

C. S.

CONFIDENTIAL

TEL/GEN/1#19

19 44.

No. *L/11/44.*

Secretary of State.

SUBJECT.

19 44.

9th August.

POST-WAR WIRELESS TELEGRAPH COMMUNICATION.

Previous Paper.

*306/40
C/B/42
3/16/44*

1/21/45

MINUTES.

- 1. Circular despatch, Confidential, from S. of S. of 9. 8. 44.
- 2. Confidential Despatch, No. 29 from S. of S. of 11. 8. 44.

(3)
G.F. This is very interesting. We must await details. No. 10. has heard nothing yet.
RB 6.12.44

(4)
Let N.O. see this.
RB 7/21/44

(5)
WCS. Many thanks. I am making enquiries of C.C.S.A. as I fear that the powers that be do not realize that any considerable new construction will be essential for peace time conditions necessary to maintain the station as proposed. Possibly a new control station will have to be built - certainly full accommodation for the personnel will have to be provided on the same site all this apart from the reconditioning etc of the main station & quarters for the civil engineers (admiralty). What will be the position as regards your operations? RB 10.11.44

Subsequent Paper.

- Maritime Circular Nos from S. of S of 19. 12. 45 - 6.
- Telegram No. 309 ~~from~~ ^{to} S. of S of 19. 12. 45 7.
- Telegram No 304 from S. of S of 22. 12. 45 - 6. 8.
- Telegram from N.O. 1/c to S. S. of 22. 12. 45. 9.
- " No. 2 to Magistrate, S. S. of 2. 1. 45. 10.
- Letter from S. P. O., London of 29. 11. 45. 11.
- Minute to Supervisor, E. & T. of 31. 12. 45. 12.

(13)

S.O.T. / You do not appear to have seen this M.P.

A.H.C.
3/1/46

(13^a)

Hon Col Sec. I have not seen Red 11 and 11A before.
This dept will require to withdraw Red 11A. for reference
as occasion demands.

From this it seems that GPO London
expect Col Genl to do accounting for Ships! However
the position remains as in Red 12.

AM.
D E r i

S. of S. Conf: Circ. Tel. Saving of 22/11/45 ^{24. 1. 46} (14)

(15)

S.O.T. / To see red (14) pl.

A.H.C.
19. 1. 46.

(16)

Hon C.S. Red (14) seen thank you

AM.
D E r i
24. 1. 46.

Minute from Supervisor, B. & J. of 14. 2. 46 17.

(18)

Record: Red (17) seen by H.C. nfa. at present.

A.H.C.
18/2/46

Circ. Savingram from S. of S. of 2. 1. 46 19.

20. Give savinggram from S. of S. of 24. 1. 46.

21

N.O.T.C.

You have not seen this file, esp. (1) & its enclosure. Pl. read it & then send on to S.E.T. to bring to me meeting at 3 p.m. to. done Friday 11 Oct.

ABL
10.10.46

22.

Further action in 170/46 "F.I's
w/T Skinn" re R. (1).

PA ABL
15/12/46

23. Give tel. saving from S. of S. of 5. 11. 46

24.

S.E.T.

To note (23), pl.

ABL
for C.S.
21.3.47.

25

Adv C.S.

(23) noted.

AM. S.E.T.
21.3.47

AM

FALKLAND ISLANDS

Colonial Office,

NO. 29

Downing Street.

CONFIDENTIAL.



11th August, 1944.

Red!
✓
Sir,

I have the honour to refer to my Confidential circular despatch of the *9th August, 1944*, regarding post-war long distance wireless telegraph communication with His Majesty's ships and merchant ships.

2. I would invite your particular attention to paragraphs 28, 44 and 45 of the paper enclosed in that despatch from which you will observe that the Falkland Islands Wireless Station will be a transmitting and receiving station for area IV., and that the internal working and executive control of the station will remain the responsibility of the Admiralty. The station will be manned and maintained by the United Kingdom Government and no responsibility or expense in connection with the scheme will fall upon the Government of the Falkland Islands.

I have the honour to be,
Sir,
Your most obedient,
humble servant,

(Sgd) OLIVER STANLEY.

GOVERNOR

SIR AILAN CARDINALL, K.B.E., C.M.G.,
etc., etc., etc.

*See 35a in 170/46
"Falk. W/T Station"*

CIRCULAR

CONFIDENTIAL

Downing Street,

9 - AUG 1944

CONFIDENTIAL



Sir,

I have the honour to transmit to you, for your information, a copy of a paper prepared by the Admiralty and General Post Office on post-war long distance wireless telegraph communication with His Majesty's ships and with merchant ships.

2. The paper gives an account of the pre-war service with ships and of the improvements which have been effected during the war. It will be observed from paragraph 14 that the Admiralty is concerned that there should be no reversion on the conclusion of hostilities to methods which cannot be regarded as the nucleus of a modern war-time system, and has suggested that the general principles evolved during the war should be applied to peace-time long distance wireless services with ships at sea. It is calculated that the scheme will result in the maintenance in peace-time of a high standard in naval wireless telegraphy communications and of the nucleus of an efficient method which will not require to be radically changed on the outbreak of war, besides offering to commercial interests more efficient means of communication than could be provided by a return to pre-war methods.

3. The proposals relate to long distance services only and will not in any way affect the local services carried out by coast stations with ships in the frequency bands 365 to 515 kc/e and 1530 to 3500 kc/a; neither will they interfere in any way with the distress organisation facilities on 500 and 1650 kc/s. The adoption of the proposals would therefore, have very little, if any, effect on the services with ships at sea which are now maintained by coast stations in the Colonies, operated either by the Colonial Government concerned or by Cable and Wireless Limited. The scheme has been explained to Cable and Wireless Limited who have raised no objection in principle.

4. Working details of the scheme, including the technical and financial aspects, are being drawn up by the General Post Office and will be made available to participating Governments before promulgation to the public.

I have the honour to be,
Sir,

Your most obedient, humble servant,

OLIVER STANLEY.

*See 355a in 170/46
"Falk W/T Station"*

*See Red 11 in 170/46
(F.I. W/T Station).*

The Officer Administering
the Government of

FALKLAND ISLANDS

Paper prepared by Admiralty and Post Office
on post-war long-distance wireless telegraph
communication with H.M. Ships and Merchant Ships.

12th May, 1946.

Post-war long-distance wireless telegraph communication
with H.M. Ships and Merchant Ships

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Paper prepared by Admiralty and Post Office on Post-war
Long-distance wireless telegraph communication with
H.M. Ships and Merchant Ships

Introductory

1. This paper has been prepared to give an outline of Admiralty and Post Office proposals for post-war long-distance communications with H.M. Ships and merchant ships, for the information of the representatives of the Governments of the Dominions and of India at present in London in connection with the current meeting of the Commonwealth Communications Council. It is contemplated that the proposals will later be referred officially to those Governments by His Majesty's Government. It will be convenient first to review the main characteristics of the pre-war and war-time organisations.

Definitions

2. The term "Short-Wave" covers the use of frequencies between 3 and 25 Mc/s.
3. The term "Receiving Station" used in this paper means a shore station which
- (a) maintains watch on one or more ships' calling waves in the short-wave mobile bands;
 - (b) accepts traffic from ships on the ships' working waves;
- and (c) has facilities for acknowledging such traffic. (Transmitters for this purpose may be accommodated in a separate but linked transmitting station).
4. The term "Transmitting Station" means a shore station which transmits messages to ships in any part of its Area. This transmitting station may be remotely controlled by the associated receiving station.
5. The term "Point-to-point Station" signifies a transmitting station and a complementary receiving station, participating in the Admiralty point-to-point network. The point-to-point stations may be combined with the ship-shore transmitting stations.
6. In this paper the use of the term "broadcast" has been avoided. In previous Papers this term has been employed to describe the method of transmitting messages to ships at sea without acknowledgment.
7. Before the war all ships over a certain tonnage (1600 tons gross in the case of ships registered in the United Kingdom) were compelled by

~~law to carry medium-wave wireless~~ sending and receiving equipment. In addition a number - rather less than 10% of United Kingdom ships - carried long-distance (short-wave) apparatus. Merchant ships fitted only with medium-wave wireless equipment (capable of working over distances of only two or three hundred miles) transmitted their traffic, as a general rule, to the nearest coast station, the messages being forwarded thence to destination over the normal commercial point-to-point channels (land-line, submarine cable or wireless). Similarly, messages for such ships were passed from the office of origin over commercial point-to-point channels to the appropriate coast station for transmission to the ship of destination.

8. Merchant ships fitted with both short-wave and medium-wave equipment used it to exchange traffic in both directions (by the appropriate equipment, according to the distance to be covered) direct with the station established on or nearest to the territory of the country of origin or destination.

9. In addition, the high-power long-wave station at Rugby was used to a ~~small~~ extent for sending messages to merchant ships which could receive but not transmit over long distances and therefore could not acknowledge receipt of the messages or reply direct.

10. In a somewhat similar manner, but as a separate organisation, Service traffic with H.M. Ships was handled directly by Admiralty shore stations in this country and overseas. A certain amount of Ship Letter Telegram and other non-Service traffic was handled in the same way as traffic with merchant ships.

11. The exchange of private radiotelegrams with merchant ships was suspended at the outbreak of war and "wireless silence" was imposed on British and Allied warships and merchant ships except for the passing of urgent operational and distress traffic. It was, however, of paramount importance that such traffic should be handled with the maximum possible speed; and a greatly improved system of communication, involving the wedding of the H.M. Ship and merchant ship services into one was evolved. Under this combined organisation the world is divided into a number of Areas, each of which is served by one or more powerful transmitting stations and one or more complementary receiving stations and the Areas are linked with Whitehall by direct Admiralty point-to-point wireless channels. Shore-to-ship messages are sent to the

War-time
developments

appropriate

appropriate Area station for transmission. A ship at sea keeps continuous watch on the transmitting station which covers its Area and on passing from one Area to another, the ship changes receiving watch to the frequency of the transmitting station serving the new Area. Messages received by the ship are not acknowledged.

12. The service in the reverse (from-ship) direction is based on the principle that all receiving stations in the organisation keep watch and answer on common "spot" frequencies so that if a ship fails to make contact with the station called, any other receiving station within the organisation (irrespective of the ship's position) on hearing the call may answer and offer to accept the message. Even if more than one receiving station should offer to accept the message there is no confusion, for the ship ensures that only one receiving station assumes the responsibility for passing the message to destination. All ship-to-shore messages are acknowledged by the receiving station.

13. These war-time arrangements are working remarkably well and have shown that the system gives reliable reception in all Areas, irrespective of the ship's position; and gives rapid clearance to traffic from ships and thus reduces the amount of ineffective calling and the consequent congestion experienced before the war in the mobile bands.

14. The Admiralty is convinced that there should be no reversion on the conclusion of hostilities to methods which cannot be regarded as the nucleus of a modern war-time system. It is essential for strategic reasons that much of the new plant which has been provided to meet war needs should be kept in efficient working order and that a sufficient volume of traffic should be handled by the Naval wireless telegraph stations in peace-time to ensure the maintenance of a high standard of operating efficiency. It is highly desirable that both H.M. and merchant ships should be thoroughly familiarized in peace-time with the system under which they would necessarily operate in war. Further, as regards commercial traffic, there is a strong prima facie case against returning in post-war conditions to pre-war methods of communication which are technically incapable of providing so good a service as the method developed to meet the needs of war. The Admiralty has therefore suggested that the general principles evolved during the

Admiralty
proposal for
post-war
communication

4.

war should be applied to the peace-time long-distance wireless service with ships at sea; and with this object in view a scheme has been framed jointly by the Admiralty and the Post Office.

15. It is necessary to stress that the proposals set out in the following paragraphs relate to long-distance services only, and will not in any way affect the local services carried out by coast stations with ships in the bands 365 to 515 kc/s and 1530 to 3500 kc/s; neither will they interfere in any way with the distress organisation facilities on 500 and 1650 kc/s. (see paragraph 7).

Proposed post-war organisation.

16. The proposed post-war organisation for long-distance working is based on the war-time arrangement. It is considered, however, that simplicity of operation would be achieved by restricting the number of Areas to fewer than those of the war-time organisation. It is thought that in peace-time conditions a satisfactory service to H.M. and merchant ships throughout the world could be given by transmitting stations in the United Kingdom, Canada, South Africa, Ceylon, the Falkland Islands, Australia and New Zealand. Receiving stations would be required in all these territories and, in addition, in India.

Scope of scheme

17. Since the reopening of commercial services with ships in the Western Hemisphere may become possible as soon as the war in Europe is ended - and in advance of the termination of hostilities with Japan - it seems unlikely that service to the Pacific Ocean could be provided at the outset.

Initially, therefore, it is proposed to exclude the Pacific Area (broadly speaking, between 100° E and the Western American Coast) and to divide the rest of the world into four Areas. These Areas are defined as Nos. I, II, III and IV in Appendix A and shown graphically on the chart annexed thereto.

18. It is suggested that a service of transmission to merchant ships should be set up and operated in six two-hour periods within the twenty-four hours, to include those periods during which watch is kept on ships carrying one operator only. (It is assumed that the greater number of merchant ships will, after the war, revert to the carrying of one operator only, instead of three operators as in war-time). A standard system of schedules on these lines could be applied to all Areas with some modification in certain cases, e.g. Area IV which would be served by both

Shore-to-ship service

Rugby and Falklands. Service to H.M. Ships would in all cases be controlled by the Naval Authorities and would in certain cases be provided over the same channels during the intervals between the "merchant ship" periods. Thus, the transmission of messages to ships, with deferred acknowledgment, (see paragraph 19c), would normally supersede the pre-war arrangement of "direct" working - i.e. call and reply.

19. Shore-to-ship traffic would be handled on the following lines:-

- (a) The transmitting station for each Area would, at the beginning of each of the six daily periods (which would be identical for all Areas) and on the frequency or frequencies assigned to it, send a "traffic list" in alphabetical order of call signs of the ships for which messages were on hand. Messages would then normally be transmitted in the order in which the ships were called. In cases where the number of messages on hand for a particular ship was such as to cause inconvenience to other ships, the ship would be called in the usual way, i.e. its call sign would be included in the traffic list, and the ship would be requested to wait until some time, within the period, to be determined by the amount of traffic for other ships.
- (b) Messages would be numbered serially (a separate daily series starting at 0000 G.M.T. for each ship) and would be sent once in the first scheduled period after receipt at the transmitting station and once at each of the five succeeding periods unless acknowledged in the meantime.
- (c) To avoid unnecessary repetition, an acknowledgment of receipt would have to be given by the ship to the transmitting station. Ships not fitted with a long-distance transmitter would pass their acknowledgments via ships so fitted. (It is anticipated that a high percentage of the traffic would be acknowledged after one transmission only).
- (d) If no acknowledgment were received within 24 hours after the sixth transmission the sender would be notified that his message had been transmitted but that no acknowledgment had been received.

6.

(e) Transmissions of navigational warnings and weather messages would be made as required from each transmitting station during the last half hour of each two-hour period.

(f) Press broadcasts to ships (British Official Wireless, and subscription press) would, as far as possible, be made outside the periods during which watch is kept by ships carrying only one operator.

20. The ship-to-shore long-distance service would cover both H.M. Ships and merchant ships under the one organisation.

Ship-to-shore
service

21. The general principle proposed is that a ship would address its message to the receiving station in or nearest to the country for which the message is destined e.g. Portishead (Burnham) for a message for Great Britain. The ship would in the first instance employ a frequency suitable for direct working. If contact was not quickly established with the station called or any other receiving station in the organisation, the frequency should be adjusted to one of the order of that on which reception from the transmitting station in his Area was best. If no short wave signals were audible from that transmitting station, reference would be made to a "frequency guide" which would be issued for the information of ships' operators. The receiving station would answer, take and acknowledge the traffic and would, if necessary, relay it over the appropriate Admiralty link. In the case of relaying, an indication of routing would have to be given by the ship's operator in the preamble of the message, e.g. "Walmer Castle, Portishead via Simonstown". This routing indication would ensure that the coast station and inland telegraph charges were credited to the receiving station for which the message was intended. (see paragraph 48 regarding basis of charge).

22. It is proposed that the Ship Letter Telegram service should be reopened as and when conditions permit and included in the scheme. This service is likely to expand, but there should be ample capacity at the receiving stations and on the Admiralty point-to-point links to accommodate a considerable increase of traffic.

23. It is not intended that the adoption of the proposed scheme should preclude the making of exceptional arrangements should occasion demand,

Exceptional
Arrangements

e.g.

e.g. the fixing of schedules with large cruising liners which might have considerable traffic to clear.

Transatlantic
Liners

24. In the case of transatlantic liners, it would be necessary to provide a special service in view of the large volume of traffic exchanged with such ships and the consequent delay which traffic with smaller ships would otherwise inevitably suffer. These special arrangements would involve separate transmission, although details have not yet been finally worked out; some notes and suggestions have, however, been set out in Appendix B.

Foreign Ships

25. It is a matter for conjecture to what extent foreign ships would participate in the proposed scheme, but inasmuch as foreign Administrations did not object to their ships working with Portishead in pre-war days it would seem probable that many would, in fact, wish to take advantage of the facilities which the scheme would offer. Foreign Administrations which desired to participate would have to accept it fully or not at all. The pre-war service could continue to be operated from Portishead for foreign ships which did not participate in the scheme.

26. The proposed scheme would not prevent a ship of any nationality, having traffic for a distant country which operated a long-distance ship-shore service of its own, from calling and working that station direct.

Routing

27. Examples of the methods of routing traffic to and from ships in various parts of the world under the proposed post-war organisation are given in Appendix C.

Administrative
& Executive
Responsibilities

28. It is considered that the internal working and executive control of any station in the organisation should be the responsibility of the Department or overseas Administration or Authority providing the station.

29. In this country the Post Office would be responsible for the administration of the United Kingdom ship-shore commercial services and also for the quality of service rendered to the public. The Post Office would operate the service to and from merchant ships and would share with the Admiralty the operation of the service from H.M. Ships, while the service to H.M. Ships would be operated by the Admiralty. Close collaboration between the two Departments would be essential. It is the intention to set up a Standing Committee of representatives

8.

of both Departments to advise each Department on matters affecting the administration of the service for which it was responsible.

30. It is the intention to strengthen the "Ships Bureau" in the Central Telegraph Office, London, whose main function is to route outgoing traffic. Under the proposed organisation, more comprehensive information regarding shipping movements would be essential than was available before the war. In this connection ships would be required to send "TRs" (their positions) for forwarding to the Ships Bureau. In addition ships should be made responsible for notifying transmitting stations when changing from watchkeeping on one transmitting station to another and this information would be passed to the Ships Bureau.

Shipping
Intelligence

31. The frequencies in use under the war-time organisation fall into four categories, viz.

Technical
Considerations
Frequencies

- (a) fixed station frequencies used on the Admiralty point-to-point network;
- (b) the shore-to-ship traffic frequencies, some of which are within the marine mobile bands and some without;
- (c) the shore-to-ship answering frequencies, all of which are within the marine mobile bands, and
- (d) the ship-to-shore frequencies, all of which are within the marine mobile bands.

32. As regards (a), the frequencies which would be required in the post-war scheme for the point-to-point links would be those at present allocated to the Admiralty network. The retention of the Admiralty point-to-point organisation is fundamental to the proposed scheme. With regard to (b) although the use of frequencies in the fixed bands for this purpose is not in conflict with International Regulations, it is the intention ultimately to operate the shore-to-ship service solely on frequencies within the mobile bands. No alteration is proposed as regards (c) and (d). The difficulties which are likely to be met after the war on the question of frequency allocations are fully realised, and some observations on the problem are given in Appendix D.

33. It is appreciated that wireless services with ships will inevitably suffer some deterioration in quality when, as it is assumed, the greater number of merchant ships revert to the carrying of one operator only

Number of Ships
Operators.

(instead

(instead of three as in war-time); but this will be the case whatever system of communication is adopted after the war.

Watch-keeping

34. Watch-keeping on 500 kc/s is maintained continuously on board deep-sea ships in war-time either by headgear telephone or by loudspeaker (associated with a second receiver) when the operator is engaged in reception on another wavelength on the ship's main receiver. In the course of the war the number of ships equipped with short-wave apparatus has considerably increased and it follows that post-war traffic will necessitate a greater amount of time being spent in watch-keeping on frequencies other than 500 kc/s. This would be the case, irrespective of the system of communication used.

Auto-alarm apparatus

35. Auto-alarm apparatus is required under Safety of Life at Sea Regulations, to be carried by certain ships which do not keep continuous human watch, and is used only for the reception of distress calls when the operator is off watch. The existing (pre-war) Regulations regarding the fitting of auto-alarm devices do not affect, and are not in any way affected by, the proposed scheme.

Ships' installations

36. The proposed scheme would not necessitate any modification of the existing (pre-war) Regulations relating to merchant ships' wireless installations.

Dominion arrangements

37. The requirements of the scheme can clearly only be met if a number of transmitting and receiving stations are maintained in operation in the Dominions and Colonies. Details are given in the following paragraphs:-

Canada.

38. For the Atlantic:

- (i) A receiving station maintaining watch by at least one operator on an average of three frequency points simultaneously.
- (ii) A transmitting station capable of radiating signals which will be easily readable in the North Atlantic North of 45° North approximately.
- (iii) Existing point-to-point circuit Halifax - Whitehall.

For the Pacific:

It has been emphasised that it is not intended at present to lay down final details or requirements. The scheme would, however, require something of the same type of organisation as on the Eastern seaboard if the extension to the Pacific were eventually approved. The use of the existing Naval circuit Esquimaux - New Zealand would be proposed to provide a link between the Canadian and the New Zealand stations referred to in paragraph 41.

39. (i) A receiving station maintaining watch by at least one operator on an average of three frequency points simultaneously.
- (ii) A transmitting station capable of radiating signals which would be easily readable in Area II.
- (iii) The existing point-to-point circuit Simonstown - Whitehall.

South Africa

40. For the Pacific, it has been stated that it is not intended at present to lay down final details or requirements. If, however, it were approved to include the Australian Area, the following would be required:-

Australia

- (i) A receiving station maintaining watch by at least one operator on an average of three frequency points simultaneously.
- (ii) A transmitting station capable of radiating signals which would be easily readable in the required Area. (Details not yet settled).
- (iii) The existing point-to-point circuits Belconnen - Whitehall and Belconnen - New Zealand.

41. If it were approved to include the New Zealand Area, the following would be required:-

New Zealand

- (i) A receiving station maintaining watch by at least one operator on an average of three frequency points simultaneously.

(ii)

- (ii) A transmitting station capable of radiating signals which would be easily readable in the required Area (Details not yet settled).
- (iii) The existing point-to-point circuits New Zealand - Whitehall, New Zealand - Esquimault and New Zealand - Belconnen.

India

42. (i) There is at Bombay a Naval Receiving Station manned by the R.I.N. which maintains watch for ship-shore traffic.
- (ii) This Station also carries out a Naval point-to-point circuit with Colombo.
- (iii) It is suggested that this R.I.N. Station should participate in the scheme to the extent that -
- (a) Messages from ships can be received and acknowledged.
 - (b) Messages to ships can be relayed to Colombo for onward transmission from the Colombo or other Transmitting Station.
- (iv) Alternatively to the above, India could be considered as a country not having either a Transmitting or Receiving Station. In this case messages to and from India would be routed via Colombo which Station would receive the terminal charges. Under these conditions, the position of India would be analogous to any other country where connections to and from Transmitting or Receiving Stations in the network is effected by Land Line.
- (v) It is suggested that the arrangements for India should be the subject of discussion between the R.I.N., India P. & T. Department and the Commander-in-Chief, Eastern Fleet.

Ceylon

43. (i) A receiving station maintaining watch by at least one operator on an average of three frequency points simultaneously.
- (ii) A transmitting station capable of radiating signals which would be easily readable in Area III.
- (iii) The existing point-to-point circuits Colombo - Bombay and Colombo - Whitehall.

Falkland Islands

44. (i) A receiving station maintaining watch by at least one operator on an average of two frequency points simultaneously.
- (ii) A transmitting station capable of radiating signals which would be easily readable in Area IV.
- (iii) The existing point-to-point circuit Falkland Islands - Whitehall.

45. It is the intention that the W/T Stations in Ceylon and Falkland Islands referred to in paragraphs 43 and 44 above shall be Naval W/T Stations manned and maintained by the Imperial Government. This could also be the case in South Africa, but it is proposed to negotiate this question separately with the Union Government.

FinancialConsiderations.Cost of Service.

46. The capital expenditure necessary for the proposed service has already been incurred in Ceylon, Falkland Islands and South Africa (though in the latter case the receiving station is the Union property), either under pre-war or under war-time measures and as has already been stated in paragraph 14 the plant would need to be maintained after the war whether or not the scheme is adopted. No additional capital outlay

12.

is involved and only minor increases in maintenance expenditure.

The return which would accrue to the Naval Authorities would be

the maintenance in peace-time of an efficient ship-shore communication system which would form the nucleus of a modern war-time organisation.

The Naval Authorities would not collect any charge in respect of the work done in relaying messages over their point-to-point links, and it is not expected that the sender would be called upon to pay any additional charge for the relaying facilities provided within the organisation.

47. It will be obvious that it will in any case be necessary to review the existing charges for radiotelegrams, which were fixed when costs were at a materially lower level than they are now.

Charges for radiotelegrams

So far as the United Kingdom is concerned, this matter is already under consideration and it is possible that it may prove expedient to impose charges at the higher rates appropriate to post-war conditions from the outset, that is to say, as soon as commercial service with ships is reopened.

From-ship traffic.

Basis of charge to sender

48. (a) For messages to countries which operate a long-distance service with ships the charge would be computed on the basis of direct working to the country of destination. Thus, the charge for a message to the United Kingdom from a ship off Mauritius, whether routed direct to Portishead or through Simonstown and Portishead, would be: ship charge, plus United Kingdom coast station charge plus United Kingdom land-line charge; the charge for a message to India from a ship in the North Atlantic, whether routed via Bombay direct or via Portishead and Colombo and thence by radio to Bombay, would be: ship charge, plus Indian coast station charge, plus Indian land-line charge. (The coast station charge would cover the transmission from Colombo to the Indian distributing point). Other examples are given in Appendix F.

49. (b) If the message were for a foreign country and were routed through an Empire Coast station, or for an Empire country which did not operate a long-distance service with ships, the charge would be: ship charge, plus coast station charge of the Empire country

which

which forwarded the telegram on its telegraph system, plus telegraph charge from that country to the country of destination. Thus, the charge for a message from a ship in the South Atlantic to Norway, routed via Falkland Islands and Portishead and thence by cable, would be: ship charge, plus United Kingdom coast station charge, plus cable charge from United Kingdom to Norway. A message from a ship in the Mediterranean to Burma, would be sent via Portishead and Colombo, and thereafter disposed of in accordance with the detailed arrangements being made (vide paragraph 42).

Other examples are given in Appendix F.

To-ship traffic.

50. The charge would be computed on the present basis, i.e., the land-line charge, plus the coast station charge of the normal transmitting station, plus the ship charge. Routing would normally be decided by the accepting Administration but senders would have the right to specify a particular coast station and pay the appropriate charge. A telegram from South Africa for a ship off Malaya might be routed via the naval stations at Simonstown and Colombo, but the charge would be at the South African coast station rate. The sender could, if he so desired, specify that the message should be sent to, say, Karachi or a station in the East Indies, in which case he would pay the cable charge from that station to Malaya in addition to the normal charge. A message from India for a ship in the North Atlantic would be forwarded via Bombay, Colombo and Portishead, but the charge would be as if the message were transmitted direct to the ship by the Bombay station. (Since in this case the transmitting station is ~~situ~~ situated outside India, the question whether the coast station charge should be partitioned between the Administration of India and Ceylon is a matter for the consideration of those Administrations). Other examples are given in Appendix E.

Accounting

From-ship traffic

51. The Authority controlling the final radio link, if the message is received by a non-naval station, would recover the coast station and inland charges from shipping companies as at present and would retain these charges. The basis of the account would be copies of the forms of the messages or other suitable record at the point at which

which the messages are received in the country. Thus, in India, records would be maintained at Bombay if Colombo transmitted its Indian traffic direct to that office. In South Africa, the records would be maintained at the station to which Simonstown handed over its South African traffic. In Canada the records would be maintained at the Canadian receiving station.

52. Countries would retain the charges collected and credit the ship charges to the marine wireless operating companies as at present.

To-ship traffic

53. The Telegraph Companies, including Cable & Wireless Ltd., are affected by the scheme only to a very minor extent. In so far as they operate medium-wave coast stations abroad, the improvement in the efficiency of long-distance short-wave ship-shore communications resulting from the adoption of the scheme will no doubt tend somewhat to accelerate the growth of the use of short-wave working, at the expense of the medium-wave coast stations. But in any case this development will be very marked after the war, because during the war large numbers of merchant ships have been equipped with short-wave transmitters and many of them will undoubtedly retain this equipment for the purpose of long-distance working, whether by pre-war methods or by those now proposed. As stated in paragraph 15, however, messages from ships would continue, as before the war, to be passed to a coast station of the country of destination when within medium-wave range of that country.

Repercussions of the scheme on Telegraph Companies.

54. The only other interest of the Telegraph Companies in ship-shore messages is that, as explained in paragraph 8, they handle over their point-to-point system in the ordinary way of business, such messages to or from ships as are exchanged between the ship and a coast station in its vicinity by short-distance medium-wave transmission and have to be transmitted between that station and the country of origin or destination like ordinary telegrams. This will continue to be the position after the war, whether or not the proposed scheme be adopted, so that the only possible effect of the adoption of the scheme on the Companies' revenue would be the effect, if any, due to the greater competition of direct long-distance working by more efficient methods. In any case the financial interest of the Telegraph Companies in the roundabout point-to-point transmission of ship-shore radio-telegrams

is very small. The scheme has been put to the Chairman of Cable and Wireless Ltd., (Sir Edward Wilshaw) and he has stated that his Company has no objection to the scheme, but that he would like the question to be borne in mind of avoiding abuse of the service by the collection of "third party" telegrams in ports for transmission over the ship-shore service in order to avoid the higher charges which would be payable if the telegrams were handled over their proper route. It should be pointed out that such abuse is known to have taken place in a small degree before the war, and the United Kingdom Administration, for its part, will continue, after the war, as hitherto, to take all possible steps to prevent the misuse of the ship-shore radiotelegraph service.

International Obligations

55. In examining the scheme as described in the preceding paragraphs, consideration has been given to the possible effects of its adoption, vis-a-vis the obligations of participating Administrations as signatories to the International Radiocommunication Regulations.

It seems clear that there is no feature of the scheme which would in any way conflict with the provisions of those Regulations and that the operation of the scheme would be admissible under Article 13 of the International Telecommunication Convention (Madrid 1932), Article 6 § 5 of the Additional Radiocommunication Regulations (Cairo 1938) and Article 7 § 17 of the General Radiocommunication Regulations (Cairo 1938). (See Appendix G).

Conclusions.

56. In recommending the adoption of the proposed scheme the Admiralty and the Post Office are confident that its adoption would bring about a marked improvement in the quality of the wireless service with ships at sea and a general speeding up of the handling of traffic, although it is not envisaged that instantaneous communication would be available at all times over the Admiralty point-to-point network. There was considerable interference inherent in the pre-war scheme, where ships were often obliged to make an excessive number of calls in order to establish contact at long-range with the desired shore station; and the proposed scheme would have the effect of getting ships more quickly off the ether, thereby easing the congestion in the mobile bands. It would also greatly facilitate the exchange of private messages between

the United Kingdom and H.M. ships. From the point of view of defence it would provide the nucleus of a war-time organisation assuring the maintenance of a high standard of efficiency both in equipment and in personnel; and at the same time it would obviate the necessity for a complete change of practice between peace and war. Finally it would achieve all these objectives at a comparatively low cost. For these reasons the adoption of the scheme is recommended.

Post-War W/T. Communications with H.M. and Merchant ShipsPROPOSED AREAS (See also accompanying map)

(i) Area	(ii) (Limits (approx.))	(iii) Transmitting Station	(iv) Receiving Station	(v) Point-to-point
Area I	Atlantic N. of Equator Mediterranean Red Sea	(a) United Kingdom (b) Subsidiary service from United Kingdom and Halifax for North Atlantic passenger traffic.	(a) United Kingdom (b) Halifax	(a) Within Area: United Kingdom -- Halifax (b) To other Areas: United Kingdom -- Simonstown United Kingdom -- Colombo United Kingdom -- Australia United Kingdom -- Falklands
Area II	(a) Atlantic E. of 50° W. and South of Equator (b) Indian Ocean W. of 45° E. and South of 18° S.	Simonstown	Simonstown	(a) Within Area: Nil (b) To other Areas: Simonstown - United Kingdom
Area III	(a) Indian Ocean East of Area II and West of 100° E. (b) Persian Gulf	Colombo	Colombo Bombay	(a) Within Area: Colombo - Bombay (b) To other Areas: Colombo - United Kingdom
Area IV	(a) Atlantic Ocean West of 50° W. and Sth. of Equator (b) Pacific Ocean Sth. of 11° N. and East of 110° West.	(a) United Kingdom (b) Falkland Islands.	Falkland Islands	(a) Within Area: Nil (b) Falklands - United Kingdom

EXCEPTIONAL ARRANGEMENTS FOR THE NORTH ATLANTIC.

More than half the traffic dealt with by Portishead before the war was exchanged with ships on the North Atlantic on medium and short waves. The medium waves used by Portishead and North American stations in the 100 to 160 kc/s band were in conformity with the North Atlantic Regional Agreement.

There was no Regional Agreement covering short waves used by long distance stations and allocations followed the general lines laid down in the International Radiocommunication Regulations.

Most, if not all, of the frequencies used by long-distance coast stations will still be required under the proposed scheme for answering calls, acknowledging traffic etc. and to provide a service on pre-war lines with foreign ships, and there would appear to be no necessity to make any major alterations in this respect.

The traffic to North Atlantic ships from this country will, judged by pre-war standards, be of such proportions as to cause undue inconvenience to other ships in Area Y if included in the scheduled transmissions from Rugby. It is therefore proposed that, for the purpose of shore-to-ship traffic, the North Atlantic be regarded as a sub-area of Area X with its own long-wave and short-wave transmitters at Rugby and in Canada.

It is a matter for consideration whether (a) all traffic for the North Atlantic should be transmitted from Rugby, (b) traffic originating in Great Britain should be transmitted from Rugby and traffic originating in Canada be transmitted from the Canadian East Coast station irrespective of the ship's position in the North Atlantic or (c) whether the North Atlantic should be divided into two zones, the Western Zone being served by Canada and the Eastern zone by Rugby.

Alternative (b) would save transmission over the Admiralty link between London and Halifax but the adoption of (b) or (c) would entail staggering of the transmissions from Rugby and the Canadian station to allow ships to listen to both.

Additional exceptional arrangements would no doubt be required from time to time by the largest trans-Atlantic liners which have facilities on board for handling a large volume of traffic. Such arrangements which could include "direct" working with acknowledgments could either be made in advance of sailing or by mutual agreement between the ship and the land station or stations concerned.

Traffic from ships in the North Atlantic would be dealt with in the way proposed in paragraph 21 of this report i.e., the ship would call the area receiving station in or nearest to the country of destination and, if direct communication was established, clear its traffic. If direct communication could not be quickly established any other area receiving station would take the traffic and pass it on over the appropriate Admiralty link.

ROUTING OF LONG-DISTANCE TRAFFICPre-war.
To-ship.

Under pre-war arrangements a message to a ship, if fitted with long-distance apparatus, was normally routed by the sender to the long-distance coast station in the country of origin which, after establishing direct communication with the ship of destination, sent the message and obtained an acknowledgment.

A message for a ship in any part of the world whether or not fitted with long-distance apparatus could also be sent by the broadcast method from Rugby Radio at a higher charge.

Exceptionally the sender could route his message over cable or point-to-point wireless routes to a coast station nearest to the ship for direct transmission. The charge in such a case was usually very much greater.

Pre-war
From-ship.

A message from a ship fitted with long-distance apparatus was almost invariably sent by direct method to the long-distance station in or nearest to the country of destination. This was the cheapest wireless route available.

Exceptionally the message might be routed through the nearest coast station, the sender paying the appropriate coast station and onward telegraph charges to the country of destination.

A ship not fitted with long-distance transmitting apparatus could send his long-distance traffic (except SLTs) to a ship suitably equipped, for direct onward transmission to the country of destination or he could route the traffic through the nearest coast station, the sender paying the appropriate coast station and onward telegraph charges to the country of destination.

Post-War
scheme.
Examples of
routing.U.K. or Dominion ships. - Traffic from or to Great Britain.(1) Ship off Mauritius.

(a) To-ship. Message would be routed "Wireless" and passed over Admiralty link to Colombo for transmission. The charge would be the same as if message were sent direct to ship from Portishead and the coast station charge would be retained by the U.K. Administration.

(b) From-ship. Ship would call Portishead. If no reply, the call might be answered by any other receiving station.

Station taking the message would forward it over the Admiralty link to London.

The charge would be the same as if the message had been sent direct to Portishead. Portishead would be credited with the coast station and inland telegraph charges as under pre-war arrangements.

(2) Ship off Cape Horn.

(a) To-ship. Message would be routed "Wireless"; transmitted from Rugby, intercepted by Falkland Islands and retransmitted later

later. (Point-to-point link would not be used for the transmission to Falkland Islands)

Charge as in (1) (a).

- (b) From-ship. Ship would call Portishead. If no reply the call might be answered and traffic taken by Falklands or any other receiving station. Thence by Admiralty link to London.

Charge as in (1) (b).

(3) Ship in North Atlantic.

- (a) To-ship. Message would be routed "Wireless"; transmitted from Rugby or sent over Admiralty link to Halifax for transmission (see alternative proposals for North Atlantic in Appendix B.)

Charge as in (1) (a).

- (b) From-ship. Ship would call Portishead. If no reply, could send message to Halifax or any other receiving station. Thence over the Admiralty link to London.

Charge as in (1) (b).

(4) Ship in Mediterranean.

- (a) To-ship. Message would be routed "Wireless" and transmitted from Rugby.

Charge as in (1) (a).

- (b) From-ship. Ship would call Portishead. If no reply, the call might be answered by any other receiving station. Thence by Admiralty link to London.

Charge as in (1) (b).

U.K. or Dominion ships. Traffic from or to Canada.

(5) Ship off Mauritius.

- (a) To-ship. Message would be routed through Halifax and sent over Admiralty point-to-point links to Colombo for transmission.

Charge would be the same as if message sent direct to ship from Canadian station. Inland and coast station charges would be retained by the Canadian authorities.

- (b) From-ship. Ship would call the Canadian receiving station. If direct communication not established any other receiving station might take the traffic and forward it over Admiralty links to Halifax.

The charge would be the same as if sent direct to the Canadian receiving station and the Canadian authorities would be credited with the coast station and inland charges.

(6) Ship off Cape Horn.

- (a) To-ship. Message would be routed through Halifax and sent over Admiralty link to London; transmitted from Rugby, intercepted by Falklands and retransmitted later.

Charge as in (5) (a).

- (b) From-ship. Ship would call Canadian receiving station. If no reply, as in (5) (b).

Charge as in (5) (b).

(7) Ship in North Atlantic.

- (a) To-ship. Message would be routed through Halifax, transmitted from Halifax or sent over Admiralty link to London for transmission from Rugby. (See Appendix B for alternative proposals for North Atlantic.)

Charge as in (5) (a).

- (b) From-ship. Ship would call Canadian receiving station. If no reply, as in (5) (b).

Charge as in (5) (b).

(8) Ship in Mediterranean.

- (a) To-ship. Message would be routed through Halifax and sent over Admiralty link to London. Transmitted from Rugby.

Charge as in 5 (a).

- (b) From-ship. Ship would call Canadian receiving station. If no reply, as in (5) (b).

Charge as in (5) (b).

U.K. or Dominion ships. Traffic from or to South Africa.(9) Ship off Mauritius.

- (a) To-ship. Message would be routed through Simonstown and passed over Admiralty link to Colombo for transmission.

Charge would be the same as if message were sent direct to ship from Simonstown. Inland and coast station charges would be retained by South African authorities.

- (b) From-ship. Ship would call Simonstown. If direct communication not established any other receiving station might take the traffic and forward it over Admiralty link to Simonstown.

The charge would be the same as if sent direct to Simonstown and the South African authorities would be credited with the coast station and inland charges.

(10) Ship anywhere in Area II.

- (a) To-ship. Message would be routed through Simonstown and transmitted from that station.

Charge as in (9) (a).

- (b) From-ship. Ship would call Simonstown. If no reply, as in (9) (b).

Charge as in (9) (b).

(11) Ship in North Atlantic.

- (a) To-ship. Message would be routed through Simonstown; sent over Admiralty link to London and transmitted either from Rugby or Halifax. (See Appendix B for alternative proposals for North Atlantic.)

Charge as in (9) (a).

- (b) From-ship. Ship would call Simonstown. If no reply, as in (9) (b).

(12) Ship in Mediterranean.

- (a) To-ship. Message would be routed through Simonstown and sent over

4.
over Admiralty link to London. Transmitted from Rugby.

Charge as in (9) (a).

- (b) From-ship. Ship would call Simonstown. If no reply, as in (9) (b).

Charge as in (9) (b).

U.K. or Dominion Ships. Traffic from or to India.

- (13) General. Messages would be routed through Bombay or Colombo, in accordance with result of discussions (vide paragraph 42).

U.K. or Dominion Ships - Traffic from Germany.

- (14) Ship in South Atlantic.

Messages could be routed direct through Norddeich.

If direct contact not possible, message could be sent by cable from Germany to London and thence to Simonstown over Admiralty link for transmission.

The sender would pay the cable charge Germany-London and United Kingdom Coast Station charge, the latter being credited to the U.K. Administration.

U.K. or Dominion Ships. Traffic for Germany.

- (15) Ship would call Norddeich Radio and clear traffic direct as pre-war.

If communication not established ship's operator might tell sender he could route his message via Portishead Radio at the appropriate charge.

If the sender agreed, the message would be sent direct to Portishead or to London via any receiving station and the Admiralty link.

Thence London to Germany by cable.

- (16) Foreign Ships.

If participating in the scheme traffic would be treated as if from or for U.K. or Dominion ships.

If not participating in the scheme, the pre-war procedure would apply.

Frequencies required for proposed scheme

The frequencies required for the scheme may be divided into four categories viz.,

- (a) fixed station frequencies for the point-to-point network;
- (b) the shore-to-ship traffic frequencies;
- (c) the shore-to-ship answering frequencies, and
- (d) the ship-to-shore frequencies.

The scheme is in no way concerned with the normal "short distance" services operating within the frequency bands 415 - 515 kc/s and 1560 - 3635 kc/s.

The frequencies required under (a) must be selected from frequency bands allocated by international regulations to "Fixed" services. Normally, in operating a long-distance high-frequency marine service, all frequencies would be chosen from "Mobile" bands. Point-to-point links would not normally be provided as part of a marine service and therefore these frequencies from the "Fixed" bands must be regarded as an additional requirement. On the other hand, however, since the Admiralty already has frequency allocations to operate its point-to-point links and intends to retain those frequencies after the war, additional "Fixed" allocations would, in fact, not have to be taken by the various Administrations concerned. Should experience of working the proposed scheme indicate the desirability of providing additional point-to-point circuits in order to ensure better continuity of communication, the frequencies to operate such additional links would, of course, be additional allocations required solely on account of the scheme.

Once the scheme was brought into operation it would be evident to other users of wireless that frequencies, registered internationally for Admiralty use, were carrying commercial traffic, and complaints of interference might be more difficult to deal with than if the traffic carried was entirely Naval.

So far as the frequencies required under (b) for shore-to-ship working are concerned, it is recommended that those of the war-time organisation should be used, adjusted where necessary, to ensure that ultimately all frequencies (with the exception of the Rugby frequencies of 15.46 and 16 kc/s) would fall within bands recognised for such services under the International Radiocommunication Regulations. It would be permissible, nevertheless, under those Regulations, as they stand at present, to use frequencies in bands allocated to "Fixed", "Fixed and Mobile" (shared) or "Mobile" bands; thus there are three types of bands from which frequencies for this purpose could be drawn.

Of the frequencies at present in use for the war-time service, about a quarter are in "Fixed" bands and if all were to be accommodated in "Fixed"

bands

bands it would be necessary to take up about twenty additional "Fixed" allocations.

As pointed out in paragraph 56 of the Report, the proposed scheme would tend to reduce the pre-war congestion in the "Mobile" bands and so enable a considerably larger number of ships to operate in the bands without interference.

Basis of charge for Radiotelegrams exchanged with ships

TO - Ship Traffic

Originating in	Ship in	Route	Basis of charge in addition to ship charge	
			Coast Stn.	Land Line
S. Africa	N. Atlantic	Simonstown Whitehall Rugby	S. Africa	S. Africa
India	Mediterranean	Bombay Colombo Whitehall Rugby	India	India
Canada	Indian Ocean	Halifax Whitehall Colombo	Canada	Canada
U.K.	Off Mozambique	Whitehall Simonstown	U.K.	U.K.
U.K.	N. Atlantic	Rugby	U.K.	U.K.
Aden	Off Newfoundland	Colombo Halifax	Aden	Aden
Norway	Off South America	Cable to London Rugby and Falkland Is.	U.K.	Cable charge Norway - U.K.

Basis of charge for Radiotelegrams exchanged with ships

FROM - Ship traffic (short-wave long-distance transmitters only)

Ship's position	Destination of message.	Direct to	Alternative route (say)	Basis of charge in addition to ship charge	
				Coast Stn.	Land Line
Off Mauritius	U.K.	Portishead	Colombo Whitehall	U.K.	U.K.
In N. Atlantic	S. Africa	S. African Station	Portishead Simonstown and thence to S. African system	S. Africa	S. Africa
In S. Atlantic	Canada	Canadian Station	Falkland Is. Whitehall Halifax and thence to Canadian system	Canada	Canada
In Mediterranean	Australia	Australian Station	Portishead Whitehall Belconnen and thence to Australian system	Australia	Australia
In Pacific	India	Bombay	New Zealand Whitehall Colombo Bombay and thence to Indian system	India	India
In Indian Ocean	Norway	Norwegian Station	Colombo Whitehall cable to Norway	U.K. (if not sent direct)	Cable charge from U.K. to Norway
Off Mozambique	Lagos	Nearest S. African Coast Stn. and thence by cable.	Simonstown and thence by cable.	S. Africa	Cables charges on to Lagos.
In S. Atlantic	Zanzibar	S. African Coast Stn. and thence by cable.	Simonstown thence to S. African system and on by cable.	S. Africa	Cable charges on to Zanzibar

Article 13. International Telecommunication Convention

(Madrid, 1932)

"Special Arrangements".

"The Contracting Governments reserve, for themselves, for the private enterprises recognised by them and for other private enterprises duly authorised to do so, the right to make special arrangements on the matters of service which do not concern the Governments in general. These arrangements, however, must remain within the limits of the Convention and the Regulations annexed thereto, so far as concerns the interference which their bringing into operation might be capable of producing with the services of other countries".

Article 6. Additional Radiocommunication Regulations

(Cairo, 1938)

"§ 5. (1) Administrations reserve the right to organise a long-distance radiocommunication service between land stations and mobile stations, with deferred acknowledgment of receipt or without any acknowledgment of receipt.

(2) Each Administration designates the long-distance land station or stations for which its mobile stations keep watch."

Article 7. General Radiocommunication Regulations

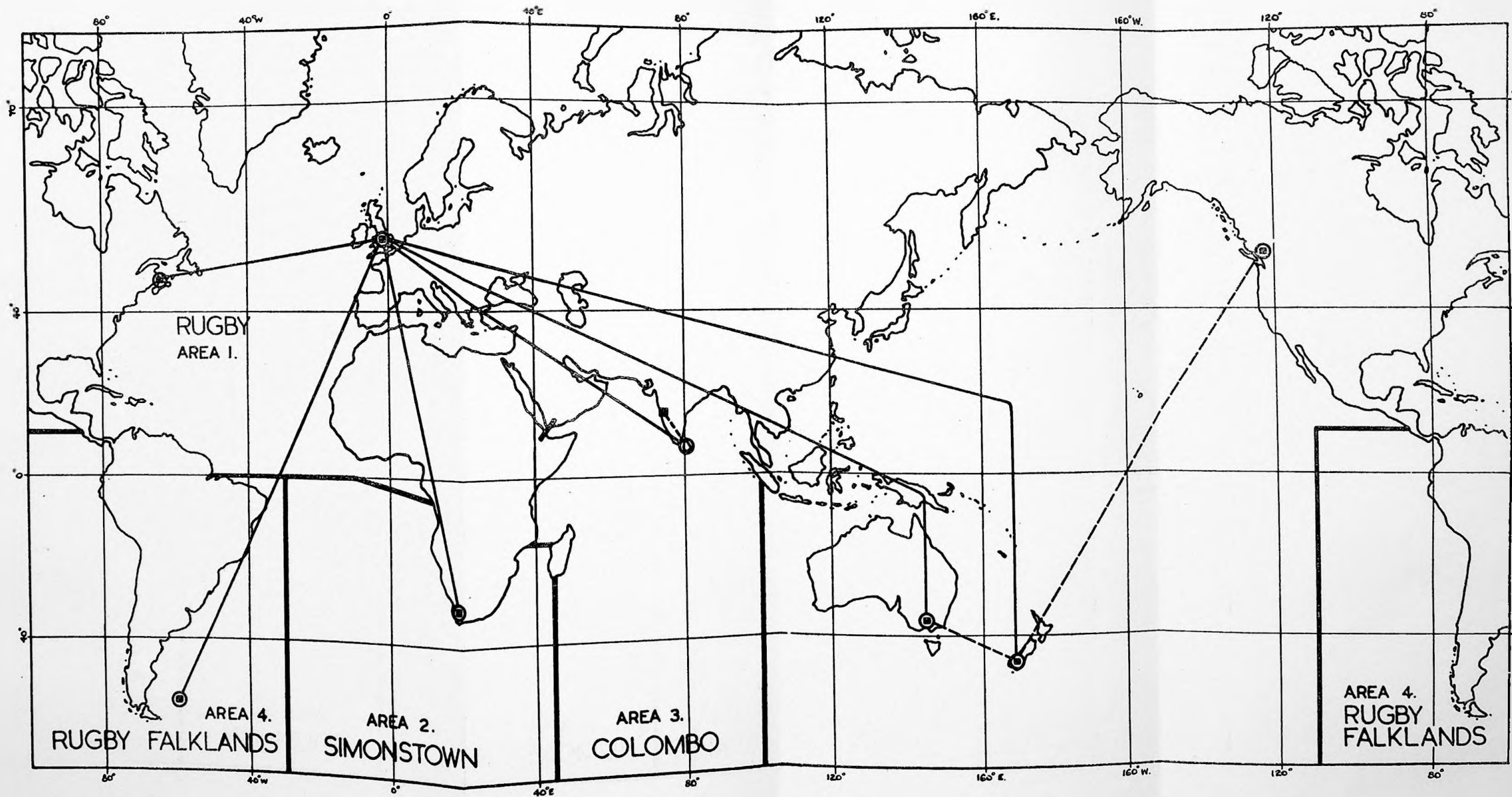
(Cairo, 1938)

"§ 17. A fixed station may as a secondary service transmit to mobile stations on its normal working frequency subject to the following conditions:

"(a) the Administrations concerned consider it necessary to use this exceptional method of working;

"(b) no increase of interference results."

POST-WAR W/T COMMUNICATION WITH H.M. & MERCHANT SHIPS



■ Receiving Station
○ Transmitting Station

— Fixed service with U.K.
- - - Intermediate fixed service

DECODE.

TELEGRAM.

6

No. 68.

From The Secretary of State for the Colonies.

To His Excellency the Governor.

IMMEDIATE.

Despatched : December 19th 19 45 *Time* : 18.30.

Received : December 20th 19 45 *Time* : 09.30.

Maritime Circular No. 5. It is proposed to inform Berne Bureau that full Public Services of radio telegrams will be resumed British ships and through United Kingdom and Colonial coast stations as from January 1st, arrangements as regards short range service being as before war.

If any Colonial coast station should be unable to resume short range service January 1st I should be glad to be informed by telegraph by December 21st.

SECRETARY OF STATE.

See 23

G.T.C.

DECODE.

TELEGRAM.

M.P. 98/44.

26
7

From His Excellency the Governor.

To The Secretary of State for the Colonies.

IMMEDIATE.

Despatched: December 19th 1945 Time :.

Received: 19.. Time :..

Recd 22 M.P. 98/44

No. 309. With reference to your telegram No. 294 Wireless and my despatch No. 32 of 20th April 1945 grateful if you would telegraph details of the imperial scheme which I understand is to come into force on January 1st 1946. I have no information at all except from the Naval Officer-in-Charge here. If Admiralty as he suggests is taking over the whole W/T commercial traffic, figures in despatch will have to be revised and possibly plan redrafted.

GOVERNOR.

G. T. C.

DECODE.

No. 142.

TELEGRAM.

8

From The Secretary of State for the Colonies.

IMMEDIATE.

To His Excellency the Governor.

Despatched: December 22nd 19 45 Time: 12.40.

Received: December 23rd 19 45 Time: 09.30.

Recd 7.

6. No. 304. CONFIDENTIAL. Your telegram No. 309 see my Maritime Circular telegram No. 5 of December 19th. Short range public service of radio telegrams with ships such as existed before the war should be resumed January 1st. In addition a worldwide high frequency service will be introduced on January 1st through area stations operated by Admiralty. Falkland Islands is the transmitting and receiving station for area IV. Scheme is fully described in enclosures to my Circular Despatch Confidential August 9th 1944 and my Confidential Despatch 29 August 11th 1944. Further details are contained in notice to ship stations enclosed in my telegram Circular Saving November 22nd 1945 which will not yet have reached you.

*Recd 1
Recd 2*

SECRETARY OF STATE.

G. T. C.

NAVAL MESSAGE.

Revised
December, 1935.

320b

For use in
Signal
Department
only

9

Originators Instructions:
(Indication of Priority,
Intercept Group, etc.)

Codress/Plaindress

No. of
Groups :

TO:

Naval Officer-in-Charge

FROM:

O. i/c. W/T.

Write
Across

Times allocated give South Georgia approximately one more hour

5

for traffic handling than at present. This offsets use of

10

extempore transmitter.

15

20

25

30

35

40

45

50

System

P/L Code or Cypher

Time of

Receipt

Despatch

Operator

P.O.O.W.

Date

Write across	<u>SERVICE MESSAGE.</u> TIME OF DESPATCH: 22nd. December 1945.	55
	TO: Magistrate South Georgia, Bases "A", "B" and "D".	60
	FROM: N.O.I.C. Falkland Islands.	65
		70
	Falklands W/T Station has shortly to operate extensive new services in a world wide communication scheme for H.M. Ships and British Merchant Vessels.	75
	This necessitates revision of all existing services. Until arrival of new equipment, transmitters at present used with South Georgia and Bases at	85
	will not (R) not be available while times and frequencies will have to be changed.	90
	2. It is appreciated that communication will be more difficult but this must be accepted and full cooperation is requested.	95
	3. When the scheme brought into force following alterations will be made read in four columns Time. Falklands transmitting frequency. South Georgia and Bases transmitting frequencies. Nature of routine.	105
	0015 to 0130 (Bases set watch optionally) 3800, 4400, traffic.	110
	1130 to 1200 (South Georgia only) 8555, 8800, Traffic.	115
	1230 to 1330, 7600, 8800, weather and traffic.	120
	1510 to 1600, 7600, 8800, weather forecast and traffic.	125
	1900 to 1930, 7600, 8800, weather.	130
	2300 to 2359, 3800, 4400, weather and traffic.	135
	4. South Georgia and Bases are requested to tune as necessary and be prepared to carry out such trials as may be required by Falklands W/T.	140
		145
		150

DECODE.

TELEGRAM.

M.P.'s 21/45 & C/11/45.

10

From The Colonial Secretary.

To The Magistrate, South Georgia.

Despatched: January 2nd 1946. Time: ..

Received: 19 Time:

*Radio in
M.P.S 21/45*

No. 2. Your telegram No. 148. Position of W/T as regards Naval or Civil establishment has not repeat not yet been clarified.

2. In any case Naval authorities are operating station here with civilian help as at the beginning of war.

3. Owing to zoning of ships traffic work is such that special timing etc. is necessary.

COLONIAL SECRETARY.

G.T.C.

KF

Telephone: HEADquarters 1234
Telegrams: Gentel, Cent, London

Your Reference
P.O. Reference 4338/44



TELECOMMUNICATIONS
DEPARTMENT,
GENERAL POST OFFICE,
LONDON, E.C.1.

BY AIR MAIL

11
November, 1945.

Sir,

Radiotelegraph Service with Ships.

I am directed by the Postmaster General to say that, in connexion with the proposed reintroduction of an unrestricted radiotelegraph service between the United Kingdom and ships at sea, arrangements are being made for the information given in the List of Ship Stations, published by the International Telecommunications Bureau at Berne, to be brought up-to-date. It is unlikely, however, that this information will be available through Berne for some time to come, and it is thought that, in the meantime, your Administration might find the attached list of ships useful in connection with radiotelegram accounting. The lists shew the appropriate marine wireless operating company for the ships named under each company's title they have been compiled merely to cover a temporary break in the normal arrangements for notifying information about ships through the Berne Bureau.

I am, Sir,
Your obedient Servant,

W. J. Abbot

The Colonial Secretary,
Port Stanley,
Falkland Islands.

No. C/11/44, 104/45,
127/45,
D/21/45.

MINUTE.

It is requested that, in any reference to this minute, the above Number and the date may be quoted).

31st December, 19 45.

From His Excellency,
The Governor,
Stanley, Falkland Islands.

To The Supervisor,
Electrical & Telegraphs Dept.,
STANLEY.

In reference to our conversation of this morning please carry on as heretofore, until such time as other instructions reach this Government from London.

2. You cannot just close South Georgia and Fox Bay at the behest of the Naval Authorities. These are public stations under control of this Government, who alone can give you, in present circumstances, fresh orders.

(Sgd) A. W. CARDINALL
Governor.

(14)



From the Secretary of State for the Colonies,
To the Officer Administering the Government of
Circular Telegram Series.

FALKLAND ISLANDS

22nd November, 1945.

~~CONFIDENTIAL~~

led 0

By circular despatch confidential of the 9th August,
1944.

Copies are enclosed of a notice to Ship Wireless
Stations regarding revised traffic arrangements for long
distance ship-shore radio communications.

It is intended to introduce the scheme in about 2
months time. The actual date of introduction will be
notified in due course.

SECRET.

Masters are responsible for the supply of these Notices to
Ship Wireless Stations

13

NOTICE

TO

SHIP WIRELESS STATIONS

No. 6 of the Year 1945

To be filed and retained in the Wireless Office

THESE NOTICES ARE ISSUED WHEN REQUIRED, NOT NECESSARILY AT REGULAR INTERVALS. THEY ARE NUMBERED IN A YEARLY SERIES COMMENCING WITH NO. 1.

A COMPLETE FILE OF CURRENT NOTICES IS TO BE KEPT IN THE WIRELESS OFFICE AND THE MASTER SHOULD BE ASKED TO PROCURE COPIES OF ANY MISSING NOTICE.

NOTICES STILL CURRENT ARE THOSE INCLUDED IN THE "SUMMARY OF THE PRINCIPAL NOTICES TO SHIP WIRELESS STATIONS DATED 1ST JANUARY, 1945," AND NOTICES ISSUED SUBSEQUENTLY.

COPIES OF MISSING OR BACK NUMBERS OF THESE NOTICES WHEN NOT OBTAINABLE FROM A MERCANTILE MARINE OFFICE OR CUSTOM HOUSE, WHERE THEY WILL BE RETAINED FOR SIX MONTHS, MAY BE OBTAINED FROM THE TELECOMMUNICATIONS DEPARTMENT (WIRELESS TELEGRAPHY SECTION), HEADQUARTERS BUILDING, GENERAL POST OFFICE, LONDON, E.C.1, TO WHOM APPLICATION SHOULD BE MADE IN WRITING.

COPIES MAY ALSO BE INSPECTED AT THE OFFICES OF MOST CONSULS AND COLONIAL SHIPPING OFFICERS.

LONG-DISTANCE SHIP-SHORE RADIO COMMUNICATIONS

Revised Traffic Arrangements

Note :—This Notice omits details relating to the Pacific Area (see paragraph 3), which will be the subject of a later Notice.

GENERAL

1. The exchange of private radiotelegrams between ship and shore stations is being resumed from a date which will be announced later. Modifications to the pre-war arrangements for exchanging traffic with ships will then be introduced, and particulars of the revised methods of operation are given in the following paragraphs.

2. It is emphasised that the modified arrangements relate to long-distance services only and to the stations specified later in the Notice. So far as the United Kingdom is concerned the arrangements relate to services which were previously conducted through Rugby Radio (to ships) and Portishead Radio (to and from ships). The short distance services between coast stations in the United Kingdom and ships operated

in the bands 365 to 515, and 1530 to 3500 kc/s, including the distress organisation facilities on 500 and 1650 kc/s, will be operated as before the war.

Shore-to-ship

3. In the direction *shore-to-ship*, traffic before the war was sent either by Rugby Radio twice daily (without acknowledgment), or by Portishead Radio which first established direct communication with the ship and obtained an acknowledgment of receipt. Under the new arrangements, the world (excluding as far as this notice is concerned the Pacific region lying approximately between 100° E. and the western coast of the American continent) has been divided into 4 Areas. Each Area will be covered by an Area transmitting station from which traffic will be sent during six schedules daily. These schedules will be at the same times (G.M.T.) in all Areas. (See Schedule A.) Ships must listen at the scheduled times for traffic from the Area transmitting station appropriate to their geographical position and acknowledge receipt in the manner described later. The pre-war system whereby traffic was cleared on H/F by Portishead Radio to ships by the direct method after contact had been established, will not in general be re-introduced. Exceptional arrangements may, however, be made for handling heavy traffic loads or to meet special needs, for example, on the North Atlantic, cruises, etc.

4. The limits of the 4 Areas, defined as Nos. I, II, III and IV, are shown on the attached outline map of the World. The Areas are covered by the following transmitting stations. (See Schedule A.)

Area	Transmitting Station
Area I ...	Rugby
Area II ...	Simonstown
Area III ...	Colombo
Area IV ...	Falklands

Ship-to-shore

5. In the direction *ship-to-shore*, H/F traffic will normally be sent, after direct communication has been established, to the Area receiving station situated in, or nearest to, the country of destination, e.g., Portishead Radio in the case of radiotelegrams for the United Kingdom; but where communication cannot quickly be established with the wanted station, traffic may be sent on H/F to any Area receiving station, whence it will be relayed to the appropriate station over a point-to-point wireless network without extra charge. The Areas are covered by the following receiving stations. (See Schedule B.)

Area	Receiving Station
I ...	Portishead
II ...	Simonstown
III ...	Colombo
IV ...	Falklands

Note :—Only call signs shewn in Schedule B may be used by ships when calling Area stations.

The following supplementary stations linked to the Area system may offer to accept ship-to-shore H/F traffic in order to expedite clearance :—

Gibraltar	(GYU)
Malta	(GYZ)
Alexandria	(MSA)
Bermuda	(GYG)
Singapore	(GYL)
Hong Kong	(GZO)
Bombay	(VWF)

Note :—Other stations may be added to this list without notice.

Traffic to Ships.

6. Each Area transmitting station will transmit traffic to ships within its Area during six two-hourly periods daily. The six transmission periods will be the same in all Areas. They are shown, together with the main and supplementary frequencies used by each station, in the annexed Schedule A.

Navigation Warnings

7. Navigation warnings and weather messages, if on hand, will be broadcast by Area transmitting stations from the beginning of the last half-hour of the scheduled two-hour periods. If none is on hand Area stations will notify ships accordingly at this time.

Traffic Lists

8. A traffic list, in alphabetical order of call signs, will be sent by each Area transmitting station at the beginning of each scheduled period. This will be followed immediately by the transmission of the relative radiotelegrams numbered serially in a separate daily series, beginning at 0001 G.M.T., to each ship.

9. A ship, having ascertained from the traffic list that there is no traffic for her, or having completed reception of her traffic, may revert to other working until the beginning of the last half-hour of the scheduled transmission period, when navigation warnings and weather messages will be broadcast.

10. Radiotelegrams will be sent once at the first schedule after receipt at the Area transmitting station and, unless acknowledged by the ship in the meantime, will be sent again at each of the five succeeding schedules. If no acknowledgment is received from the ship after the sixth transmission, the sender will be notified.

Acknowledgment

11. It is most important that Ships should acknowledge Traffic as soon as possible after Receipt so that it can be withdrawn from subsequent traffic schedules. Early acknowledgment will have the effect of shortening the Area stations' transmissions, thus reducing watch-keeping by ships. Acknowledgments may be sent while broadcasts are in progress.

Form of Acknowledgment

12. Acknowledgments from ships should be sent in the form of a service message addressed, using the basic three-letter callsign, to the Area transmitting station from which the traffic was received, as in the following example:—

CT A GZH de MKMN 1 23 BT
R1/23 R2/23 AR

A denotes service message; MKMN the callsign of the ship; 1 the serial number; 23 the day of the month; R1/23, R2/23 in the text denotes receipt by the ship of Colombo's messages Nos. 1 and 2 of the 23rd.

If acknowledgment should be relayed through another ship the preamble to the above message would be as follows:—

CT A GZH de MKMN QSP via (callsign of relaying ship)
1 23 BT . . .

Acknowledgments on H/F

13. Acknowledgments from ships on H/F may be sent through any Area receiving station, but must be addressed to the station from which the message was transmitted.

Acknowledgments on frequencies other than H/F

14. Acknowledgments from ships on frequencies other than H/F should be relayed through a British ship equipped for H/F transmission. They may also be sent to a coast station in the United Kingdom.

TR's

15. In order to route traffic through the correct Area transmitting station, comprehensive information of shipping movements is essential. Ships are therefore required to furnish their position in the form of a TR once every second day while at sea, and when entering and leaving port. The TR may be sent to any Area receiving station on H/F, or to any United Kingdom coast station, but is to be addressed to the Area Station on which watch is being maintained. Ships not equipped with H/F should, when out of range of a United Kingdom coast station, pass TR's through ships equipped with H/F transmitters. TR's must indicate the Area transmitting station on which watch is being maintained at scheduled transmitting times and, when a ship is nearing the boundary of an Area, the time at which watch-keeping will be transferred to the frequency of the next Area transmitting station. Early notification of this transfer is important.

Form of TR

The TR must comprise:—

- (i) The name of the ship.
- (ii) The approximate position by latitude and longitude in four or five figure groups.
- (iii) The next port of call.
- (iv) The number of the Area transmitting station for which watch is being maintained for traffic at scheduled times.

Examples:—

(a) CT TR GKT de MKMN
Empire Star 0621 N 3825 W Liverpool
QSX Area One AR

(The position in the above example indicates Latitude 6° 21' North Longitude 38° 25' West.)

(b) TR relayed through another ship. Preamble should read:—
CT TR GKT de MKMN QSP via (call sign of relaying ship station) . . .

(c) Ship station about to enter port, and cease watch for traffic from an Area transmitting station.

CT TR GKT de MKMN Empire Star QTP Southampton AR

(d) Ship station able to maintain watch for the appropriate Area station while in port.

CT TR GKT de MKMN QTP Gibraltar but QSX 12 hrs.
Area one AR

(e) Ship station about to change watch from one Area station to another.

CT TR GKT de MKMN Empire Star 0213 S 0836
E Cape Town QSX Area two from 0800 AR.

16. To avoid congestion of traffic schedules on Rugby Radio (Area I), a second long-wave transmitter with associated H/F will, when necessary, be used to transmit traffic to ships in that Area for which a large number of radiotelegrams is on hand, e.g., passenger ships in the North Atlantic. Such ships will be instructed at the beginning of a normal schedule on Rugby (GBR) to listen for the supplementary transmission. Ships in Areas II, III or IV, for which the number of messages on hand may be such as to cause inconvenience to other ships, will be included in the traffic list but requested to wait (QRX) until some specified time, to be determined by circumstances.

Ships nearing port

17. When ships are nearing port, traffic may, in addition, be sent to them by a coast station after communication has first been established on a frequency in the 500 kc/s band. Ships should therefore communicate with coast stations when they come within range and should listen for their traffic lists as well as to the transmissions shown in Schedule A.

Traffic from Ships*Traffic sent on H/F*

18. The ship should, in the first instance, use a frequency suitable for calling the Area receiving station situated in or nearest to the country of destination (see Schedule B); but if contact is not quickly established, and no other Area receiving station is heard offering to take the traffic, the receiving station of the Area in which the ship is voyaging should be called on the high frequency most suitable for communicating with that station at the time. For communicating with the local Area Station, Admiralty Frequency Guides already in possession of ships should be

consulted. Guidance in selecting the frequency most suitable for communicating with an Area receiving station, other than the local Area station, can be obtained by listening for the frequencies, with which the wanted station is answering calls (see Schedule B), or transmitting traffic lists, where these are in operation for foreign ships. Radio officers should listen for all the frequencies in use at the time and will be able to judge from day to day observations the frequency likely to be most effective in establishing communication. The frequency band in which signals are received most strongly is the one most likely to be effective.

Traffic for countries not covered by the revised arrangements

19. H/F traffic destined for countries operating long distance ship services outside this scheme should normally be sent in accordance with pre-war arrangements direct to the long-range stations of those countries. Alternatively traffic may be routed via any Area receiving station to the Area receiving station nearest to the country of destination, and will be subject to the normal onward telegraph charges from this last station.

Traffic in 500 kc/s band

20. Traffic may also be sent to any coast station operating in the 500 kc/s band. Messages so sent will not be relayed over the network associated with this scheme and will be subject to the normal onward telegraph charges from the coast station to the office of destination.

Transmission procedure

Form of transmission

21. Radiotelegrams from ship-to-shore should be transmitted in the form prescribed in the Postmaster General's "Handbook for Wireless Operators".

Messages sent to Area receiving station for retransmission

22. Messages transmitted on H/F to an Area receiving station other than the one in or nearest to the country of destination are to be sent in the following form:—

Prefix (if any)—name of ship of origin—Area receiving station of destination—QSP via (receiving station through which message is actually transmitted)—

* Number of radiotelegram—number of words—date and time of handing in—service instructions—break sign—text of message—break sign—signature—finish sign.

Example:—(The ship in this case is assumed to be in the Indian Ocean, and has a radiotelegram for an addressee in England, but is unable to contact Portishead Radio and the Area receiving station at Colombo has offered to take the message).

CT MKMN GKT QSP via GZP—

* 15 7 21 2205 BT Brown 25 Newstreet Birmingham
BT Arrive twenty-ninth BT John AR MKMN K.

* The local check number in the case of QSP messages must be in the series with the receiving station to which they are actually transmitted, and not in the series with the

Area receiving station of final destination. In the example the figure 15 indicates that the message is the fifteenth sent that day from "Empire Star" to Colombo Radio. If the message had been transmitted from the ship directly to Portishead Radio, it would have borne the appropriate number in the daily series between the ship and Portishead Radio, and the words "QSP via GZP" would not appear in the preamble.

H/F Calling and Traffic working Ship-to-Shore

23. A ship should first call the wanted station on a calling frequency selected from within the calling bands shown in column 6, Schedule B. Selection should be guided by the suggestions contained in paragraph 18 and the watchkeeping hours of the station shown in column 5, Schedule B. This station will answer on the appropriate answering frequency indicated in column 3, Schedule B. If an answer is not received within a short time, a second call should be made to the same station. If this call remains unanswered other receiving stations are authorized to answer and to accept the communication for the station originally called.

TR's and acknowledgments may be passed on calling frequencies. If, however, traffic is offered by the ship, the shore station will direct the ship to a suitable frequency, or to move x kc/s up or down, as may be necessary to ensure that traffic is passed outside the calling band. The shore station will remain on the answering frequency.

Ships fitted with "spot" traffic frequencies should indicate in their initial calls offering traffic, the frequency to which they propose to transfer for traffic working.

Charges for Radiotelegrams

Charges

24. (a) The total charge for a radiotelegram from ship to shore transmitted on H/F, whether sent direct to the Area receiving station situated in or nearest to the country of destination or sent through an Area or supplementary receiving station for relay over the point-to-point wireless network to another Area receiving station, comprises:—

(i) The "ship station" charge, which accrues to the ship;

(ii) the "Coast station" charge, which accrues to the terminal Area receiving station (i.e., Portishead Radio in the example given in paragraph 22); and

(iii) the onward telegraph charge to the office of destination from the terminal Area receiving station.

No charge is made for relaying a radiotelegram from any Area or supplementary receiving station to the terminal Area receiving station over the point-to-point wireless network linking those stations. This applies to all classes of traffic including Ship Letter Telegrams (SLT's).

(b) Messages from ship to shore sent to coast stations operating in the 500 kc/s band will be subject to the normal onward telegraph charges from the Coast Station to the office of destination.

W/T Transmission Schedules
Shore-to-Ship Traffic

SCHEDULE A

Area	Times G.M.T.	Frequencies in kc/s									
		April to September			October to March						
		Fre- quency	Call Sign	Fre- quency	Call Sign	Fre- quency	Call Sign				
I (Rugby)	0000-0200	16	GBR	8640	GIC	16	GBR	4025	GBR	8333	ZSC
	0400-0600	16	GBR	8640	GIC	16	GBR	4025	GBR	8333	ZSC
	0800-1000	16	GBR	8640	GIC	16	GBR	4025	GBR	8333	ZSC
	1200-1400	16	GBR	12455	GKU 3	16	GBR	12455	GBR	8333	ZSC
	1600-1800	16	GBR	17685	GKU 2	16	GBR	12455	GBR	8333	ZSC
	2000-2200	16	GBR	17685	GKU 3	16	GBR	8640	GBR	8333	ZSC
II (Simonstown)	0000-0200	143	ZSC	8333	ZSC	143	ZSC	6464	ZSC	8333	ZSC
	0400-0600	143	ZSC	8333	ZSC	143	ZSC	6464	ZSC	8333	ZSC
	0800-1000	143	ZSC	8333	ZSC	143	ZSC	6464	ZSC	8333	ZSC
	1200-1400	143	ZSC	16666	ZSC	143	ZSC	8333	ZSC	16666	ZSC
	1600-1800	143	ZSC	16666	ZSC	143	ZSC	8333	ZSC	16666	ZSC
	2000-2200	143	ZSC	8333	ZSC	143	ZSC	6464	ZSC	16645	ZSC
III (Colombo)	0000-0200	123	GZH 4	8340	GZH 66	123	GZH 4	4110	GZH 4	8340	GZH 66
	0400-0600	123	GZH 4	12330	GZH 82	123	GZH 4	8340	GZH 66	12330	GZH 82
	0800-1000	123	GZH 4	16440	GZH 101	123	GZH 4	8340	GZH 66	16440	GZH 101
	1200-1400	123	GZH 4	16440	GZH 101	123	GZH 4	8340	GZH 66	16440	GZH 101
	1600-1800	123	GZH 4	8340	GZH 66	123	GZH 4	8340	GZH 66	12330	GZH 82
	2000-2200	123	GZH 4	4110	GZH 34	123	GZH 4	4110	GZH 34	8340	GZH 66
IV (Falklands)	0000-0200	125	VPC	8555	VPC	125	VPC	8555	VPC	17110	VPC
	0400-0600	125	VPC	8555	VPC	125	VPC	4700	VPC	8555	VPC
	0800-1000	125	VPC	8555	VPC	125	VPC	4700	VPC	8555	VPC
	1200-1400	125	VPC	8555	VPC	125	VPC	4700	VPC	17110	VPC
	1600-1800	125	VPC	8555	VPC	125	VPC	4700	VPC	17110	VPC
	2000-2200	125	VPC	8555	VPC	125	VPC	4700	VPC	17110	VPC

8

9

Navigation warnings at 0130, 0530, 0930, 1330, 1730, 2130.

SCHEDULE B

SHIP-TO-SHORE H/F COMMUNICATION

WATCH IS MAINTAINED AS FOLLOWS AT AREA RECEIVING STATIONS FOR CALLS FROM SHIPS

Name	Call Sign	Answering Frequency kc/s	Period of the year (Months inclusive)	WATCHKEEPING FOR SHIPS CALLS	
				Hours of Watchkeeping G.M.T.	Frequency Band kc/s
PORTISHEAD	GKK GKV GKT GKA GKJ	4740	January-December	0000-1000 and 2200-0000 Continuous Watch 0800-0000 1000-2200	4130-4150
		6388			6200-6220
		8210			8270-8290
		12360			12410-12430
		16852			16550-16570
SIMONSTOWN	ZSC 4 ZSC 6 ZSC 5 ZSC 3 ZSC 2	4740	February-October November-January February-October November-January January-December February-October November-January February-October November-January	0000-0600 and 1800-0000 0000-0400 0000-0600 and 1800-0000 0000-0400 Continuous Watch 0600-1800 0400-0000 0600-1800 0400-0000	4130-4150
		6395			6200-6220
		8205			8270-8290
		12350			12410-12430
		16840			16550-16570
COLOMBO	GZP 4 GZP 6 GZP 8 GZP 1 GZP 2	4740	February-July August-October November-January February-April May-July August-January January-December February-July August-October November-January February-April May-July August-January	NIL 0000-0200 and 1400-0000 2000-0000 0000-0200 and 2000-0000 0000-0200 and 1800-0000 Continuous Watch Continuous Watch 0200-1400 0000-2000 0200-2000 0200-1800 NIL	4130-4150
		6395			6200-6220
		8205			8270-8290
		12350			12410-12430
		16840			16550-16570
FALKLANDS	VPC 4 VPC 6 VPC 8 VPC 2 VPC 3	4740	February-April May-July August-October November-January February-October November-January January-December February-April May-July August-October November-January NIL	0200-1000 0000-1200 and 2000-0000 0000-1000 NIL NIL 0400-1000 Continuous Watch 0000-0200 and 1000-0000 1200-2000 1000-0000 0000-0400 and 1000-0000 NIL	4130-4150
		6395			6200-6220
		8205			8270-8290
		12350			12410-12430
		16840			16550-16570

Calling frequency bands should be used only for :—
 (a) establishing contact with Area receiving stations
 (b) transmission of TR's
 (c) transmission of service messages acknowledging receipt of traffic from Area transmitting stations.

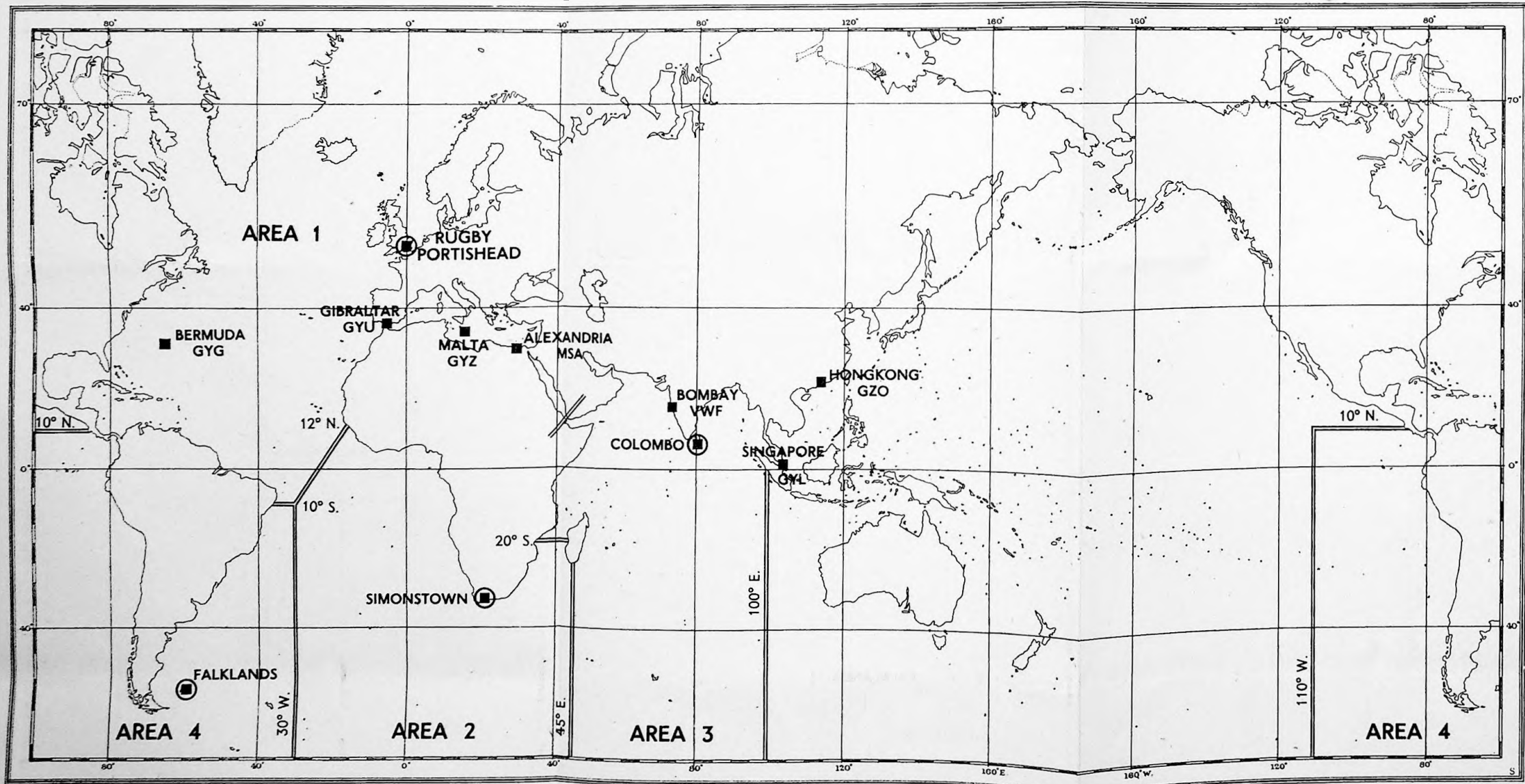
Radiotelegrams and SLT's should not be transmitted in the calling frequency bands, but should be transmitted on a working frequency.

GENERAL POST OFFICE,
LONDON, E.C.1.

12th October, 1945.

LONG-DISTANCE SHIP-SHORE RADIOCOMMUNICATIONS

MAP OF THE WORLD SHEWING AREAS, AREA STATIONS AND SUPPLEMENTARY RECEIVING STATIONS



- SUPPLEMENTARY RECEIVING STATION
- AREA TRANSMITTING AND RECEIVING STATION

No.

MINUTE.

(It is requested that, in any reference to this minute the above Number and the date may be quoted)



14th February, 1946

To Hon Colonial Secretary,
Stanley.

From Supervisor E & T Dept,
Stanley, Falkland Islands.

I beg to submit that since 1st January, when the new wireless long distance Ship-Shore traffic arrangements were commenced the Colonial Government Operators have been taken off all commercial working and have been given the most humiliating work of the Station. The work normally for juniors.

They ~~are~~ not allowed to handle commercial, and as a result are getting no practice.

The Revenue on commercial traffic is being collected by the Colonial Administration, and I understand that services after the war are intended to revert to prewar conditions. Is it not proper that commercially trained operators in the Civil Service should work that traffic from which the Civil Administration collects Revenue ?

The results of the past months traffic shews that traffic is being accepted from ships for UK at the same class as for traffic from Land Stations. This practice is entirely wrong and proves the inability of the new control to take over commercial handling of radio traffic. As an example, an NLT originating at St Johns Newfoundland was received as destination M/V Trepassy Port Stanley. On this message the Falklands is credited with one third of fivepence per word, but, actually the Navy Control transmitted the telegram to the ship at sea and as a result the ship charge is fourpence per word. We are of course unable to pay the ship out of our share and a Special Warrant may be called for to meet such claims.

Ships at sea are not allowed NLT, GLT, LC, or EFM services and I am afraid that with the Naval Authorities doing our work the financial side of the business is going to be expensive for this Administration.

Ships at sea have already been offered NLT and EFM services without this department being consulted.

In.

2.

In view of the importance of commercial needs I think this work should be allotted to the control of Civil Operators, who understand exactly what should be done.

AM

S E & T
14.2.46

(19)

C/1/44

From the Secretary of State for the Colonies.

To the Officer Administering the Government of

Circular Telegram Saving. **FALKLAND ISLANDS**

2nd January, 1946.

Red 14. My confidential circular telegram saving of 22nd November 1945 (which need no longer be regarded as confidential). Public service of Radio-telegrams with ships.

Red 6. As indicated in my maritime circular No.5 of 19th December, 1945, scheme came into force on 1st January.

A copy of a telegram sent by the General Post Office to the International Telecommunications Union, Berne, is enclosed for information.

SECRET



COPY

Telegraph to:-

Burinterna, Berne.

(1) On and from 1st January, 1946 public service of radiotelegrams will be resumed on British ships and through coast stations in the United Kingdom and British Colonies.

(2) Arrangements as regards short range services with British and Foreign ships will, in general, be the same as those in operation before services were suspended.

(3) The long range service arrangements through Portland Radio will provide normal direct working with Foreign ships. Traffic lists will be transmitted every four hours from 0300 G.M.T. in the short wave bands open for watch keeping. For ships of British registry traffic lists followed by traffic broadcasts will be transmitted every four hours from midnight G.M.T. either from Rugby G B R on 16kc/s (and on short waves) or from overseas stations already notified to ships as covering the area in which they are sailing.

(4) Navigation and Meteorological messages will be transmitted every four hours from 0130 G.M.T. on Rugby G B R 16 kc/s and on short waves.

(5) Amendments to International lists giving full particulars of services will be notified.

(6) Until further notice Ship Letter Telegrams cannot be accepted.

C/11/44.



From the Secretary of State for the Colonies.
To the Officer administering the Government of FALKLAND ISLANDS
Circular Telegram Saving.

24th January, 1946.

Red 19. My telegram saving of 2nd January.

Long distance anti-shore radiotelegraph service.

Particulars of arrangements to cover Pacific area are contained in following Admiralty message which was transmitted to all British ships on 26th December, 1945. Begins.

IMPORTANT

"British S. A. M. S. Lettered Message" - "S.W."

For British and British managed Merchant Ships.

Notice to ships Wireless Stations No. 6 of 1945. Amendment. Pacific is divided into following areas:- (Amend map accordingly):-

- (A) Area 5. Northern limit 20 degs North. Western limit 160 degs. East as far North as the Equator then due East to the date line, then along date line as far as 20 degs. North. Southern limit South Pole. Eastern limit 110 degs West.
- (B) Area 6. Northern limit North Pole. Western limit Date line. Southern limit 20 degs. North. Eastern limit the Coast line from Alaska to 10 degs. North including Gulf of California Area.
- (C) Area 7. Northern limit the equator. Western limit 100 degs. East. Southern limit South Pole. Eastern limit 160 degs. East.
- (D) Area 8. Northern limit North Pole. Western limit Asiatic Coast Line from North Pole to the intersection of 100 degs. East and the Equator. (Dividing line in Malacca Straits between Area 3 and Area 8 is 4 degs. North.) Southern limit the Equator. Eastern limit the date line.

Notice to Ships Wireless Stations No. 6. of 1945. Schedule A. Add.

- (A) Area 5. Wellington, 8225 (ZLW8) and 12620 (ZLW12) for all 6 periods.
- (B) Area 6. Vancouver. 155 (CKN) and 6600 (CKN) for all six periods.
- (C) Area 8. Singapore. 5490 (GYL34) for periods 1200 to 0001; 6515 (GYL63) all periods; 12620 (GYL12) all periods; 18860 (GYL18) for periods 0001 to 1200.

2. Time of transmission schedules and times for commencement of Navigational Warning Broadcasts are as for Areas 1, 2, 3, and 4 (B. A. M. S. lettered Message S1 also refers).

3. Schedule B add.

- (A) Column 1 Waipara; Column 2, Z.L.O.; Column 3 4740, 6395, 16845; Column 4 until further notice; Column 5, 4 Mege.

6 Mags 1500 to 2000 and 0400 to 0900. 3 Mags 2000 to 2400.

- (2) Column 1. 5 Mags; Col. 2. ZLB; Col. 3. 8205 and 16550. Col. 4. Until further notice. Col. 5. 3 Mags. Continuous on all five bands from 1400 to 2000 and 1300 to 0500.
- Column 2. 5 Mags; Col. 2. CKN6 and CKN12. Col. 3. 8195 and 16550. Col. 4. Until further notice. Col. 5. Continuous on all five bands. Col. 6. 6200 to 6220 and 12430 to 12450.
- (D) Column 1. Prince Rupert. Col. 2. CK08 and CK016. Col. 3. 8205 and 16845. Col. 4. Until further notice. Col. 5. Continuous on all five bands. Col. 6. 8270 to 8290 and 16550 to 16570.
- (E) Column 1. Halifax. Col. 2. CGE7, CGX6, CGX7, CGX8 and CGX5. Col. 3. As for Falklands. Col. 4. Until further notice. Col. 5. Continuous on all five calling bands. Col. 6. As for Falklands.
- (F) Column 1. Singapore. Col. 2. GY14, 5, 8, 12 and 16. Col. 3. As for Falklands. Col. 4. Until further notice. Col. 5. Continuous, 1200 to 0100, 0100 to 0700. Continuous, 0700 to 1200. Col. 6. As for Falklands.

Notice to ships wireless stations No. 6 of 1945.

Delete note before para. 1 on page 1.

Para. 3. Lines 5, 6 and 7 delete portion in brackets and for 4 Areas read 3 Areas.

Para. 4. Amend line 1 to read "The limits of the 8 Areas defined as Nos. 1 to 8 are shown etc".

Para. 4. add Area 5 Wellington, Area 6 Vancouver, Area 8 Singapore.

Para. 5. Add Halifax as additional receiving station for Area 1. Add Area 5 Wellouru and Awarua. Area 6 Vancouver and Prince Rupert. Area 8 Singapore. Delete Singapore as supplementary station.

4. Details of organisation for handling private radiotelegrams in Area 7 repetition Area 7 will be promulgated shortly."

Ends.

Radiotelegrams for ships in Area 7 will be broadcast by the Naval station at Singapore using the call signs and frequencies allocated for Area 8. The times of broadcasts for Area 7 will be during periods 30 minutes before each scheduled transmission allotted for Area 8.

SECRET.

c/n/44



From the Secretary of State for the Colonies.

To the Officer Administering the Government of

Circular Telegram Saving.

FAROE ISLANDS

5th November, 1946.

6. My Maritime Circular Telegram No.5 of 19th December, 1945.

Mc

Ship Letter Telegram (SLT) Service for the transmission of non-urgent messages from ships to addresses in the United Kingdom and Eire has been introduced as from 1st November. The inclusive charge for this facility is 6s.8d. for 20 words with an additional 4d for each word over 20, the ship retaining 2s.6d. for 20 words and 1½d for each word over 20.

Ship Letter Telegrams may be accepted at overseas Area Stations for transmission over the point-to-point links of the long-distance radiotelegraph service. Delivery of the messages is effected by post from the coast stations in the United Kingdom at which they are received.

The radiotelegram repetition services whereby the sender may have a message repeated from office to office throughout its transmission (at an additional charge of one-half the cost of the radiotelegram) and the addressee may have a message repeated wholly or in part with a view to rectifying errors (without extra charge), also reintroduced as from 1st November.

SECRET.

SET
abc