

**CONFIDENTIAL.**  
No. 7/27

C.S.

1927.  
~~1924.~~

Whaling Officer So Shls.

SUBJECT.

1927.

13<sup>th</sup> May

Previous Paper.

Control of Wireless Telegraphy  
on Ship Stations at the South Shetlands.

MINUTES.

1-7.

Letter from Whaling Officer, South Shetlands.  
13<sup>th</sup> May 1927

Superintendent V.P.C.

For your observations please.

*W.H. 13*  
D.P. Sec  
16<sup>th</sup> May 1927

Hon. Col. Sec.

There is undoubtedly a great lack of control of w/t in the South Shetlands which is too far from the Control Station at Stanley for that station to exercise <sup>much</sup> any authority; but until such times as there is a land-station or whaling control ships in the South Shetlands very little can be done.

(2) There would be a certain improvement if the Control Station V.P.C. kept a continuous watch as that station should do but there are insufficient operators.

Subsequent Paper.

*J.M.V.* 12/9/27

9.2 Schmidt. I fear that the

difficulties in the way of establishing

an effective control in this matter are

at the present time too great to permit

of any steps being taken to that end.

2. The position, however, requires  
watching and should be further reviewed  
during the coming trading season.

3. b.f. 14. 12. 27 according?

J. S.

14.9.27.

Harry C. S.

I am afraid we can do nothing at present. Bring up  
again later.

23/27.

4 14. 12. 27

J. S. 23. 9. 27.

Confidential

Stanley  
13. May 1927.

Sir

Referring to the question of wireless telegraph regulations proposed to cover whaling ships, the wireless operator on SS Sevilla Mr J.P. Barton (British) spoke to me several times on the subject.

The outcome is that he wrote me the attached letter of suggestions, requesting at the same time, that for obvious reasons that it might be treated confidentially

There is much in Mr Barton's complaint, Pandemonium, at times exists. On one occasion I threatened to seal up the wireless room of SS Pythia for persistent interference, while trying to communicate with R.R.S. Discovery urgently.

I am,

Sir

Your obedient servant

A. Bennett  
Whaling Officer

To the Hon the  
Colonial Secretary

## RADIO COMMUNICATION COMPANY, LIMITED.

34-35, NORFOLK STREET, STRAND, W.C.2.

[W. &amp; S. Ltd.]

(665 314)

## OCEAN LETTER.

S. S. Sevilla Station.

Date 12<sup>th</sup> April 1927.

Prefix. Number. No. of Words.

RECEIVED.

From

Time

By

POSTED.

CHARGES.

Port

Date

By

Due to own Ship ...

Paid out ...

Handed in on board the S.S.

on

192

for transmission and posting via S.S.

(1)

To Magistrate Bennett:

Sir, I enclose a few suggestions for next Season regarding the Wireless Control in Shetlands and suggest that you ask the operators on the other factories, all of whom have had considerable experience both as operators in Trade Routes and Shetlands for their opinion. You will then have some Data to place before the Authorities in Stanley.

As you know, all British Coast and Wireless Stations are under the jurisdiction of the Postmaster General, Shetlands coming under your jurisdiction as Magistrate & Postmaster. Vessels & operators being under the jurisdiction of the Commander & jurisdiction of their Nationality. Regulations are International with the exception that, in British Waters, a period of 3 minutes silence is observed from 15 & 45 minutes past the hour to listen for S.O.S is observed. A copy of those Regulations in the operator's own language being placed aboard (or should be). I have no doubt you can obtain a copy of those regulations from Stanley (VPC).

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(2)

To As far as I can gather. So. Georgia, Orkneys & S. Shetlands are the only places where those regulations are waived. In So. George control should be easy as there is a Coast Station within range who, according to regulations, should control. The main point is "International Regulations Handbook" to be strictly observed as in Trade Routes with the exception that unofficial notes be allowed. Conversation between operators prohibited. All notes to be initialed by the Commander of Factory or Whaler. Those notes to be filed and liable to inspection by you at any time. In the event of any complaints of unofficial working by operators could then easily be traced. Those notes could be destroyed at the end of the whaling season. Whale Reports by Individual Factories & Whalers prohibited. At least 90% of the present time on watch is spent listening to a jumble of Whale reports and requests for an interchange of reports.

I would suggest that two ships with the largest sets aboard be asked to act as controlling vessels. This will not entail any

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Port		Date	By	Due to own Ship	...	
				Paid out	...	



Handed in on board the S.S.

on \_\_\_\_\_ 192\_\_

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To

(31

extra work as they need not ~~continually~~ keep a constant watch as older vessels do not know when they may be listening in and reported for working otherwise than by notes, and the additional comfort or watch will be appreciated. I am sure there would not be many breaches of regulations once operators understood an official note of warning was liable to be received by you with the threat of penalties for future breaches. All working should be done strictly on Greenwich mean time (not ship or whaler which varies) the controlling vessels to intimate the times to cease working for Stanley and Rugby ship messages. These vessels could also fix a time, each morning, when factories could give up their batch if they wish, compile a whole report which they could send say once in the morning & once in the afternoon. Any ships missing this report to wait until next report. No discussions of reports allowed. The vessels within easy reach of VPC to take turns, say of a week to

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(7)  
forward all traffic via Stanley and South Georgia. Stanley could be notified of the next vessel on the list. Those ships would be best to be fixed before the whaling season commences in conjunction with the owners and whaler's Federation.

Telephone Sets As some whalers have telephone sets owners be instructed that they are held responsible for seeing that Gunners etc operating familiarise themselves with the regulations and also are responsible for any breach of same. <sup>working also by notes only</sup> As those operators do not understand more a long dash by a qualified operator would signify that they were interfering with important traffic. This is liable to abuse by qualified operators but that is the penalty the owners will have to pay for having unqualified men aboard. A series of dots to denote "all clear" to Telephone operators. In the interests of factories I would suggest that the Whaling Federation arrange ships with Direction Finders to take turns in keeping a night watch for giving ~~direction~~ Bearings and obtaining assistance for

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whalers during the night <sup>151</sup> hours. Each Factory could contribute towards the extra remuneration for those operators or a charge be made for all Bearings after 11 pm. Other Factories to assist vessel whose operator kept the last night watch by taking all messages. Notes etc and forwarding, if possible, by motorboat if important or obtaining delivery by another Factory <sup>next day</sup>. This is not under your jurisdiction but could be suggested to the various Captains for the benefit of all concerned.

As many Mail Vessels and outside ships with the latest sensitive receivers are now within range of the Islands & whaleboats it is quite possible the conditions of working here may be reported by them any time on the special forms aboard their vessels. I enclose copy of "British Report Form". I will be pleased to supply any further information you require although it won't affect me personally next season. These are only a few confidential suggestions some of which may be of use to you and some not. Regards from J.B. Barton. Apr P/S Sevilla.



①

# Report of an infringement of the Service Regulations of the International Radiotelegraph Convention.

<p><b>Particulars of Station infringing the Regulations.</b></p> <p>1. Name, if known (in BLOCK letters) (Note a.) .....</p> <p>2. Call sign (in BLOCK letters) .....</p> <p>3. Nationality, if known .....</p> <p>4. Wave employed (in metres) .....</p> <p>5. System (Note b.) .....</p> <p><b>Particulars of Station reporting the Irregularity.</b></p> <p>6. Name (in BLOCK letters) .....</p> <p>7. Call sign (in BLOCK letters) .....</p> <p>8. Nationality .....</p> <p>9. Approximate position (Note c.) .....</p> <p><b>Particulars of Irregularity.</b></p> <p>10. Name (Note d.) of station in communication with the station under report .....</p> <p>11. Call sign of station in communication with the station under report .....</p> <p>12. Time (Note e.) and date .....</p> <p>13. Nature of the irregularity (Note f.) .....</p>	
--	--

14. EXTRACTS FROM LOG SUPPORTING THE REPORT (to be continued overleaf if necessary).

Time

Time	Empty space for log extracts
------	------------------------------

EXTRACTS FROM LOG (continued).

Time

15. CERTIFICATE.

I certify that the above report represents, to the best of my knowledge and belief, a complete and accurate account of what took place.

Date ..... of ..... 19 .

Commanding Officer,  
or Chief of Station.

INSTRUCTIONS FOR FILLING UP THIS FORM.

- Note a. Only one ship or station to be dealt with in each report, see Note (d).
- Note b. Spark, C.W., or interrupted C.W. If spark or interrupted C.W., state nature of the note.
- Note c. Applicable to ships and aircraft only: to be expressed either in Lat. and Long. (Greenwich) or by true bearing and distance in nautical miles from some well known place.
- Note d. If both communicating stations infringe the regulations, a separate report must be made with respect to each station.
- Note e. To be expressed by a group of four figures. The nature of time is to be stated. It should preferably be in G.M.T. If the infraction covers a considerable period, times should be inserted in the margin in space 14.
- Note f. A separate report is required for each irregularity unless the faults are obviously all made by one man and occur within a short time.

All reports to be forwarded in duplicate.

(Indelible pencil and carbon paper may be used.)

For use of Administration only.

1. Company controlling the Wireless installation of the station complained of .....
2. Name of operator of the station held responsible for the infringement of the Regulations .....
3. Action taken .....

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