a time to relieve pressure on the regular ships on this route.

We have recently had the pleasure of welcoming again Messrs. F. G. Cook and D. A. Pitman, of Marconi Instruments, Ltd., who have been exhibiting a selection of test equipment at the Annual Convention of the Institute of Radio Engineers. Marconi Instruments have now established a permanent office at New York, under the direction of Mr. E. S. Dean as Representative in the U.S.A., and we understand that Mr. Pitman will remain here to develop the sale of Marconi Instruments products, which have been the subject of much favourable comment on their introduction to the American market.

SOUTHAMPTON

With the coming of Spring we look for the usual symptoms amongst our younger colleagues but at the moment they seem to be more or less normal, although we have not given up hope yet.

Housing is the great topic at the moment and we are pleased to record that Mr. and Mrs. James are now moving in to local accommodation and we trust that they will both be very happy there. Mr. and Mrs. Hughes will shortly be undergoing the same trials and the same wishes extend to them. It is also understood that Mr. Evers will also soon be changing his local address.

The yachting fraternity are once again preparing for the coming season and already orders for new installations as well as for the normal re-equipment of these vessels are being received.

Installation of the Q.T.E.V. *New Australia* has been sadly affected by a local trade dispute which we hope will soon be settled.

'Mike' Evers has successfully completed his Radar Course at Chelmsford and has been welcomed back to the fold and 'Percy' Vere is completing his course at the time of writing. We look forward to lively discussions on Radar problems when the 'gang' re-assemble.

As we enter the Jubilee period we, at Southampton, wish to add our 'Many Happy Returns', and hopes for continued Prosperity to the Company, to those countless greetings which will be forthcoming and hope that a goodly gathering of our 'Veterans' will find it possible to attend the celebrations.

We would be interested to know who took the oil out of Jimmy's sump and who drank the water out of Jerry's radiator. (Oily plugs taboo.)

M.V. *Dunera* is shortly leaving here for a refit at Glasgow and we look forward to her return to service and to Southampton. There is also a likelihood that s.s. *El Nil*, a very old friend of ours, will also be leaving us. It is hoped that the *Mauretania* is enjoying good cruising

and that 'Nobby' and his colleagues are raking in the dollars to ease the country's needs.

Good voyaging to all our seagoing friends.

STAFF CHANGES

CARDIFF.

L. F. Stopford appointed to Permanent Staff January 1st.

P. Spettie resigned January 14th.

M. R. Carpenter (Stores Assistant) resigned January 21st.

D. McGee (Stores and Van Boy) commenced January 31st.

LIVERPOOL

Miss A. R. Leigh (Office Girl) commenced Manchester Base January 9th.

NEWCASTLE

M. Johnston appointed Assistant Depot Manager January 1st.

Miss J. Smart (Shorthand Typist) resigned January 28th.

GRIMSBY

S. Turner resigned January 21st.

LOWESTOFT

W. G. Day resigned January 14th.

A. P. Middleton resigned January 21st.

EAST HAM (LONDON)

J. J. Brown promoted to Stores Assistant January 1st.

HULL

K. A. A. Wilcockson promoted to Storekeeper January 1st.

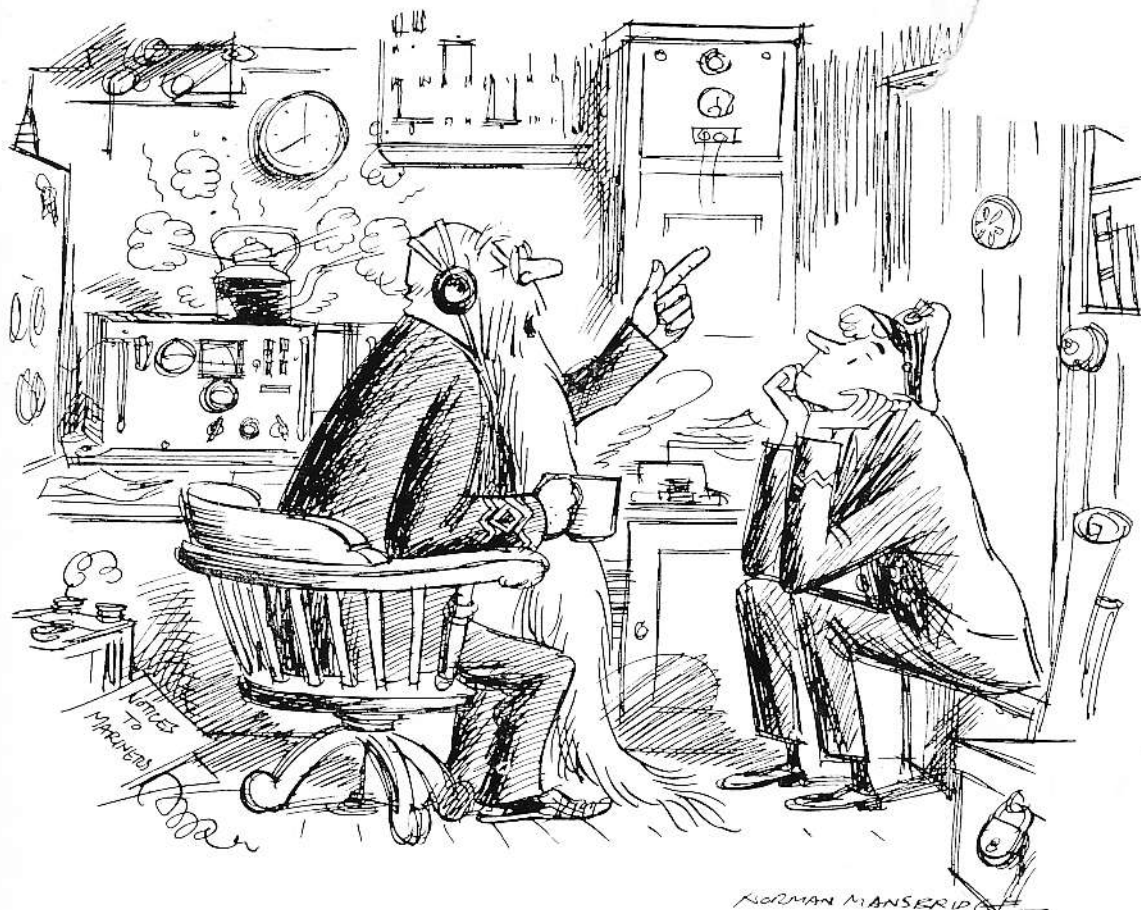
OBITUARIES—Continued from page 323

MR. J. G. SMIDDY

Joseph Guthrie Smiddy, who died on February 9th, at St. Tudy, Cornwall, aged 62, will be best remembered by the ex-Marconi Staff, as he was Operating Controller of the Marconi Company. After the merger in 1929 he became Deputy Staff Controller (later Assistant Staff Manager) and held this position until his retirement owing to ill-health in May, 1941.

Smiddy was not an easy man to know intimately, but his reserved manner hid a pleasing, homely personality and a quiet sense of humour. His favourite relaxation was watching soccer, and under the stimulus of football this keen Chelsea supporter would fling aside his reserve and cheer with the loudest. He took an interest in the social activities of his department and the writer has vivid recollections of the ex-Operating Controller walking through Leicester Square after a staff dinner with his bowler hat in hand, lest one of the more exuberant of the junior staff should remove it from his head.

His son, A. G. Smiddy, is at present with the Company in Turks Island.



'... it was some fifty years ago we were sitting together—just as you and I might be—when I said, "Marconi," I said, "Why don't you invent wireless?" "Good idea, Bob," he said, "I'll invent wireless and you'll go to sea and operate it for me."'

To 'Marconi Mariner',
Marconi House,
New Street,
Chelmsford, Essex.

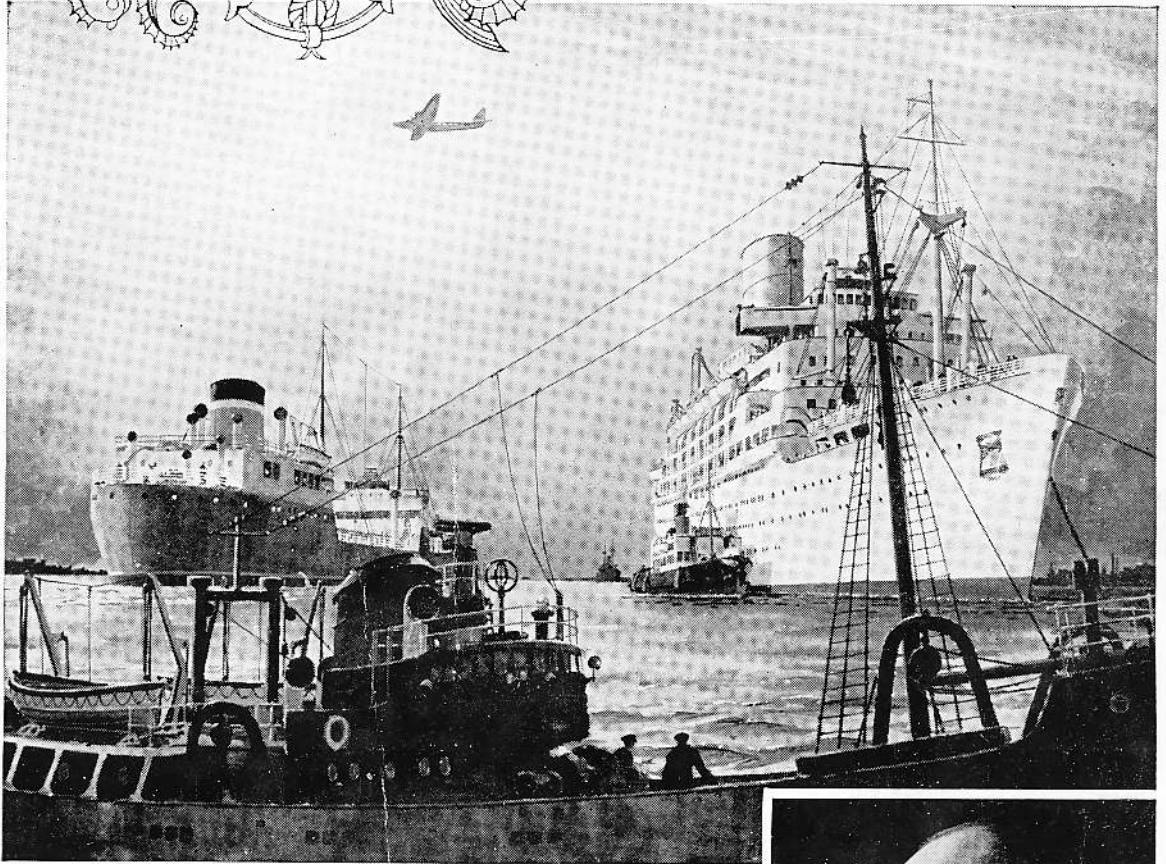
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Signature



FIFTY YEARS OF SERVICE, SECURITY AND PROGRESS



FIFTY YEARS AGO, early in 1900, The Marconi International Marine Communication Company was formed to place Marconi's inventions at the service of shipping. In celebrating its Jubilee this year, the Company remembers with pride its achievements during the past half-century.

Its record has been one of ever-increasing service and leadership in marine wireless. Today ships of every class, sailing every sea, are Marconi-equipped, and Marconi service is available at over 200 ports throughout the world.

This is the contribution to the service of shipping made by the Company which first pioneered marine wireless, and which has the proud example of its unique history to inspire it for the future.



MARCONI INTERNATIONAL MARINE COMMUNICATION COMPANY LIMITED

Electra House, Victoria Embankment, London, WC2. Telephone: Temple Bar 4321

3580