

Fig. 1—One of the finest ships afloat, the luxury liner SS UNITED STATES is serviced through the New York Radiomarine Service Port. Technician E. L. McCarthy is dwarfed by the giant passenger liner berthed at the United States Lines Pier.

NO MORE, THE ANCIENT MARINER!

*Modern Mariners Rely On
RCA Radiomarine Service
For Equipment Protection*

MET A Radiomarine Service technician and you'll likely find a nautical "four-letter" man—a seasoned sailor; an electronic specialist; a customer servicing expert; an RCA career man.

Take a group of men with these attributes, give them the ever-looming responsibility of completing service by sailing time, be positive that they're well schooled in the traditions and parlance of the mariner, if they are to maintain a hard-won position of respect, and they'll knit you an efficient unit comparable to today's Radiomarine Service organization.

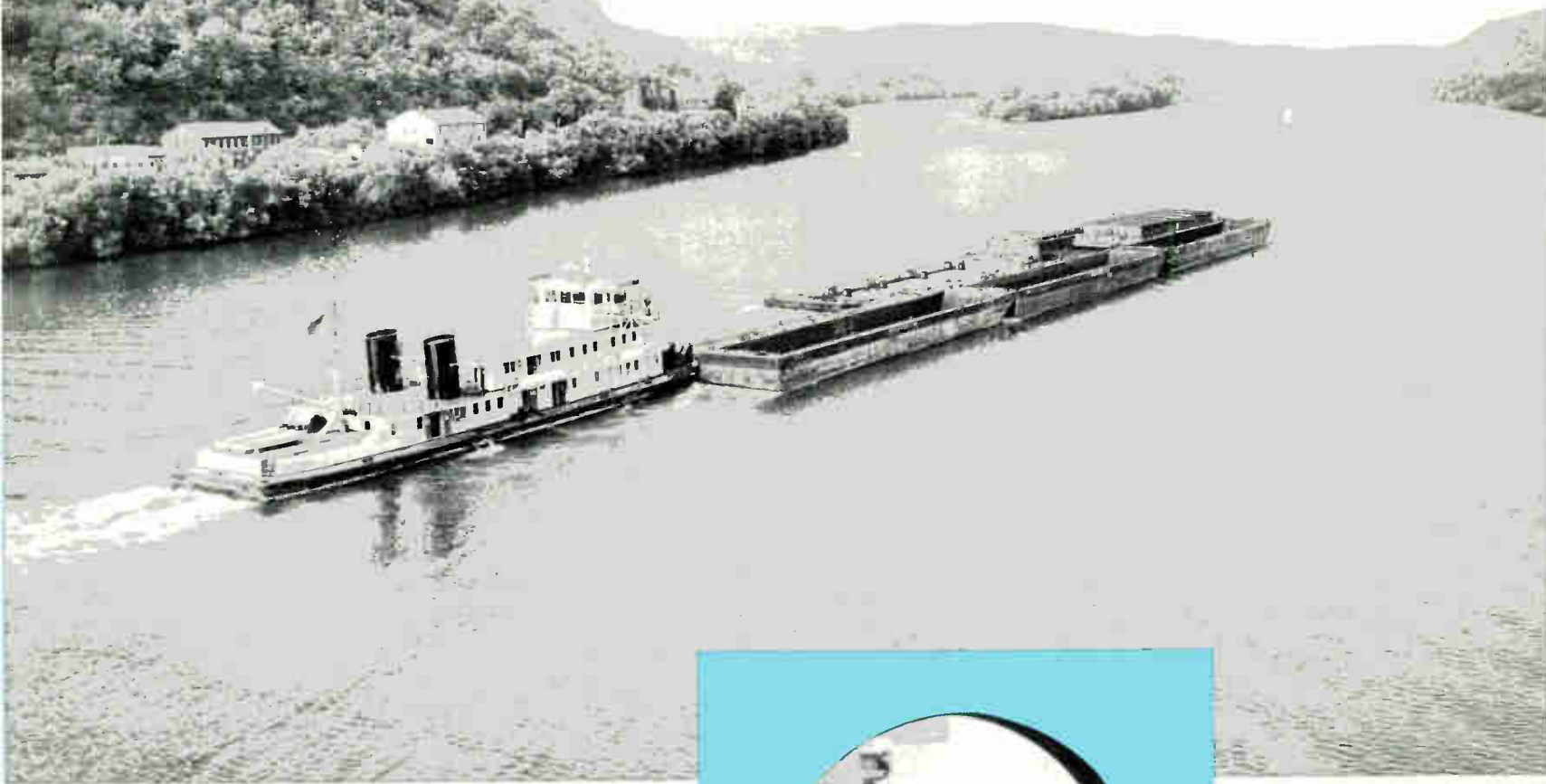
Personal comfort has become secondary for these men. They'll leave warm homes on treacherous winter nights to service all manner of craft along bone-chilling waterfronts. They'll climb aboard outbound ships on an hour's notice, perhaps to be gone for weeks, secure in the knowledge that their job is part of the tradition of men who rule the seas.

30 Years of Radiomarine Service

In 1919 arrangements were made to acquire the assets of the Marconi Wireless Telegraph Company and shortly thereafter Radio Corporation of America commenced its activities in the field of marine and international radio communications. As the radio communications service of RCA expanded, there grew a need for a separate operation for marine activity. On December 31, 1927, Radiomarine Corporation of America was formed.

Included in the operations of Radiomarine was a communication service with a dual role; operation of a radiotelegraph and radio communications system for contact with ships in all parts of the world; and a function providing maintenance, repair and installation service and annual FCC inspection on all types of marine radio communications equipment and electronic navigational devices.

Fig. 2—Radar plays an important part on inland waterways as well as at sea. Here a radar-equipped towboat pushes tandem barges upstream from East Liverpool, Ohio.



This latter service is now a function of RCA Service Company's *Radiomarine* Service.

The Job of RCA Service Company

RCA Service Company, which services electronic equipment for RCA customers, is composed of three departments: Technical Products Service Department, Consumer Products Service Department and Government Service Department. *Radiomarine* Service, because of the type equipment involved, is included in the Technical Products Department, which is responsible for the maintenance on all industrial, scientific, mobile and microwave communications, theatre sound and broadcast equipment. *Radiomarine* service technicians now have the added engineering facilities and knowledge of this department at their disposal to carry out this service.

The Consumer Products Department handles television receivers, air conditioners and home appliances, and the Government Service Department services Armed Forces electronic equipment, including Radar, Guided Missiles and other field support activity.

It is the responsibility of *Radiomarine* Service to keep electronic equipment aboard merchant craft in first class operating condition. *Radiomarine* service personnel operate from more than 25 coastal and inland ports, under the direction of Field Managers who generally combine service contract and equipment sales-mindedness with marine savvy and technical experience. In foreign ports, ships with RCA maintenance contracts are assured the same efficient attention from associated companies and agencies overseas as they receive in principal U. S. ports.



Fig. 3—Framed by porthole, Technician E. C. Lashus inspects superstructure where radar antenna will be located aboard newly designed tanker.

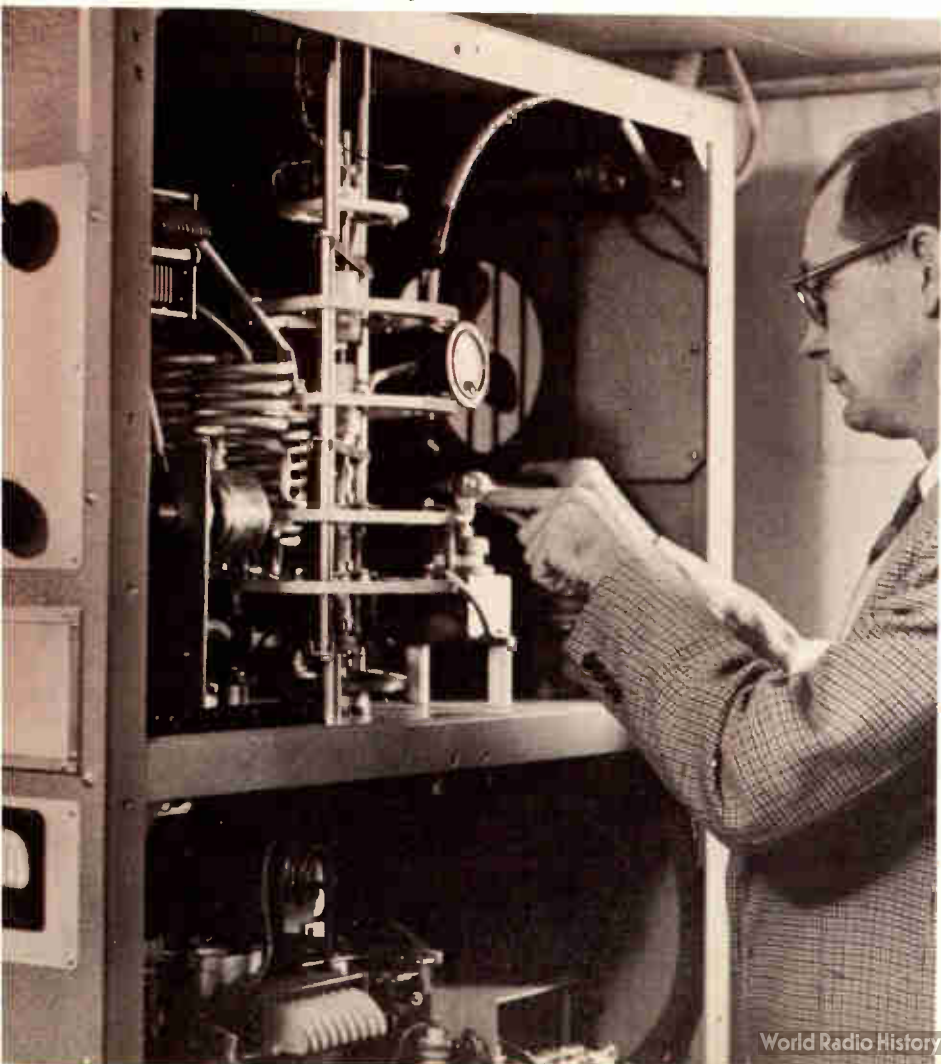
Fig. 4—As an aid to navigation, Loran is constantly relied upon by skippers. Technician E. E. McCarthy removes chassis of unit aboard SS UNITED STATES prior to inspection.





Fig. 5—St. Louis Technician E. R. Stone boards towboat at St. Louis for inspection of RCA Radar. Mississippi-borne towboats rely on radar as well as other electronic equipment to ply their way on treacherous inland waters.

Fig. 6—High frequency transmitter aboard the SS UNITED STATES receives preliminary checkout for possible outages by Technician McCarthey.



Radiomarine service is a 24-hour-call type of operation. But it pays off. One veteran captain was so impressed with the new Loran unit aboard his ship that he used it to check the position readings periodically against sun sights. When the two points coincided exactly, he would invariably turn to his navigator and remark, "Well, the sun is in the right place."

Winning plaudits from experienced seafarers with precision electronic equipment is no easy task, especially when you consider that just short decades ago huge ocean liners criss-crossed the Atlantic with not much more navigational and safety equipment than Columbus used almost 500 years before!

Today's modern mariner has Radar to sweep the horizon, enabling "vision" through black night or fog. The helmsman guides the ship over a true course electrically with the aid of a gyro compass repeater. High frequency sound waves emitted by *Radiomarine's* depth sounding system bounce off the ocean's floor to accurately measure depth. And to locate the ship's exact position Loran is called upon to give an accurate position in minutes by radio.

You will also find unanimous judgment of the spirit of *Radiomarine* service from the sailing men whose lives and livelihoods depend so heavily on it. Summed up one service expert, "We find that electronics has proved so useful to commercial shipping that people now pay it the supreme compliment of almost taking it for granted."

Service at the Drop of a Hook

Before electronics was applied to navigation, visual observation was limited to the lookout's view of the horizon. Helmsmen steered by the often temperamental magnetic compass. Soundings were made with the historic lead-weighted lines, and an accurate fix of the ship's position depended on a sextant and chronometer.

Contrast the operation with today's modern ocean liner. On the bridge of the SS United States, for example, you'll find equipment operating that is a marvel of electronic efficiency. How is it actually done? The problem rests with the *Radiomarine* service port personnel in the harbor as soon as the ship anchors, regardless of the time of day.

Take a large port such as New York harbor, covered for service by Field Manager L. D. Jameson's port technicians. The bustling ship traffic in this port sends technicians out each morning servicing all types of craft, from tankers to freighters to luxury liners and tugs.

Field Manager Larry Jameson will tell you his marine service has undergone a basic service operation change since World War II. During the 1920's when he joined RCA, until just after the war, about 90 per cent of the servicing business centered about telegraph. Since that time, the marine service broadened—matching the increased pace of the usage of electronic equipment generally—and now his technicians perform

Fig. 7—Technician E. R. Stone inspects antenna of CR104A radar on towboat KANSAS CITY.



skilled service on Radar, Loran and VHF communications equipment.

Typical of the service technicians is Eldon E. McCarthy, a competent RCA specialist able to handle any type of electronic equipment afloat.

Formerly self-employed with his radio repair business, "Mac" served in the Merchant Marine during World War II. Runs like the one to Murmansk found him minus two ships on as many different occasions. Once due to enemy U-boats, another due to enemy planes. A resident of Paramus, New Jersey, any weekday morning finds Mac reporting in at the port office to pick up his assignments for the day from W. H. Courtney, dispatching chief technician.

The jobs he might tackle in any week could consist of checking a radio-telegraph console circuit breaker aboard a passenger liner; performing routine maintenance on a freighter's Radar or locating and correcting a "short" in a tug's mobile ship-to-shore radiotelephone.

But even this "equipment-hopscotching" talent fails to fully demonstrate his versatility. He knows the ins and outs of the lightweight portable radio direction finder used on outboard pleasure cruisers and sailboats. He knows the workings of the radio direction finder and he can tell you how to get the best operating efficiency out of a depth sounder.

His operation might have been duplicated in any major port in the United States by *Radiomarine* technicians.

Inland Waterways are Served

By way of contrast, and no less vital to the marine servicing fraternity, is the *Radiomarine* service technician climbing the ladder to the pilothouse of a less glamorous but work-horse powered Mississippi towboat.

Generally absent from the limelight of the sleek luxury liners and cargo ships are the dependable towboats, barges and other river craft transporting every conceivable type of cargo over thousands of miles on the nation's vast inland waterways system. Here too, the press and tempo of modern business has wrought sweeping changes and electronic equipment is as familiar to the inland sailor as to his ocean-going counterpart. Here too, speed and schedules are equally important watchwords.

If technicians are working heavily traveled inland ports, they'll be equally adept at solving problems involving river towboat radar and communications gear. Or if men are assigned the Great Lakes area, they'll know ore-carriers, while a West Gulf area technician is expert on tanker traffic.

The scenes may change from crowded waterfront piers thronged with passengers and cargo to the broad sweep of mighty rivers and lakes. The service port may differ in its specialty, depending on the heaviest type of ship traffic. But regardless of the port location, you'll note the one strong, common link . . . the spirit of *Radiomarine* service!

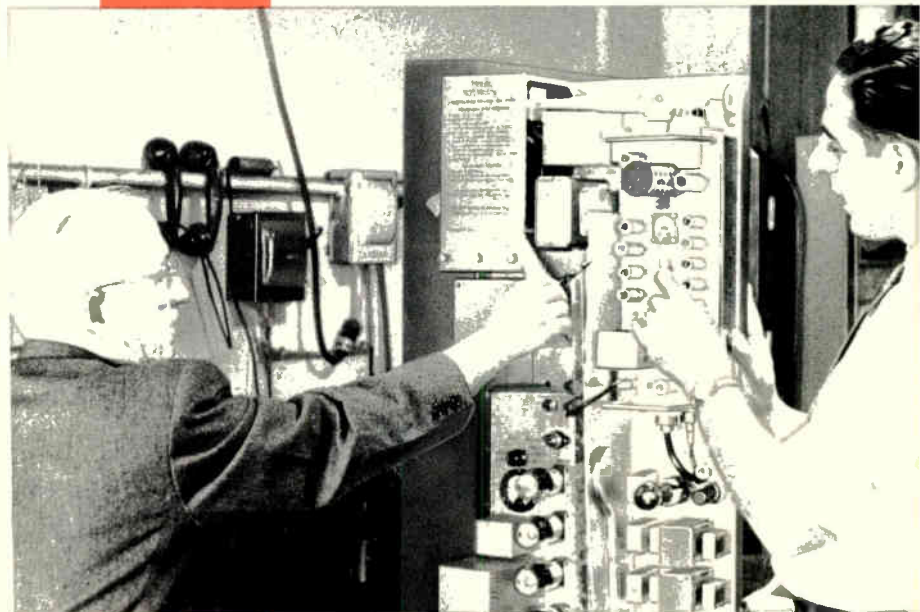


Fig. 8—Radiomarine and Facilities Manager F. H. Illingsworth determines components needed for replacement, with Technician C. Anzilone, right.

Fig. 9—Freighters as well as luxury liners require constant inspection. Here, E. L. McCarthy services Radar on bridge of freighter SS SANTA BARBARA.

