

CHELMSFORD

NEWS AND VIEWS

Marconi
Radar Systems

Issue 2

August, 1982

S600 series — the story of success

THE possibility of providing a second S600 series convoy, with few major items in stock — and within a timescale of six to eight weeks — would seem an impossibility!

But this very tight timescale had to be met, so what did we do? All people involved rolled up their sleeves, got down to work — and completely reconditioned the prototype equipment standing at Bushy.

The equipment had naturally deteriorated in some areas and needed a major re-fit, with some items requiring entire replacement.

In a normal timescale, the task would have taken at least six months intensive activity. With speedy planning, rapid improvisation and hard work, the job was done in the very minimum time.

One of the worst problems was that the prototype — being a prototype! — differed in numerous ways from the production drawings. In consequence, it was impossible to handle the task in a normal manner. Due to this and also the exceptionally short timescale, it was decided that Technical Services Department, who also manage Bushy site, would be asked to provide the engineering expertise, ably assisted by Writtle Road works.

This type of emergency repair service is, of course, one of the specialities of Technical Services, as one of their prime tasks is to provide customers with emergency services at home and abroad.

A team of specialist engineers was therefore set up, together with the support of systems engineers, contracts and the skills of production and test.

The work started in earnest on Monday, 14th June. Two transmitter cabins were moved from Bushy to E Block, Writtle Road. Here, the cabins were stripped, waterproofed, reinforced, repainted, completely rewired and refitted. Although a number of

major units were replaced from stock, one of the transmitters was completely stripped and rebuilt and many smaller parts were made good.

While the work on the transmitter cabins proceeded, the heightfinder and surveillance cabins were refurbished on site at Bushy by engineers from Technical Services. This included the major overhaul of one antenna turning gear, carried out with great resourcefulness in the absence of complete workshop facilities.

The prototype Anvil display cabin was in too bad a condition for re-use. Because of this Writtle Road works fitted out, in an especially short space of time, a complete new cabin to complete production standards.

All this intense activity involved considerable weekend and overtime working, including night shifts by personnel from all departments. By these means, re-assembly of all cabins and antennas was completed on time and the transmitter cabins and antennas were moved, within schedule, to Rivenhall for systems test and commissioning, with the Anvil following almost immediately.

At this stage, Field Services, who normally undertake complete systems test in readiness for handover to the customer, took over responsibility for the convoy, supported by Technical Services and Systems engineers. Again the timescale was exceptionally tight, requiring hard work and strain to meet the delivery date.

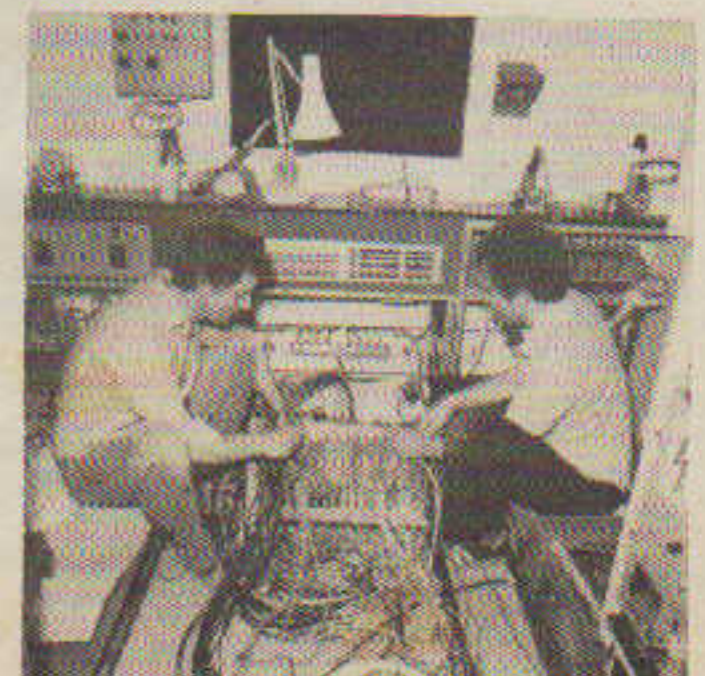
— By Jon Ellis —



● Ken Yates and Will Neave working on the 600 series search head at Bushy. In the background Tim Phillips and Mike Creasey.



● Les Turner and Dave Watts of Test in the Anvil Cabin.



● Dick Baldwin and Paul Barnes of Wiring Assembly in one of the transmitter cabins.

COMMUNICATION!

CHELMSFORD News is an innovation in communication for MRSL. Its serious purpose is as an aid to improving the awareness of employees of the business which affects their livelihoods.

Therefore it is hoped that while news will come from the Company, communication will be two-way and activities, concerns, interest and knowledge may be shared with us all. No doubt the subjects featured will contain the old chestnuts like vending machines, car parks and cleaning standards but it is hoped that matters of greater concern can also be discussed frankly and maybe some misunder-

standings cleared up for good.

A tall order you might suggest. The cynics will have a field day! Maybe they would like to have a corner of their own? It would be nice to declare this closed once the CYNICS had aired their views and had them answered.

Write to the Editor and suggest subjects for articles to appear in future issues. Light relief is permitted! How about a competition for RUMOUR OF THE MONTH?

Rod Challis
Chief Accountant

'BRILLIANT' REPLY

HMS BRILLIANT
Falkland Islands
9th June, 1982

Dear David

I had a very pleasant surprise on Tuesday, 1st June, when both Jim Geddes and Bill Ulyart flew in from Andromeda. It was very nice to greet fellow 'Marconites'. Our only regret was that it was such a short visit and we couldn't 'chew the cud' over a pint. Brilliant being, by choice I hasten to add, effectively a 'dry' ship. Mind you this was put to rights the next day when I flew to Andromeda to discuss Seawolf/GWS 25 tactical use with the OPS branch. Bill had come back to Brilliant to give our 967 its '12,000 mile' service but Jim was on board Andromeda. The bar on board there was sensibly open for business and we had a good discussion over a couple of pints of CSB. Being the first beer I had drunk for many a week, it almost made me light headed. The buzz must have got back to Brilliant that Breen had had 2 pints of CSB. The welcome back was unusually 'pyrotechnic' to say the least.

Sitting in one of our Lynx, hovering off the starboard quarter, we were waiting for a Wessex to complete a mark drop on the flight deck. I was admiring the extremely tatty appearance of Brilliant and counting the cannon shell holes in our starboard side when suddenly she went to 'Action Stations'.

Nick Butler, the pilot, achieved a world record power dive for a Lynx, leaving our stomachs about 100ft up in the air. The Wessex beamed off in one hell of a hurry and we did what can only be described as a controlled crash on the flight deck, such was the speed Nick put us down.

In the event, it was a false alarm caused by a 'greenhorn' ship

We are pleased to include a letter from one of our people who was actually present during action in the South Atlantic. The letter was sent to David Harrison, Admin Controller, Field Services.

A very special message from the Falklands

mistaking one of the ships' radar for that of an Etendard (usually followed by Exocet a few minutes later) ... Us 'vets' wouldn't have made the same mistake but we find it takes a couple of days for a new ship to get the routine right and to be honest I would rather have the false alarms than nothing at all from a newcomer.

The damage caused by the cannon shells has almost all been repaired. Our emergency cabling has been replaced by more substantial cabling and all tested. We are happy that all systems are now operational ... Just as well, since the air activity is stepping up again. The ships in the Landing Zone took a pounding yesterday but at a high cost to the Argenti-

nian Air Force. Anyway you will have read all about that before this reaches you.

Have enclosed a ships brochure to decorate your office wall. Not much I agree but all I can lay my hands on at the moment.

Well down is breaking on another day and I have a new patch to try. I must admit the software/system people are doing us proud with all the improvements. Hope they keep it up, it's really encouraging to feel that so much effort is going on back home (and in the spares delivery side too).

Keep smiling
Regards to all

David
(D. L. Breen)

The language of radar

A series defining the strange language of the radar system.

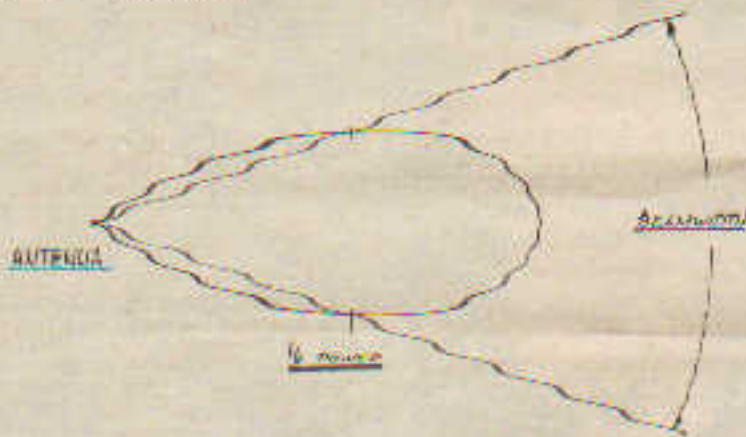
PART 2: BEAMWIDTH, BANDWIDTH AND BISTATIC

By Colin Latham

BEAMWIDTH

A surveillance or search radar beam rotates continuously, seeking targets in all directions. The power and hence the sensitivity of the radar are maximum at the centre of the beam when it is looking directly at the target but less at either side.

The beamwidth is the measured angle between the sides of the beam at the points where the power has fallen to half the value at the centre. Typical beamwidths for surveillance radars range from less than a degree to several degrees.

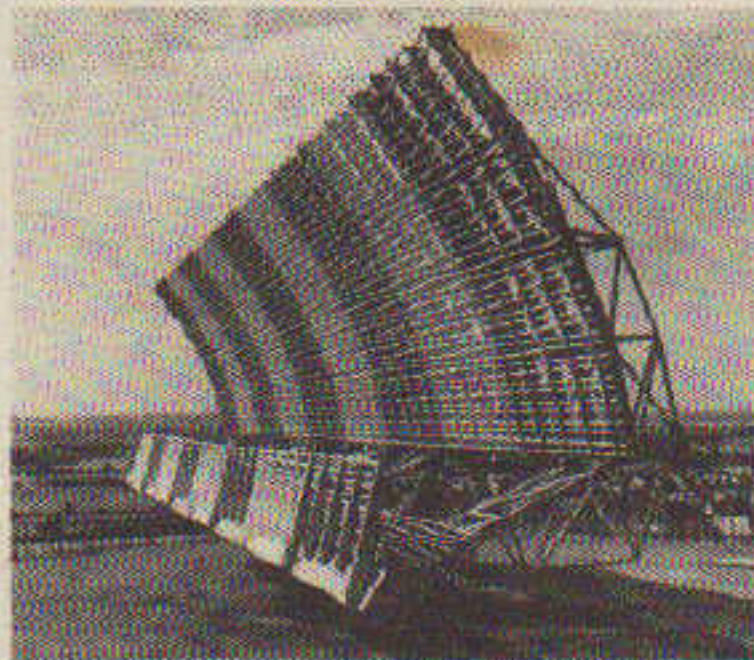


Hand drawn diagram of surveillance radar beam

For a given wavelength, the wider the antenna the narrower the beamwidth and the designers have to consider many conflicting factors before settling on a practical compromise.

For example, a large antenna gives a narrow beam and good angular discrimination but can be expensive to manufacture. It also may require considerable driving power, especially in high winds.

Shorter wavelengths give narrower beams for a given antenna size but the radar performance may be affected adversely by weather conditions.



A large Marconi Radar ATC antenna.

BANDWIDTH

This is a term with many applications. In radio and radar engineering it is used to describe the range of frequencies to which a system can respond instantaneously without adjustment or tuning.

For example, a radio set is tunable so that it may, for instance, pick up stations on the medium, long or VHF wavebands but it is its

bandwidth that enables it to respond to the variations of frequency contained in each programme — and the bandwidth is a factor controlling the quality of sound produced.

Bandwidth is used to describe the range of radio frequencies over which a radar can operate. Simple radars work at a fixed frequency but the more sophisticated radars may operate over a band for various reasons, such as improvement in target detection and, in the case of defence radars, improved resistance to enemy jamming.

A bandwidth of 10/20 per cent frequency is common and for such "wideband" or frequency agile radars, the bandwidths of many parts of the system have to be matched, for instance, transmitter, receiver, antenna and the entire radio frequency transmission system between these elements.

Successful wide band design calls for much patience and skill and nowadays is often aided by computer models.

BISTATIC

The majority of radars incorporate the transmitter and receiver on the same site, generally sharing the same antenna. This is called monostatic.

However, there are advantages, particularly from the air defence point of view, in installing the transmitter and receiver, together with their associated antennas, at separate sites which can be many miles apart; such a radar is said to be bistatic.

Because the transmission and reception paths are different, determination of target position is more difficult, requiring calculations for every radar plot, but with modern high-speed on-line computers this problem can be overcome and we may expect to see an increasing use of bistatic radar installations in the future.

In fact, many receiving and transmitting stations may work together with suitable computer control and correlation of signals. Such a system would be 'multistatic'.

Up and down to the City?

With the constant rail strikes, an unfortunate feature of present day life, an interesting suggestion has been made to your editor. (No, not that sort of suggestion!)

The proposal, from an inventive lady in the next office to me, is, in the complete absence of trains, to utilise those old railway maintenance trolleys — remember them? The flat trucks with pump handles — as used in many Mack Sennet-type film comedies.

The idea is to provide a whole series of trolleys, each to take four energetic commuters.

The trolleys will be lined up on the railway track at the station. The first travellers in will take the trolley at the end of the station nearest to their destination, jump on — and off to town!

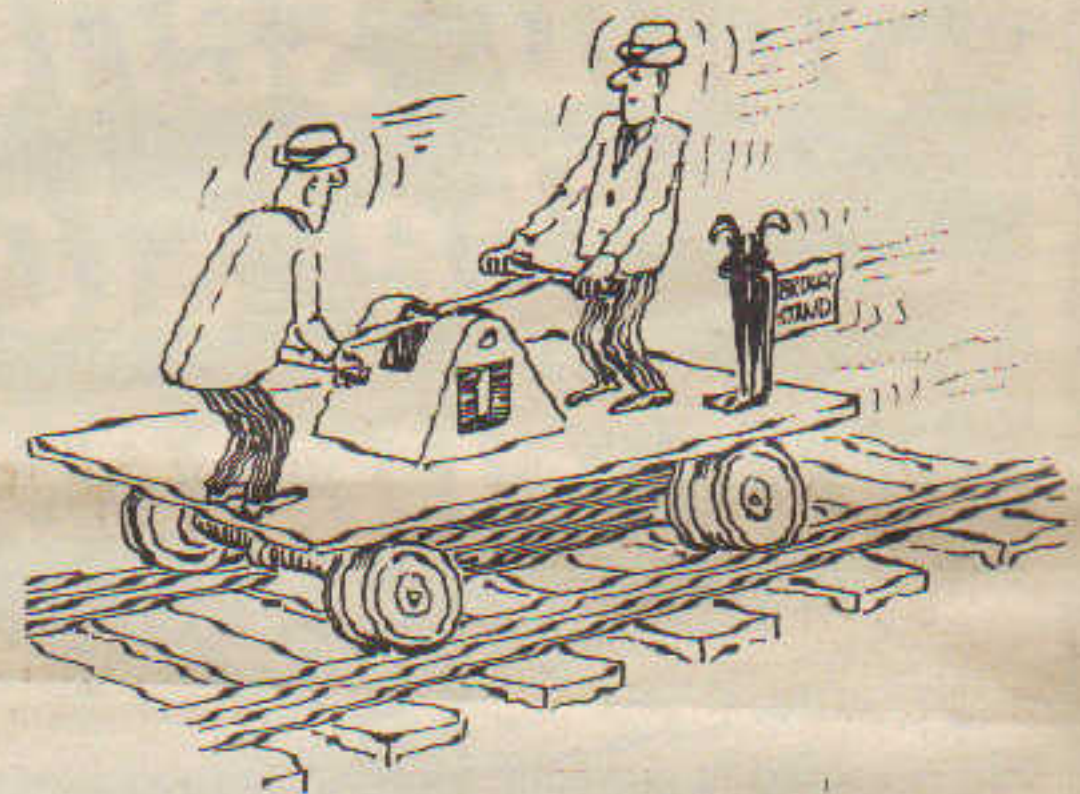
On arrival, trolley is left at the

platform. (One way only, of course!)

At the end of the day — Hey Presto! — on the trolley at the other end of the platform and away again!

Cunning readers will have noticed a snag, of course. What if the poor commuter only wishes to travel as far as, say, Romford. No sweat! All we have to do in a case like that is to have a line of trolleys at every station. Travellers from down the line run into the end of the trolley line, stop, run to the other end of the line of trolleys — jump on, and off to the next station! Very energetic, and very, very good for the circulation.

How quaint it would be, also. Just imagine lines of madly driven trolleys, flying along at maximum speed, all propelled by perspiring gents in pinstripes.



KEEPING YOU

ALL IN

TOUCH

Report by Brian Edwards

In the last edition of Chelmsford News, I mentioned that the company was considering introducing briefing groups. Lack of space prevented the subject being given the attention it requires, so this month I will develop the idea further.

Briefing groups are essentially small meetings which ensure that at every level, employees are kept informed about issues that affect them and their jobs.

The meetings will be led by employees' own Managers or Supervisors who will have themselves been briefed by their Managers. They will however, be able to add items to the agenda to make the meeting relevant to the Department or Section in question.

Employees of course will wish to comment and ask questions and will be able to raise issues themselves.

These questions will be answered directly where possible, but if the answer has to be 'found' from elsewhere, it will be given directly to the employee at the next meeting or sooner if possible.

Using this method of communication, you can see that information can flow upwards and downwards. Surely this must be sensible if any firm wishes to maximise the contribution of each employee. We know that employees have years of valuable experience which should be tapped.

How many times have you thought: "If only I was asked, I could have told them that"?

One suspects however that despite the advantages outlined above, many of you will be sceptical.

You will have "heard it all before" or "seen it tried and failed elsewhere" or regard it as an unnecessary impediment or cost.

It would be foolish to deny that many good ideas in this vein have been tried before and failed to achieve anything. Despite this I think we should be positive.

I believe that in the main, em-

ployees do want to be kept informed on such matters as the latest orders, performance against targets, new appointments, departmental changes, changes to office or shop floor layouts, visitors to the site etc.

Also you may wish to check out information or rumours that you have heard.

Briefing groups complement existing communication channels. They are not designed to replace day-to-day exchanges of information, nor are they intended to interfere with traditional consultations between the Company and

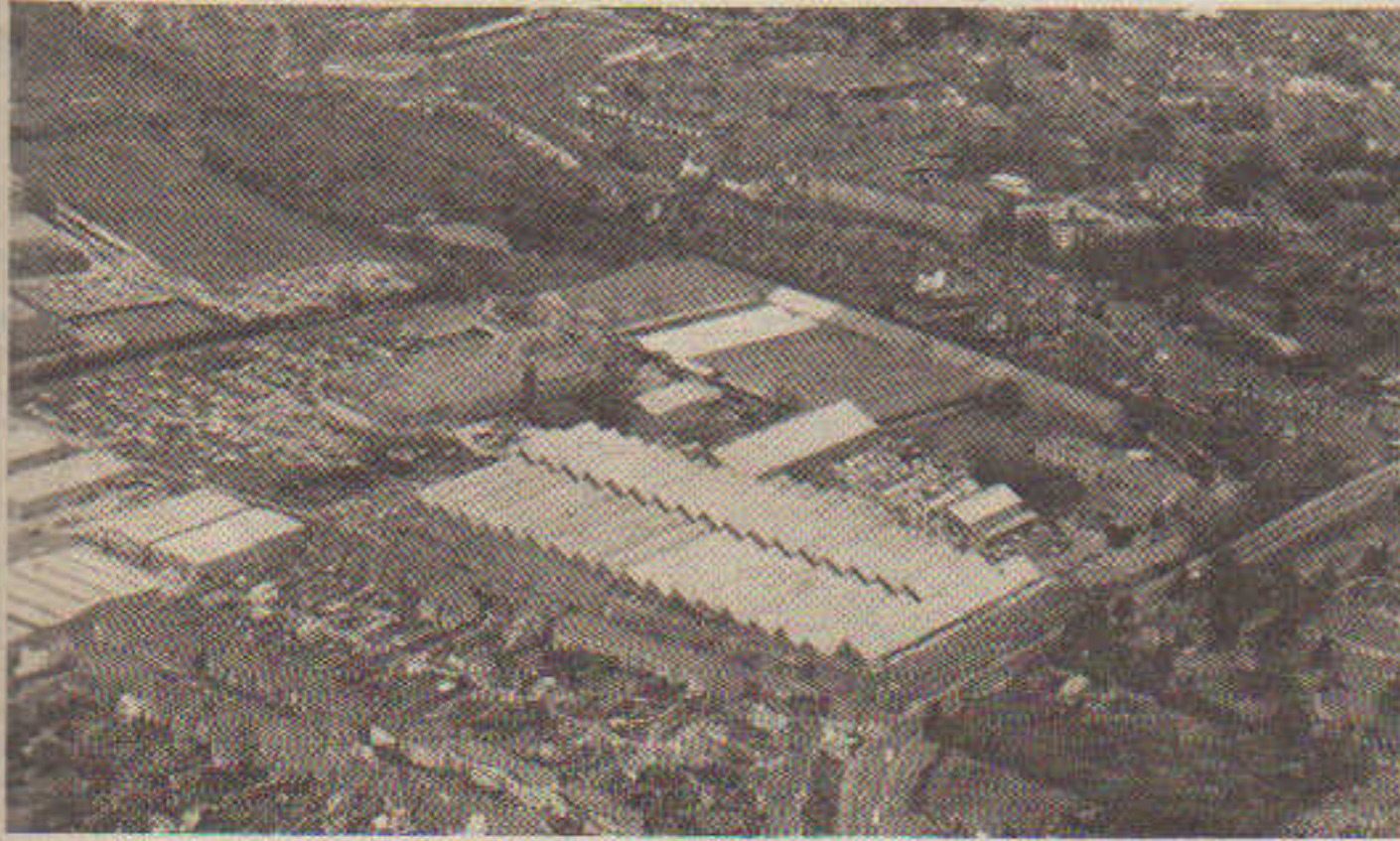
the recognised Trade Unions — or indeed any existing committees.

If we all endeavour to make them work, briefing groups will reach employees with information that other methods of communication have not.

Briefing groups will have the full backing of the Company. We do believe employees want more information and to feel that their views are taken account of. This idea will give you the opportunity to get information first hand and to air your own views.

I hope you will respond positively.

Then and now — a look at past and present



The photograph (above right) has been donated by Jon Ellis of Technical Services, one of the Crompton 'old boys'. Dating from 1938, it shows the works at a time when the first camouflage paint was being tried out (on three 'A' Block bays adjacent to Crompton Street). The main differences between then and now are the extreme scarcity of cars, the allotments where the north car park is now, the east end of 'D' Block (not there!) and the absence of 'N' Block ('F'

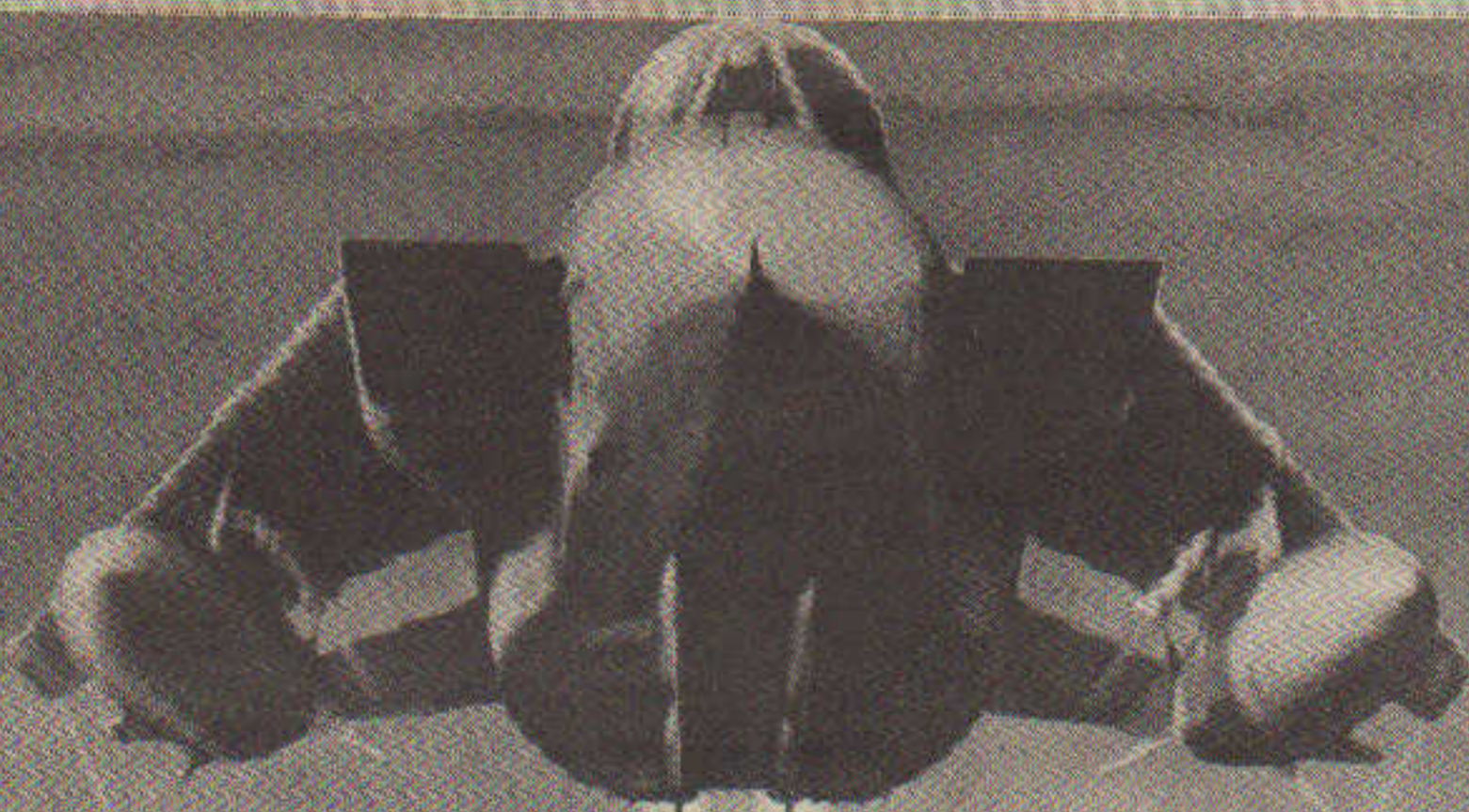
Block is also smaller).

With reference to the lack of cars: in those days, of course, very few people owned cars, let alone came to work in them. Most folk used bikes — or buses. Writtle Road must have been a dangerous place at leaving-off time, packed with lines of buses and hundreds of cyclists. When I first started work at Marconi's in New Street in the early 1950's it was much the same. When the Hoffman workers left

off on their bikes, they filled the whole road from side to side — no just keeping to the left!

The other photograph (left) is a much more recent effort, about two years old, and taken before the building of 'X' Block. While the photo was not taken from the same angle as the first, it is still easy to compare the two pictures and see the great changes made in Chelmsford in the years since the war.

An invitation from the General Manager



FARNBOROUGH 82

INTERNATIONAL

Sept 10th to 12th
SBAC Flying Display and Exhibition

Win a trip to the great show as our guests

It is my intention that a coach for Chelmsford employees will go to the Farnborough International Air Show on Saturday, 11th September, 1982.

The coach journey, tickets for the show and a buffet luncheon which will be served in the Marconi Radar private enclosure will be free of charge. Numbers will be limited to about 35, and in the interests of all it has been decided to have a ballot for these places. Lists will be closed on Wednesday, 18th

August at 3pm. The draw will take place shortly after and all successful employees will be notified without delay.

Will those who wish to enter please complete the form on the right. To allow as fair as

possible allocation, tickets will be restricted to one per employee.

Bob Scott

APPLICATION FOR FARNBOROUGH 82 BALLOT

Name

PLEASE PRINT

Section

Phone

Return this form before the 18th August to
Brian Edwards
 Personnel
 'B' Building
 Writtle Road

A big thank you

I take this opportunity to thank all the kind and helpful people who have assisted by providing the articles, letters and pictures for News and Views. There would be no paper without their assistance. So do not stop now — keep the reading matter flowing in! As you can see from this, the second issue, we are interested in all sorts of news.

It is a definite fact that most people are keen to keep abreast of just what is going on about them. News of site changes, reorganisations, new machinery, new methods, special hobbies, skills — all can prove to be of great interest to other people. One of the criticisms that has been levelled at the company in the past has been over a certain lack of communication.

A lot of this, I believe, was purely due to people not realising just how other folk like to be informed regarding changes and suchlike. So, if you think of anything that could possibly be of interest to us, write it down and send it in!

You will probably have noticed by now that the second News and Views is twice the size of the first issue — a bumper issue in fact! This is wholly due to the tremendous response from all concerned. It is of great help to me, also, as we will be unable to produce an issue for September.

This is entirely due to pressure of work (what a chance for a bit of propaganda!) as I also edit Radar Systems International and the 32nd edition of this is due to coincide with the Farnborough Show, leaving insufficient time to produce another issue of News and Views.
 The Editor.

Car space

As this goes to press, I learn that work is proceeding in the north car park, providing 60 or so additional car places. These will be along the area adjacent to English Electric Valve Company. We are such car minded people these days that any additional places are good news! I suppose that we are lucky that we are not at New Street, where space for cars is like gold dust. Study the old aerial photograph on this page and see just how few spaces were available in 1938!

Water, water everywhere

"YOU'RE a diviner said Bill, you want an article for the news sheet." and I hesitated — not that I mind being a dowser, I am used to those funny looks people give you, but where to begin and of course there is no finish.

So let's start with definitions: *The Concise Oxford* gives 'rhabdomyancy' as Use of divining rod, esp. for discovering subterranean water or ore; and 'dowsing' as searching for latent water or minerals with the divining rod, a forked twig held by the dowser. So there it is in a nutshell, or almost, there is in fact much more.

There is no doubt that the old countryman who is still known as a water diviner is the most familiar connection which people have with the word 'dowsing', and reputedly he uses a forked hazel twig.

However, dowsing can be done with any forked object by an adept person, and two knitting needles in a ball of wool have been mentioned. Dowsing can also be done using a pendulum and by using what are known as 'angle-rods', most dowsers I have met use the latter as I do myself.

My personal experience is comparatively recent, over the past 13 years, but my interest has been there for many years together with a healthy scepticism of the claimed interpretations.

My foremost hobby is archaeology and it was through this pursuit that I met the use of angle-rods, and also learned to take other's findings with a large pinch of salt — in fact I was doing this during a 'dig' at New Down in Montgomeryshire when Phil Barker the Director of the dig said: "Here you are, love, go yourself."

We were trying to detect vertical ridges and furrows of pre-Norman date at the time, and taking Phil's two pieces of well-dig rod in my clenched fist I walked slowly forward over the pasture and then suddenly both the rods swung inwards and crossed — I felt all the incredulity which I have seen reduced in scores of people since then, when first the rods move. From that time on I became an avid enthusiast and found out all I could about written facts, accounts, theories and even the Association of British Dowsers.

STUMBLED

I was appalled. I was a pragmatic engineer looking for practical information and I had stumbled into a world of sympathetic magic, pseudo-mathematical formulae, occult interpretation and all sorts of other mumbo-jumbo based on unsupported assumptions. It was not for me, I cut myself off from it and set out to find out myself what it was all about — some three years later I had a good idea of what could be done by 'pattern-recognition' and a reasonable working model (as mathematicians would say) of what was going on.

During the course of experiment I had used rods made of steel wire, aluminium, all wood, and plastic, they all worked the same, I finished up by being able to dowse using no rods at all. I was using methods that no other dowser I have met or read of uses, and I was having about 80 per cent success in training others to use rods. I was even approached to by Cedric Dancer to trace a cable in the north-car park at Writtle Road and did it.

So, what is it all about? First the rods and what happens to them. The 'rods' are two pieces of wire, welding rod, or what you will, between 18 and 12 gauge and 18

By John Sellers

inches long (there is nothing critical about any of this). The rods are bent into right angles at 5 inches leaving the second arm of about 13 inches (nothing critical again, but convenient).

CLENCHED

They are held in two lightly clenched fists held say 10 inches apart, with the short arms of the wire held loosely and vertically in the crease of the palms and the long arms pointing forward and parallel (it is usually necessary to adopt a slight downward droop of the long arms in order to keep them pointing as you want them). The method of use is to walk slowly forward over the area under examination and the indication is given when the rods

the rods will now cross over if you have started with them parallel again, and you can walk slowly forward watching the cross of the rods and moving so as to keep the cross over symmetrically in front of you.

You are following the linear feature and if it bends then the rods will swing to the right or left as you move along. All this is pretty advanced technique and a good deal of practice in holding the rods may be necessary before you can do it — be satisfied if you get a cross-over at all — and do remember to move slowly.

The standard question asked is "can anyone dowse?" and I don't see why not. There is the business of being adept, and that needs practice, and there is the



"I really think that there is water around here somewhere"

swing inwards and cross, or alternatively swing outwards until they take up an 'in-line' position. And what have you found?

My answer is that you have found a nonconformity in an otherwise homogeneous medium, which could be anything, but the important thing is that you found it, and take it from me that the crossing of the rods is over whatever has caused the reaction. What you have found depends on much more, and that is where the interpretation comes in, to be at all definite you will need to find the extent and shape of whatever it is by approaching from several directions and on parallel tracks, which is what most dowsers do when looking for pipes and pipe-trenches, but there are other techniques.

If your rods have swung outwards and you can keep edging forwards until they are in line, you have found a linear feature which is across your front (it may be at a slight angle). Turn yourself at right angles to the original direction and stand over the place where the rods lined up,

business of using the phenomena, since those doing it for novelty rarely persevere to become proficient, but don't be put off because a dowser who may show you how moves confidently fast with the rods swinging about in his hands, the person in question has had to learn to hold the rods automatically, anticipate movements of the rods by the first flicker and move his body accordingly, and to interpret what is being found. Don't be disappointed — stick at it.

There are improvements one can make. The crease of the palm must be loosely held to allow the rods to turn and it is better to provide a pivot with less friction such as a close fitting piece of tube. I usually make rods for people with garden wire and two old Biro pens with the innards discarded and drilled out to clear the wire. Things really start to happen then with so little friction, but the devices may be over sensitive so that you get diverted to some other feature while planning out the one you want. Anyway it is a matter of suck and see.

BIGGER, BETTER . . . FOR ACCESS AND SECURITY

Gatehouse facelift

WORK is soon to start on an extension to the main gatehouse at the Writtle Road entrance.

The extension is required to provide improved access for both pedestrians and vehicles for security purposes and also to provide better conditions for the reception of visitors.

The changes are a continuation of the evolving security arrangements following the transfer of Development Division from Baddow.

The previous arrangement, which provided a guarded compound within the site, had become increasingly less appropriate as reorganisation brought additional personnel and facilities on to the site, many of these requiring special measures to protect the company's sensitive commercial and Ministry of Defence business.

The decision was therefore made to extend the secure area to the whole site, and at the same time to additionally isolate those buildings requiring special protection. This has now been done and the appropriate buildings have had their access restricted to holders of magnetic key cards only. 'Y' building, which is of course outside the main security area, has its own special security arrangements.

The introduction of this 'two-tier' security

arrangement has the additional advantage of providing the facility for adding or removing internal security areas as the need arises.

As the new security arrangement requires the reception of all visitors at the main gatehouse, the building extension, together with other measures which include vehicle barrier control changes, will assist the security staff to more effectively carry out their duties. The work itself will take some six to eight weeks to complete and will be supervised by Jimmy Eaton of the Works Engineering Group of Establishments Department.

Security staff are grateful for the co-operation of the vast majority of employees who carry their photographic passes and show them on request, particularly on entry to the site. There has also been a noticeable increase in the number of people who now wear their passes throughout the day.

With some 2,500 people employed on the Writtle Road site, it is important that we each provide easy identification, especially as newly introduced duty rosters for the security staff include provision for foot patrols around the site. The example shown by those of our employees who make a habit of always wearing their identity passes is one that is to be commended to everyone.

Ron Sherwin, Establishments Manager

SAFETY



By Ken Gamblin

PLATITUDES about people being at greater risk when they are at home or on their way to work are unacceptable when they are trotted out as reasons for not doing something at work. However there is no doubt about the truth of it.

The make-do and improvise tricks we get up to at home undoubtedly put a lot of people in hospital, or worse. Slipping ladders and falls from roofs are almost commonplace when one talks about the weekend past-times with friends in the pub. I thought I might give warning by narrating a few cautionary tales.

The first is about a pal who loaned his small circular saw to a neighbour who kindly bound a tape over the trigger when he used it. My pal didn't see this 'clever mod' and so when he plugged in, the saw went into motion and flew across the bench on which it had been laid, cutting its way into my pal's groin and belly. There has to be a lesson in there somewhere.

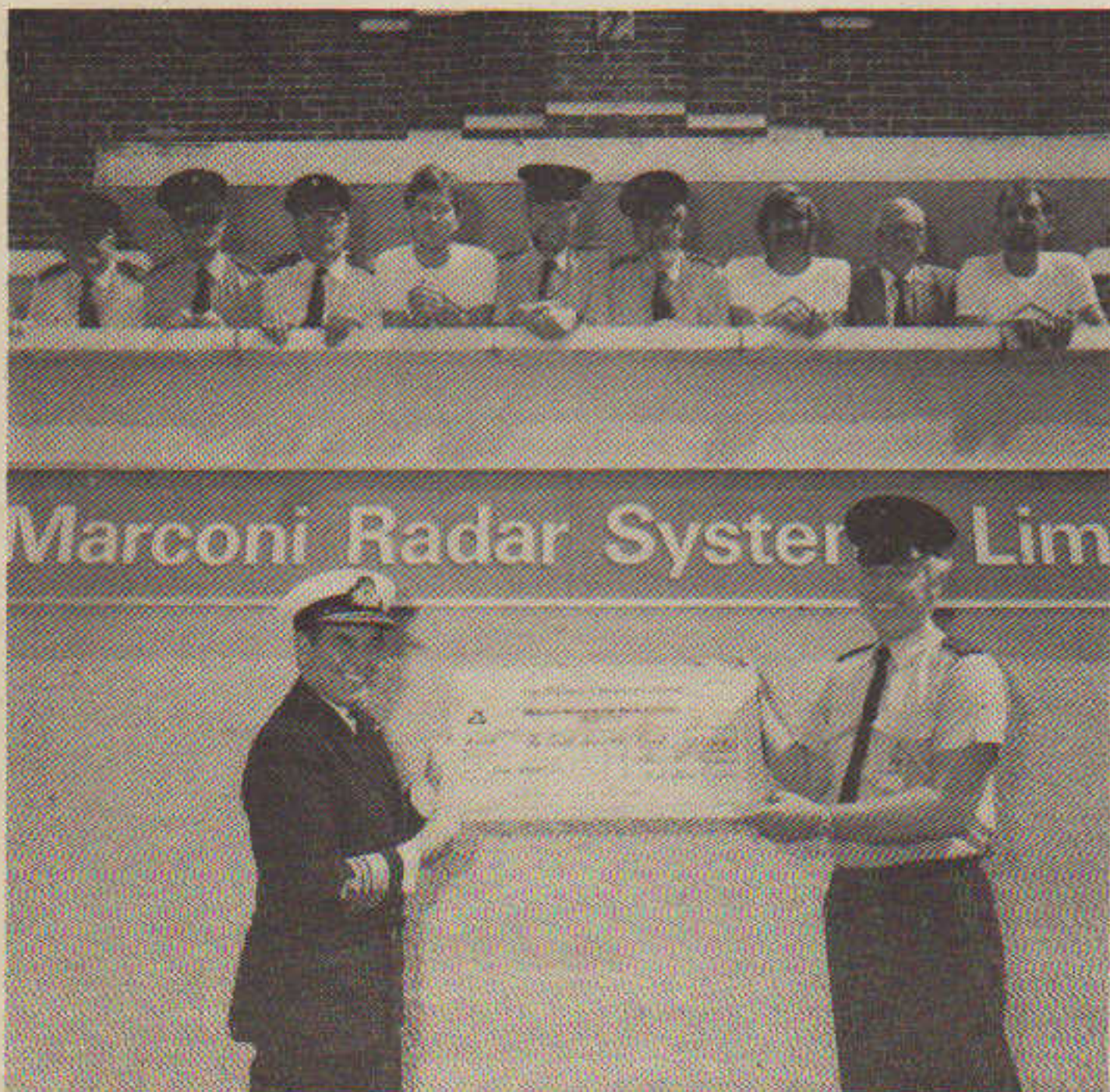
The second tale is also a true one, a lass thought she would mow the lawn while her husband was out. A small electrical mower pushed backwards and forwards, cable in the way, cut through and mower stops. Electrical repairs — even joining cable — was not her strong point but she had a go. 'Isolation at the mains', had not cropped up in her experience and she failed to live long enough to remedy it.

At work, in a decent place of employment, good and bad practices are distinguished one from another and the bad ones are not permitted. We also reckon that people have to be given training and be told about the dangers

associated with doing certain things. The last tale I have room for is about my Aunt's neighbour — he jacked his car up and rested it on a couple of piles of bricks while he went under to do something to the propshaft. It finished up across his chest when the bricks collapsed. He died before he was found.



● Pictured at the handover of the first convoy are Doug Skingley, Paul Barnes, Twig Willis, Don Jennings and John Masters, in conversation with Air Commodore R. I. Stuart-Paul MBE, Director Ops (AD) RAF.



Falkland Fund presentation

Our picture shows the presentation of the cheque for the Falkland Fund, with patrolman Rod Jefferies presenting the facsimile of the cheque to Vice Admiral Sir Lindsay Dryson, KCB, Controller of the Navy.

In the background are, from left to right, Bob Stock, John Robinson, Jim Blackshire, Nick Stammers, Ren Kasham, Paul Harden, Terry Candler, Frank Wilson and Bob Douglas.

Word Processing within MRSL

Nearly four years ago Management Services took delivery of a new fangled gadget called a Word Processor.

They played with it for a while then got down to the serious business of proving that it was not just a toy and that it could really cut time and effort on those mundane typing jobs.

We set out to show that those Inventories, Schedules, Lists and Reports used by so many different people need only be typed once and the different parts used for various people could be printed in a fraction of the time it once took.

It took a lot of time and a lot of effort but at last the Word Processor was

accepted and became wanted by every department with MRSL.

The only fact that seems to have got lost on the way is the Management Services still provide a FREE bureau service for anyone with ANY sort of application.

Why not take a look at your workload. Those lists or reports that are typed and retyped every quarter, month or week; those lists that you would love sorted into order if only you had the time, why not pass them over to us and let us do the dirty work and save you valuable time for administration and organisation.

With the purse strings pulled as tight as they are at

the moment, it is very hard to justify the need to spend £X K on a Word Processor for a single department.

That fact may be circumvented just by putting as much work as you can through the bureau service so that it may be proved that:

- a) You need a machine for your own use
- b) By sharing a machine with another department you can justify the cost.

Remember Management Services are there to help in any way they can with practicable aid, advice or information. Why not try us and see how we can help you.

Barbara Purton,
Phone 2343.

letters

TO THE EDITOR

the Editor
The Editor
The Editor

The Eddie Holman I know

I knew Eddie during all his time with the Company, initially in the early fifties when he and I would meet on a whole series of H.M.G. sites both in U.K. and abroad and later when we worked together in Field Services, at Church Green and at Writtle Road.

I've kept in fairly close touch ever since, either by contact on projects like Saudi Arabia or Saxa Vord or just common background of associates and colleagues.

There are many reliable witnesses to Eddie's powers of endurance, both in working and relaxing. I can recall that he just about perfected the test-to-destruction technique for Ford Motor-cars when he was travelling the length and breadth of the U.K. on site work or travelling daily from Hemel Hempstead to the Church Green Office of Field Services.

I can also recall his stamina in testing out the safe drinking water-holes around the world!

His air travel mileage world-wide is of a very high level, largely by jet-aircraft but he was one of those fortunate fellows who did the propellor-driven shuttle from Hawaii to Christmas Island in the Pacific at the time Marconi built a radar there for the British H-Bomb trials.

Perhaps the rigours of living under canvas and defending oneself against giant land-crabs on those coral shores were even greater than those of travelling to and fro.

There were no medals

for mere attached civilians in those days but Eddie and his colleagues on such special operations would be well qualified to receive one for service to their Country as much as to their Company.

It says a lot for a man when anything up to 500 installation staff, scattered across many countries, all regard him with respect and friendship.

It says even more when the Management can see that, by his endeavours, the standards of the Company and the interests of the business were never diminished but always enhanced.

In Eddie Holman's case, both situations applied and I would say from a position of detached assessment that he will be 'a hard act to follow' as present day entertainment language so aptly puts it.

All of us who worked with Eddie sincerely hope that his retirement will give him time for recollection and for recreation and also the necessary good health to enjoy it for many years to come.

John Lawrence.

The Seawolf issue

It has been pointed out that in my letter on the above subject in the first issue of News and Views did not pay proper tribute to the many people in Research and Engineering who contributed so much to the Project during the last 15 years. I am happy to correct this omission and would mention in addition all other Departments of M.R.S.L. and the Research Company who were involved.

R. P. Towell.

Cromptons clock tower

I have made enquiries from an old Chelmsfordian, who worked for over 40 years at Cromptons, apparently the "Clock Tower" was proposed in the original fascia plans, but was never included when it was built.

Trusting this will assist, or confirm other reports you may have received.

John J. Brighton,
Repairs Section, Planning Office, K Block.

Government security

A notice was issued in March of this year regarding the decentralisation of security services provided by GEC-Marconi Company together with a statement that all Defence security matters affecting MRSL Chelmsford and Gateshead would be dealt with by me at this office.

Security matters continue to be referred by individuals to New Street at which establishment the service is now provided for Marconi Communications Systems Company only.

Unless these matters are in the first place addressed to this office unnecessary delays will continue to take place.

R. Sherwin.

TRANS ATLANTIC ENGLISH

Colin Latham's mention of the old "aerials versus antennae/antennas" controversy (News and Views, July, 1982) illustrates how transatlantic "English" has diverged from our own, only to be freely re-adopted by the mother country.

Frequent exposure to American television has meant that most of us can cope with, for instance, checking under the "hood" of our "sedan" when we run out of "gas" on the "freeway", or putting the "garbage can" out on the "sidewalk".

In the field of technology or commerce, however, there can be real problems of communication until the new language has been learnt.

Avid readers of "Echo" will know that Marconi Radar is currently heavily involved in a £100 million+ contract for the United Kingdom Air Defence Ground Environment (UKADGE), together with Hughes Aircraft Corporation of America and Plessey.

Working on this contract has demanded frequent contact with the American nationals of UKADGE Systems Limited (UKSL) at Kemble House in London, and, for the luckier ones, trips to California during the proposal writing stage.

Participants in the latter, having endured "cadre brainstorming storyboard reviews" and "red team galley buy-offs" were concerned to find their writings criticised as being "sophomoric and full of motherhood and boilerplating".

It was some consolation, however, to find that the confusion was not unilateral. When asked if a "strawman outline" was a sort of "Aunt Sally," our friendly American asked "what is an Aunt Sally?"

Despite the opinions of the purist, in some cases the Americanisms can be very useful and contribute to the richness of our living language. With what, for instance, could we conveniently replace "interface" and "input" when used as transitive verbs in computer descriptions?

The "ballpark" opinion of the Marconi Radar UKSL team is that your "baseline" American is generally a good guy — we are now very careful, however, not to "knock him up" in the morning, or to offer him a "fag".

Ian Gillis,
UKADGE Team, D Block.

AGONY CORNER

Or what drives you mad about working at Marconi Radar

Is it the bureaucratic approach of getting things done?

Is it the apparent 'compartmentalisation' of everything?

Or the apparent lack of interest in solving the small but irritating problems?

Do you give up the ghost and not try any more? If only the little problems would get solved, they would not add up to one big problem!

How often have you read the Staff Liaison Committee minutes and seen the same old subjects time after time? Loos and car parks and vending machines and the state of chips in the snack bar! What a waste of time — these poor committee members must be fed up to the teeth!

How about starting our own Dear Bill, Dear Bob or Dear Marge Agony Corner and get the company to answer!

Example: The security men used to ignore me — now they follow me everywhere asking to see my pass! What is my secret?

Answer: NO it is not your sex appeal that is making them chase you around! The fact is that since the site was made totally secure, rather than having a security 'island' as it were, it is necessary to inspect everyone's pass to ensure that they have a valid reason for entry. Also, you must wear your pass at all times. Security patrols will challenge all people without a pass.

Example: Bob Scott lowered the cleaning specification to zero in March so that now we work in dirtier conditions than ever. As usual, things always get worse!

Answer: The cleaning specification was altered in March, but all places should be adequately cleaned. If you have any problems, ask your manager to write to Clem Monk about it.

Example: People in Marconi's are always keeping things quiet and hanging on to their little secrets. Don't they think we are adult enough to be informed?

Answer: This is exactly the reason for this very newspaper! All possible news and information will be passed via its columns. Sometimes, of course, there are valid reasons why we just cannot tell of certain things. Possibly they are still under negotiation or there are legal or security reasons. If there are any things that really gripe you, write a letter by all means and get it off your chest!

Friday, August 6th, Club Disco, 8 p.m. Members 80p, Members and Guests £2.00.

Tickets from reception on the night.

Saturday, August 7th, Grand Charity Dance, 8 p.m.-Midnight, featuring the sound of 'Albatross'.

Proceeds to the Michael McGough Research Fund for Liver Diseases in Children.

Tickets available from reception price £2.50.

Friday, August 13th, In The Hall, 8.15 p.m. Spend an evening in the company of the very popular group 'California Sunset' with Bob Bramley!

Admission free, late bar. Guests must be signed in.

What's on at the MASC

Saturday, August 14th, Club Summer Party Dance, 8 p.m., featuring the 'Carlton Continentals', a band who play for all age groups and styles of dancing.

Members £1.25, late bar. Guests £1.50. Tickets from reception.

Friday, August 20th, Club Disco, 8 p.m. Members 80p, Members and Guests £2.00.

Tickets from reception on the night.



The "Berlin Wall" outside E Building.

Friday, August 27th, In The Hall, 8.15 p.m. The popular music and comedy of 'Enterprise'.

Admission free. Guests must be signed in.

Saturday, August 28th, Bank Holiday Club Night, 8 p.m.-Midnight. An evening of multi-entertainment and dancing that can be enjoyed by all the family and friends. Watch posters for details.

Members 75p. Late bar. Guests £1.00.

Tickets from reception, Monday, August 30th, Holiday Bingo Evening, with flyer, lines and houses. Admission free. Guests must be signed in.

A date for your diary: October 30th — Grand Halloween Dinner and Dance with the ever popular Showband of 'Jack Hawkins', bookings accepted from August 1st. Parties catered for.

Raising the roof



Hard at work on the roof replacement.

All people in and around 'E' Block will be aware that sundry goings-on are occurring in the region of the building roof. No, it is not very large sparrows — or even pigeons with army boots. In actual fact, the roof is undergoing a very necessary facelift.

The building itself is very old, dating from 1901, the very last year of Queen Victoria's Reign. Of course, being so old, the construction is by no means up to modern standards and has deteriorated badly over the eighty or so years since it was first built. The method of holding the glass utilises steel supports with lead glazing bars and both metals have suffered much corrosion, leading to a profusion of leaks.

All work is being done by a local firm, working to a specification

prepared by Works Engineering Group. The order was raised after competitive tenders and will cost nearly 1/4 million pounds.

Work has been commenced at the North end and is expected to last for 28 weeks — perhaps less if we are lucky enough to have long periods of good weather.

The new roof will, of necessity, require much less maintenance, and should also help to improve the building environmental conditions and costs. It will also be noticed that a sort of 'Berlin Wall' has appeared in the car park between 'E' and 'D' buildings. This construction has been built for two reasons, firstly to protect any Marconi people walking nearby and secondly to protect the contractor's equipment.

Modern ballroom dancing

Come along now get ready for those winter evenings. Would you like to know how to 'trip the light fantastic' or do you know how but are just a bit rusty round the joint? Get out on the dance floor folks its good fun and you meet some very nice people. The new season commences at M.A.S.C. on Thursday, 2nd September with beginners' lessons at 8.00 pm, followed by Intermediate and Advance classes as the evening progresses. So grab your partner and do your thing. The fees are very reasonable, 75p per annum to join plus 60p per session. How's that for value. All enquiries please to Mr Eddie Porter, Building 57, New Street works. Tel: Int. 9279, Ext. 292.

Talk to Tony

Tony Clifford has asked us to include a small item requesting all interested members of the MASC to write to him concerning events at the club. He will be very interested to receive any constructive suggestions relating to the sort of entertainment that could be provided. Folk are always saying: "I'd go if such and such was supplied as entertainment!" So here's your chance. Write to Tony with all the good ideas you can think of. A good social club requires all the assistance it can obtain from its members.

VIEWPOINT

In the first issue of News and Views I pointed out that town planning in Chelmsford was not all that it should be. I had hoped that this would provoke a few interesting letters, but no, none at all! Obviously I chose a subject that was not controversial at all... (or possibly nobody read the opinion column!)

In this issue, I discuss another subject that is of current interest. The accuracy, or lack of accuracy, of the daily press. Now this is an interesting barrel to jump upon, and one that generally provokes discussion.

A saying that is particularly applicable to the press is the ancient 'there's many a slip betwixt cup and lip!'. This, to my mind, well illustrates the particular problem faced by the press — the fact that news sometimes gets curiously altered as it passes through the press machine.

All people are biased in one way or the other. The completely unbiased person is very rare (if not extinct.) Even newspaper people are fallible human beings (this is sometimes open to argument).

Add the facts that all news is edited, abbreviated, typeset by yet other fallible humans, that the newspaper itself has a policy of sorts, and it is easy to see how often what goes in does not necessarily come out; and add the final fact of all, that most papers, daily's in particular, are produced in a hack of a hurry!

Some recent examples of distorted views in the press were the articles produced at the time of the sinking of the destroyer HMS Sheffield. These, influenced by muddled thinking and a lack of actual facts, sometimes inti-

imated that Marconi were to blame because Sheffield was not fitted with Seawolf for anti-missile defence.

Another statement made was that 'Marconi Radar had slowed the Lightweight Seawolf contract by vigorously campaigning for it', and hinting that all ships would have had Seawolf if we had not got involved.

Now all these statements are examples of making 2 and 2 equal 10; In actual fact, of course there was never any intention to fit Sheffield with Seawolf (it couldn't physically be done without a major re-build). As for the Lightweight Seawolf programme — this was never intended to be implemented before 1984. By no stretch of the imagination could the system therefore influence events in the South Atlantic.

An even more recent example, in fact, from the Daily Star of July 10th, 1982, is the article that appeared concerning the sinking of HMS Sheffield and headlined 'Doomed By a Blink'.

This article, based upon a feature in Flight International, stated that 'HMS Sheffield died with radar eye shut'.

Now this may or may not be true, but also included in the article were at least two obvious mistakes, where, somehow or other, facts had been misunderstood or misinterpreted.

The first was taken from a statement by a Marconi representative who said: "it takes less than 10 seconds, after a target has been identified to be a threat, for a Seawolf missile to be launched."

Now this appears to be a fairly obvious statement, but

what actually appeared in the paper was this: "it took only 10 seconds to spot and intercept an enemy plane once it had been positively identified."

This, of course, means something entirely different and also requires a missile with an almost infinite speed.

The second example was changed in a somewhat similar fashion. "The Sheffield's radar was an improved version of a wartime design" became: the Type 965 radar, designed during the second world war." Splitting hairs, perhaps, but again a rather distorted version of the facts.

It is very easy, of course, to be critical, and I myself have had a fair number of my own mistakes pointed out. However, it is very true to say that the editing and proof-reading standards in the modern press have slipped badly.

In the daily and Sunday papers it is very rare for a page to pass by without at least one fairly major error. The most common fault is the misplacing of an entire line, making it very difficult to make sense of the relevant paragraph.

Whole paragraphs are duplicated or left out. A recent example was in the Sunday Express, where a headline was completely inappropriate — the relevant paragraph having obviously been deleted, probably due to lack of space!



● Seawolf missile.

Meet the new personalities

MR. D. OVERTON — Head of Project Management, Marconi Radar Systems Limited.

Mr. D. Overton has been appointed to take responsibility for the policy and procedures of project management within Marconi Radar, Chelmsford. He has also a line responsibility for management services throughout the company.

With a Masters Degree in Business, specialising in International Finance and Marketing, together with a Masters Degree in Avionics, specialising in Radar, Mr. Overton worked initially for the Ministry of Technology.

In the early 1970's, he joined EASAMS, to work on the Tornado project, this being followed by a period as Managing Director of a small group of companies in Scotland.

David Overton is 37 years old, married and is about to move into the area from Rugby.

As head of Project Management, David would like to demonstrate to existing and potential customers that the company's capability in this area is second to none. He sees his job as one of developing the potential of our project managers so that they can cope with high risk business in a relaxed manner, thereby increasing senior management confidence.



MR. P. SINNOTT — Marketing Manager, Marconi Radar Systems Limited.

Mr. P. Sinnott was first involved with radar in the late 1950's when he was with the Royal Air Force. Afterwards, he worked on communications development with Rediffon in London, before joining RCA in America, working first on the Ballistic Missile Early Warning System and later on software development for Linesman, the United Kingdom air defence system.

In 1968 he joined Marconi Space and Defence Systems to work on the ELDO (European Launcher Development Organisation) inertial navigation system. This task took Mr. Sinnott to the Dutch Aerospace Laboratory for two years and then to Munich, where he was in control of the integration of the system into the ELDO satellite launcher.

In the mid 1970's, he moved within MSDS to take up project management of overseas contracts for the Rapier Blindfire system, later becoming Sales Manager and subsequently Marketing Manager for Naval and Army Radar Systems. Later in the 1970's he was appointed Radar Marketing Manager for Radar Missile Systems.



Pat Sinnott is a Yorkshireman and is married with two sons. Aged 41, he enjoys fellwalking, music and sketching.

As Marketing Manager at Chelmsford, Pat sees his new position as having the responsibility of ensuring that Marconi Radar

achieves effective penetration in overseas markets, against very tough competition.

This requires accurate intelligence, the interpretation of customer requirements and sound evaluation of the total market picture.

Financial column

Orders received so far this year are £31m whilst Sales to the end of June were £15m.

Major Orders to date include Naval Surveillance Systems £17m, S600 Convoy £2m and TOR extension £2.5m.

Order book remains at £209m.

Our Engineering work load is increasing and a major effort is being made to recruit qualified Engineers and Technicians.

No orders to relieve the factory over capacity problems have occurred this month, but considerable effort was needed recently to support the Task Force.

Major news was the completion of an S600 Convoy for MOD. This concluded a major special "all out" effort and was finished in record time. Congratulations to all concerned.

Numbers employed remained about the same as last month at 2,816.

SOME DEFINITIONS

I will define some of the terms used to describe the Company's business activity — this is probably best done a bit at a time.

TRADING — this is the expression used to describe the Sales value of Equipment or Services which the Company provides to customers and usually occurs when there is a transfer to the customer of a piece of equipment against which there is a price in the contract, or the completion of a priced service.

It is at this point that the profit is taken up in the Company Accounts.

Our contracts are long term and usually involve the delivery of a system comprising many items of equipment.

Therefore it is not until we have a satisfactorily operational system delivered that we can justifiably TRADE and correctly assume a profit has been made. — RON CHALLIS

Further education chance for staff

The Personnel Department is now considering applications from staff for support on part-time Further Education or Open University courses during the 1982/83 academic year.

This includes renewal applications from all staff part the way through such courses. In general, the Company is

prepared to support staff on courses of a post 'O' level standard which are relevant to an individual's existing position or potential career development and company requirements.

This can include relevant 'A' level courses, Ordinary and Higher TEC/BEC programmes in engineering and

business fields, Open University Technology degrees, professional business courses, computer programming, craft and secretarial studies.

Further details and application forms are available from the Chief Training Officer in B Block, telephone extension 2075.

● Please note that all applications will require departmental manager's approval and that the closing date for all applications, apart from those for Open University Courses, is Friday, 27th August, 1982.

James Harrison, Chief Training Officer, 'B' Building.

THE 'NEW' VETERANS

The following people received long service awards this month: Mrs G. V. Butcher 35 years; Mrs E. D. L. Aston 29 years; Mr R. J. Hughes 27 years; Mr K. H. Hosking 26 years.

And for 25 years: Mr P. Gale, Mr H. R. Hopper, Mr J. S. Johnson, Mr J. R. Joslin, Mr D. J. King, Mr J. L. Macrae.

Mr J. Parr, Mr P. Stacey, Mr G. Tarrant, Mr K. R. Wills.

Norwich Notes

In future issues, we hope to find room for a small section containing news from our related branch at Norwich.

All sorts of material will be accepted, as can be seen from this and the previous issue of News and Views.

Norwich is, of course, part of the Technical Information Department and in addition to doing work for the parent organisation, it also does a lot of work for Marconi Avionics and other 'in house' companies.

It is a busy site. In fact, on one day in July, 34 visitors were signed in — ranging from Chelmsford to as far away as Germany and Italy.

COLONEL CROMPTON'S GARDEN

GARDENERS are a strange species, covering a wide range of varieties. There are the 'mow-the-lawn-once-a-month-if-you-can't-see-the-gates', the 'vegetables-in-neat-and-meticulous-rows-with-no-weed-allowed-to-rear-its-head' and the 'regimented-tulips-with-gnomes-to-impress-the-neighbours' brigades; the fuchsia, chrysanthemum or orchid enthusiasts; the 'wild garden' or 'let 'em all grow' types; those who can afford gardeners to carry out their ideas and those who just like growing things, preferably unusual.

Whilst I know very little of Colonel Crompton as an engineer or as the guiding light of a large manufacturing organisation, he was definitely of the 'afford gardeners' variety and almost certainly had a hand in the design and layout of the site gardens. Despite the fact that many have been removed, there are still some uncommon trees and shrubs hidden about the place. I have tracked down a few but I am sure there are others.

Strawberry Tree *arbutus vanda*.
An evergreen shrub or small tree with glossy dark green leaves, hardy in sheltered positions and growing to over 15 feet. Flowers white or pinkish, in drooping clusters, usually appearing at the same time as the older fruits in late autumn. Origin - Mediterranean region. A large specimen was cut down to enlarge the car park.



Hibiscus (or althea) *hibiscus syriacus*
A hardy deciduous but sun-loving shrub, growing to 10 feet. Short-lived, showy 3 inch flowers in succession from July to October. The flowers can be white, pink, lilac, red or purple but the one here is pink. Origin - India and China, then cultivated in Syria (hence the botanical adjective) and introduced into Europe in the late 16th century.

And this one I'm not certain about, it could be a *Clerodendrum* or a *Carolina Silverbell* (or *Snowdrop Tree*) ***Halesia Carolina***
A large deciduous shrub or tree growing up to 30 feet. Pure white, drooping, bell-shaped flowers in clusters in early summer. Origin - S.E. United States and introduced into Europe in 1756.

Though it might annoy, the botanical names (in addition to the common names) are the only accurate way of determining a plant, anywhere in the world. The use of italics for these names is merely a convention and the occasional capital letter means that the plant was named by or after a person.

A prime example is *acacia*. . . The 'Acacia' of our Acacia Avenues is actually called *Robinia pseudo-acacia* or 'False Acacia'. The true botanical *acacias* are mainly Australian species such as the Queen Wattle and the Sydney Golden Wattle, which are known to the florists as *Mimosa*. But the botanical *mimosa pudica* is sometimes sold as a house plant, when it is called the Sensitive Plant or Touch-me-not. Muddling, isn't it? And there is yet another tree which is called a *Mimosa* by the Americans. Anybody know of any more?
Christine Merrill

MAKE A DATE WITH OUR WINE RECIPE

DATE, RICE AND SULTANA WINE

Make sure you use clean container, bottles etc.
3 pound of sugar, 1 pound of dried dates, 1 pound of sultanas; 1 pound of rice, 1/2 ounce of dried baking yeast, 1/2 ounce of citric acid (or the juice of a lemon); 1 gallon of boiling water.

Method:
Put sugar, rice, dates and sultanas into a plastic container (bucket or bin). Pour on one gallon of boiling water. (This can be done a kettle at a time). Cover with a clean cloth and allow to cool. (Room temperature). Add citric acid or lemon juice (NO PEEL!) and the dried yeast. Stir and cover. Keep in a warm place — the airing cupboard or by a radiator but not too hot. Stir daily for ten to fourteen days — it depends on how quickly it finishes the initial fermentation. KEEP IT COVERED CLOSELY WITH THE CLOTH AT ALL TIMES EXCEPT WHEN STIRRING.

Then separate the liquid from the fruit etc. Use a nylon strainer to do this. Put liquid into a gallon jar, top up with water if necessary to make full gallon. Fit fermentation lock into bottle and leave in moderately warm place for fortnight then syphon off the wine from the sediment (should be anything from 1 1/2" to 2" thick at bottom depending on how well you did the original separation).

Put back in bottle and seal with fermentation lock, leave for another fortnight and syphon again. This may have to be done once more and by this time the wine should be getting clear.

Put into bottles when it is really bright and clear.
LAVA for as long as you can — it will be drinkable 13 weeks after you started but will taste better for being left a little longer!!!!
You can vary the sweetness by taking a little of the sugar from the recipe — say down to 2 1/2 pound for a dry wine, but do not put more than 3 pounds.

You can also vary the ingredients — use figs instead of dates or raisins instead of sultanas but do not add other fruits or the wine will change its character and become something other than a particularly nice and easy wine with no problems.

After the first gallon you will probably find it is easy to make three gallons as one and you can then keep pace with the rate you want to drink it.
Ken Gamblin.

CHELMSFORD NEWS AND VIEWS

EXCHANGE AND MART

FOR SALE

EXA IIB SLR camera body, EXA 500 SLR camera body, 50mm f2.8 Clickstop Tessar Lens, 50mm f2.8 F.A.D. Domo Plan Lens, 135mm f4 Dreset Steinhael Casorit Lens, 2xTala-converter Lens, Set of extension tubes, lens hoods and filter. Complete kit, £60 — Contact: B. Charlton C121 Ext 2831.

MINI Sail, fibre glass, seats two, complete with sail etc, £145. — D. L. Kent 2210.

AUTOMATIC moped, low mileage, less than 4,000 miles, two seat, carrier, panniers, indicators, fully serviced, MOT, taxed, £145. — D. L. Kent 2210.

FOUR berth, 12ft Cavalier Caravan, heater, toilet, good condition — Chelmsford 381270, int. 2792.

SINGER Gazelle, E reg, 1725 cc, ten months MOT, Rostyles, no rust, very clean, reconditioned engine, £250 ono. — Ann, ext 2696.

FIRST floor flat in new block of four in Chelmsford. Two bedrooms, lounge, kitchen, bathroom, gas central heating, private parking space, private garden, close to town centre, £22,500 Freehold. — D. Latch, room 355E, ext 2942.

MGB PARTS. Fully reconditioned cylinder head with valves, ready to fit (1969 model or similar); new set of disc pads; new rear bumper, still in wrapping; pair of half shafts plus splined hubs for wires; thermostat housing and heater control valve; pair of rear shocks for recon, exchange, offers and arrange to view. — Tel: Lawrence, ext 2298.

UNUSUAL and uncommon young plants. Reasonable prices. Eucalyptus globulus (Tasmanian Blue Gum); Eucalyptus Exima Nana (Dwarf Yellow Bloodwood); Celsia Arcturus (Cretan Mullein); Abutilon Hybrids (Flowering Maple). Also some succulents. — Christine Merrill, 2761.

ESCORT 1100, 1971, tax, MOT, eight months, fair condition, £195 ono. — Chelmsford 322632, int. 2438.

OIL fired boiler, Redfyre Contrajet 18/28 (60,000-95,000 BTU), good condition, £45; 600 gallon tank, good condition, £15. — Int. 2013.

TO LET

CUMBRIA in quiet village near Appleby, static residential caravan on farm site. All mod cons, sleeping 4-6 persons, £70 per week. Pony riding and games room available. — Mrs Gavin 09314606 or Int. 2478.

CHELMSFORD

NEWS AND VIEWS

SPORT

Cricket

This season's inter-department competition is well under way at Chelmsford, with Radar Software emerging as favourites to win the Division 1 Championship.

The whole team, under skipper Roger Whyatt, looks eager and ready to battle it out with the rest of the Division 1 contenders, ably backed by the good all-round performances of Tony Smith.

Martin Spaul and Malcolm Box both play and help to run the team's affairs. As all the matches are played in the evenings, this entails keeping tabs on the players and also making sure that communications are kept going.

The other team involved is Radar Development. We hope to let you know about their progress in the next issue.

Football

Don't forget lads, the new season commences on Monday, August 9.

The first Radar teams to kick-off are Radar Support who play Radar Test on Thursday, August 10 at M.A.S.C., for the Division 3 Championship.

It's going to be another great season for the League. How about you ladies and gents going along to cheer you Department? They would appreciate it.

If you are usually free Sunday mornings or could make the effort to get up reasonably early, come along to M.A.S.C. on Sunday, August 22, (kick-off 10.30am) to see the cream of the League play Southend United Youth Team.

They will have players like young Andy Greaves, Jimmy Greaves' youngest boy, and many others destined for professional football with Southend United.

It's going to be a great match. So come along and cheer the Marconi team.

It won't cost a penny to watch — but you may have to buy the kids an ice cream!

Bowls

It is surprising, as one gets among the Marconi sporting fraternity, the people you meet who are doing well at their chosen sport.

The bowls section currently have among them one of the most successful bowlers in the county. He is C.E.R. Gibbons known to one and all as 'Bob', who works for Support Division in 'K' Building.

Bob is currently 'seeing off' the best bowlers in the county for the right to hold the Essex County Benevolent Cup. He beat his last opponent 21-2 and goes forward to play later in July, for a place in the Semi-Finals.

We wish you all the best Bob and are right behind you for the Cup. We shall let readers know how Bob progresses.

Squash

The Squash Section Secretary, Mr Root of E.F.V., informs me that they have two major events coming up soon.

The first is in September when the 'Freeman Handicap' will be played for — there's a section each for ladies and gents.

In October, the 'Autumn Handicap' will take place when all section members will be eligible for a tilt at the club's Championship Crown.

Rifle and Pistol

Duncan Fraser and Tim Ecclestone are two Radar men who support this Section. Both are in 110 Test and would like to see more support for this interesting sport.

Duncan tells me he will be one of those representing Marconi at the Colchester Rifle Club's 1982 Open Championship in August. He will also be representing Marconi at the Essex County shoot at Basildon, for the County Open Championship in September.

Tim confines his shooting to postal competitions where the competitor fires when he has the opportunity and posts off his results on a target card. From this the shooters are all categorised and the winners emerge from each category.

Tim says it's a nice and easy way to take part in a competition. But the really good news for this Section, is that M.A.S.C. have made additional funds available this year to extend the facilities at Waterhouse Lane canteen, where the section have their range. This is hoped to allow for an airgun sub-section to be set up.

Enquiries to the Secretary, John Allerton, Room 74A, New Street. Tel: Int. 9212 ext. 407.

Phil Champion
Sports Editor

CHELMSFORD NEWS AND VIEWS

OBITUARY

It is with great regret that we record the death on July 9 of Hank (H. G.) Graham.

Hank entered the electronics industry around 50 years ago and had an association with radar extending back to 1940 when he became a civilian technician on one of the early CH stations.

After wartime service with the RAF, which included the Burma campaign, Hank joined Marconi's Wireless Telegraph Company at Rivenhall in 1949.

During his career with the Company, he served for a period in Germany, and later became contracts manager responsible for a number of large military and naval contracts.

From 1972 until his retirement in 1981, Hank was chief of administration in Technical Services. He was a member of the Burma Star Association and his funeral on July 14 was attended by members of the association and by many friends and colleagues from Marconi Radar Systems.