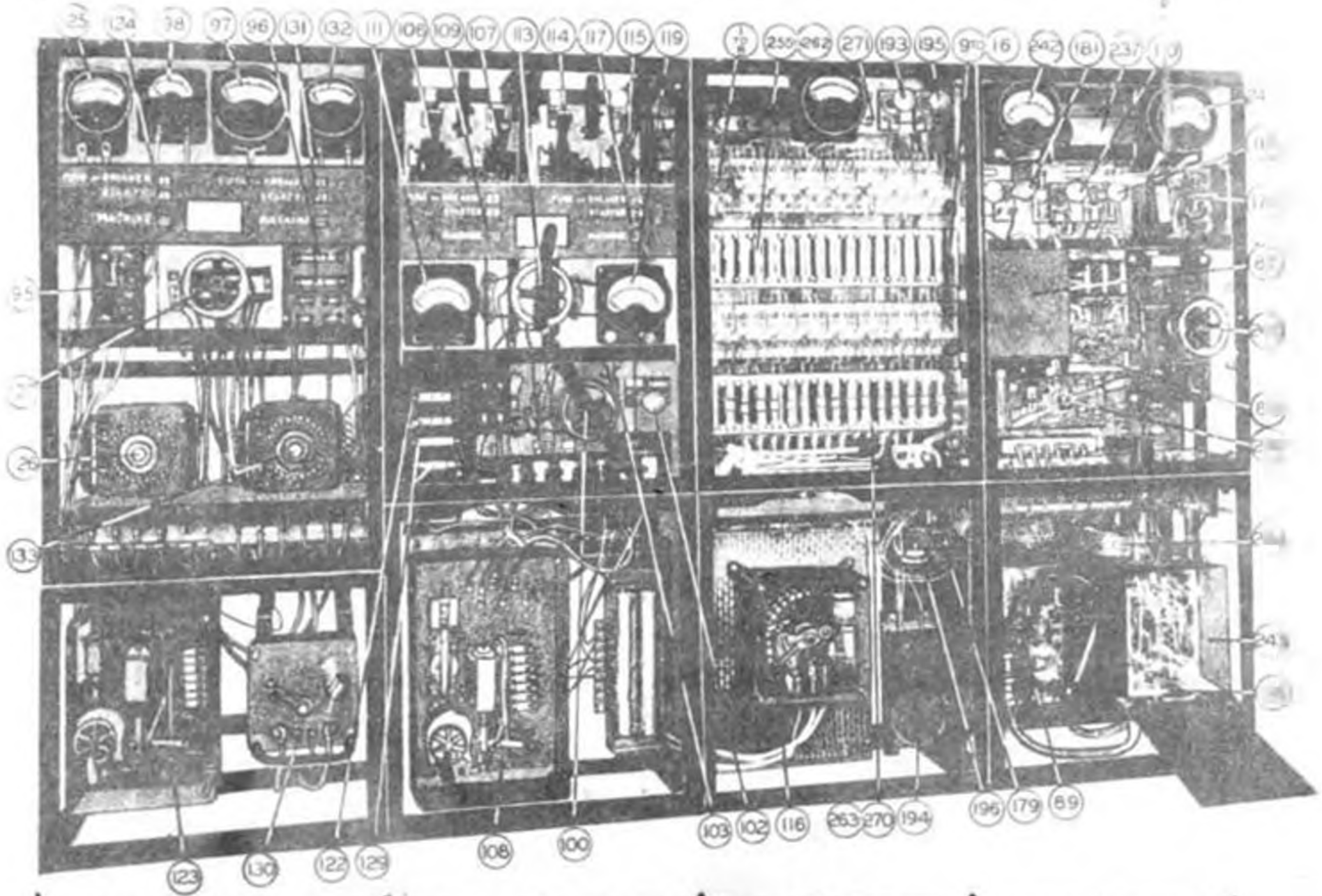


BOARD 2F SUPPLY
1 1/4 K.W. UPPER

BOARD 2F SUPPLY D.C.
8 K.W. UPPER.

BOARD 2G DISTRIBUTING
UPPER.

BOARD 2F SUPPLY A.C.
8 K.W. UPPER.



BOARD 2F SUPPLY
1 1/4 K.W.
LOWER.

BOARD 2G SUPPLY D.C.
14 K.W. OR 8 K.W.
LOWER.

BOARD 2G DISTRIBUTING
LOWER.

BOARD 2G SUPPLY A.C.
14 K.W. OR 8 K.W.
LOWER.

Fig. 6.

AERIAL CIRCUITS

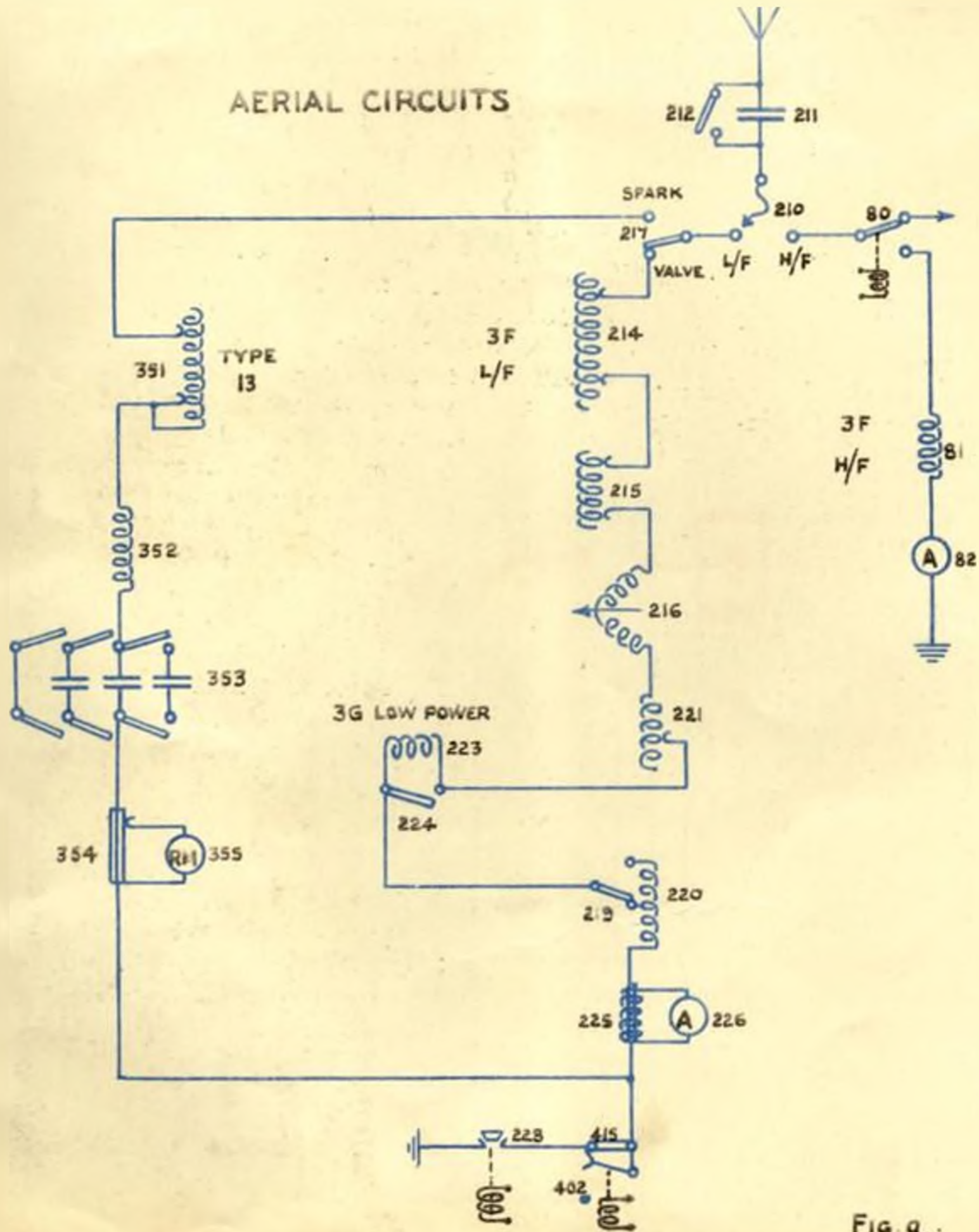


Fig. 9.

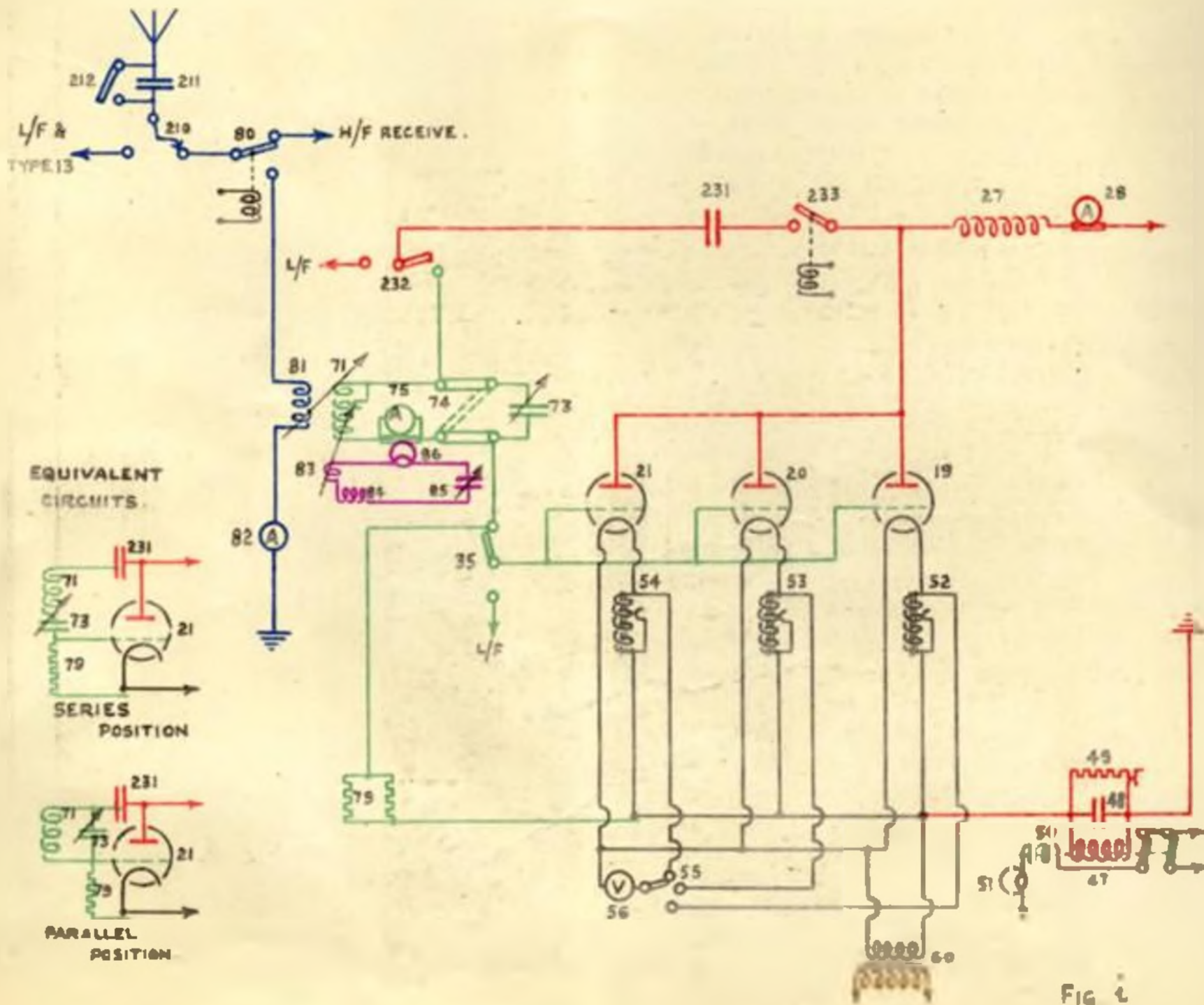


FIG 4

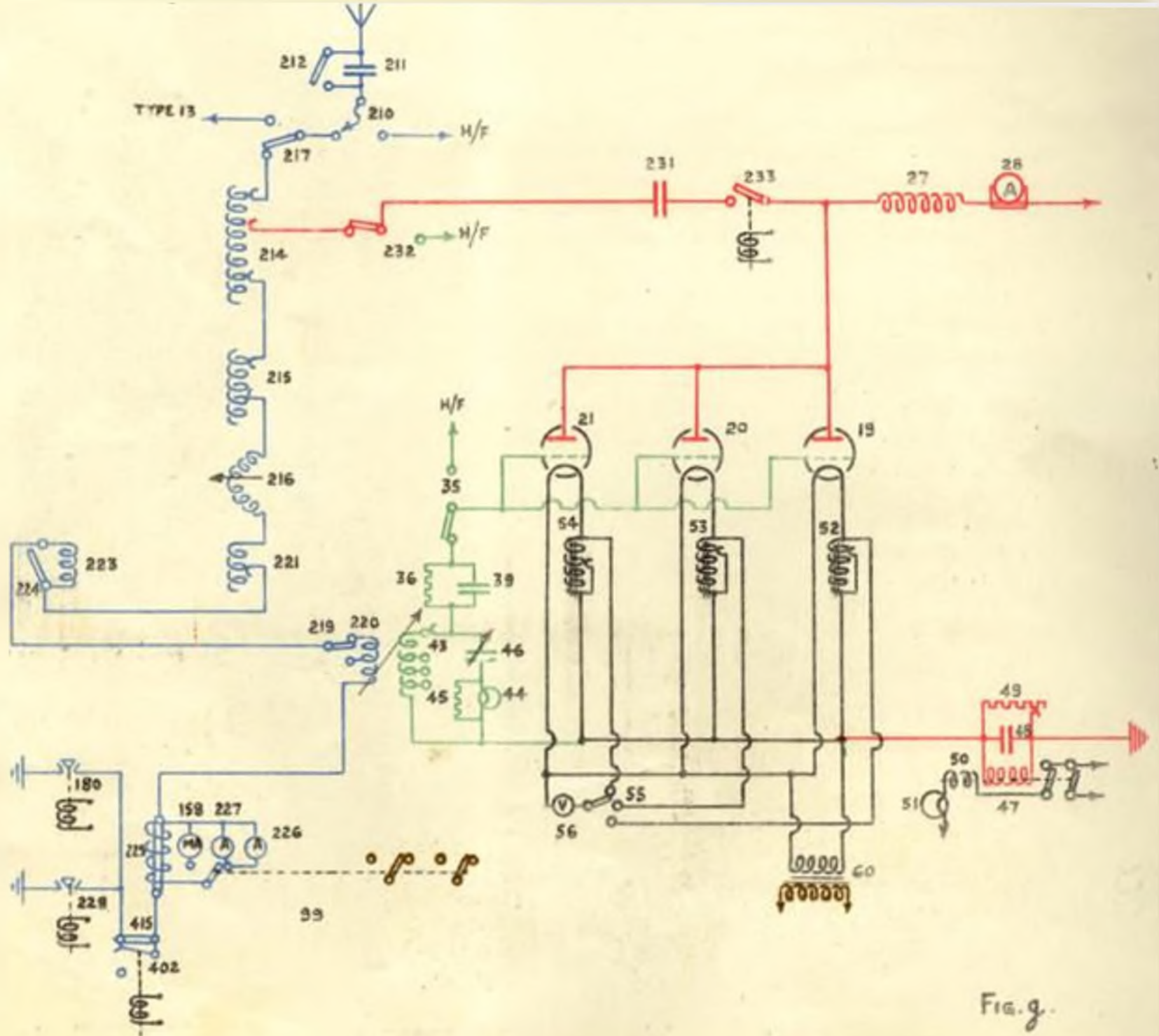


Fig. 9.

EMERGENCY SET.

The emergency set is fitted to provide a means of transmission when all power from the ship's mains has failed or is not available.

The set is entirely operated by the 10-volt supply from the secondary battery (417). (See Admiralty Handbook of W/T (1931) paragraph 43D.)

In order to supply 10 volts to the bobbin of the send-receive switch (402) a tapping on the middle of the 10 volt battery (417) is connected to the bobbin through a tumbler switch (414) which is fitted in the receiving cabinet. The full 10 volts is connected to the primary of the emergency coil (403) through the Morse key (413). The send-receive switch (402) connects the aerial circuit direct to the emergency coil spark gap (404) and the main aerial circuit is used as the oscillatory circuit. This method of transmission (known as Plain Aerial) causes considerable interference to neighbouring receiving sets (See Admiralty Handbook of W/T (1931) paragraph 412) and should only be used when no other set is available.

A switch on the link (415) prevents the send-receive switch (402) being accidentally switched to "send" and earthing the aerial through the secondary of the emergency coil (403) when the emergency set is not in use. As the main aerial circuit is used as the oscillatory circuit the transmitted frequency will depend on the adjustment of the main aerial circuit.

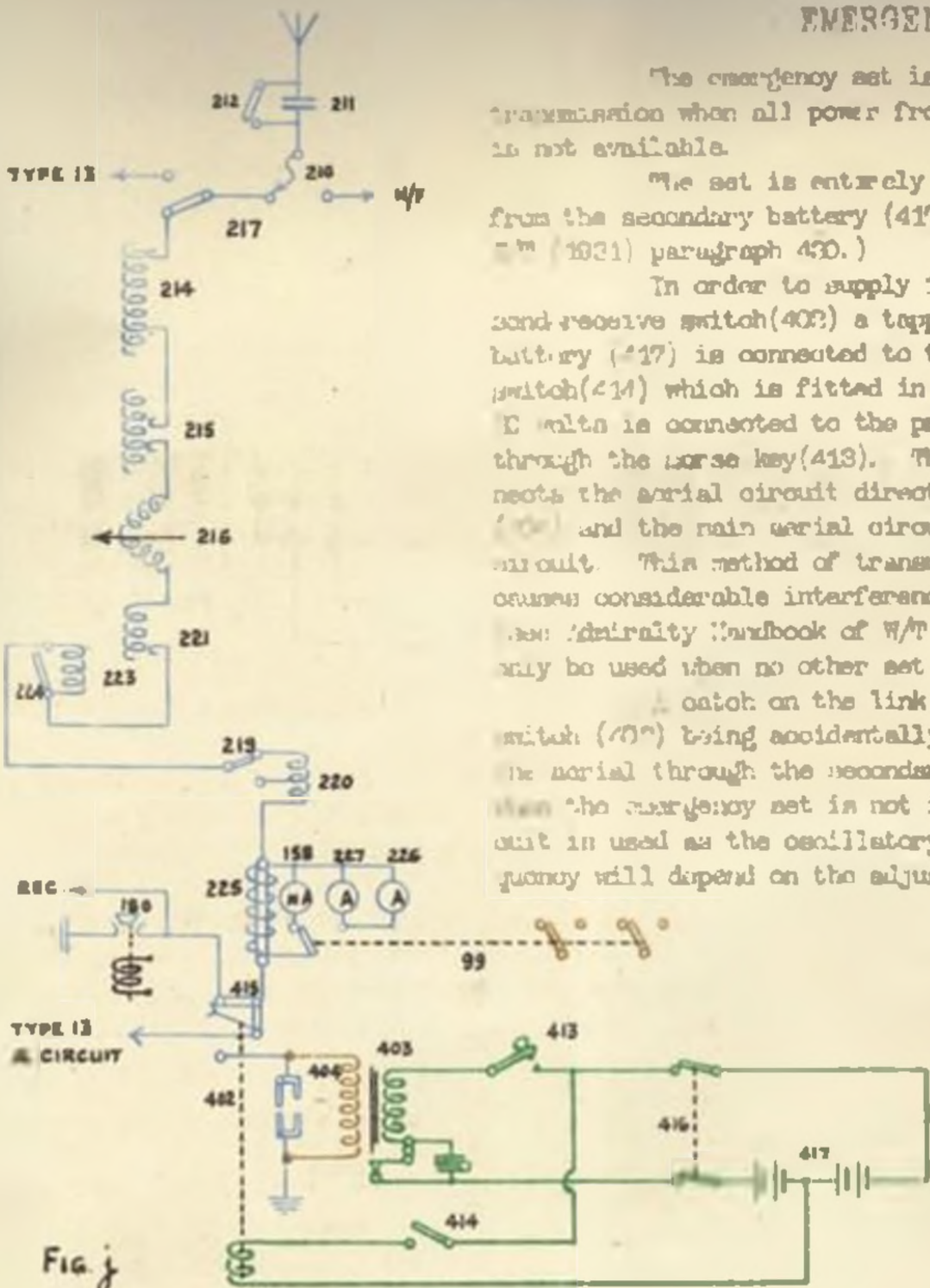
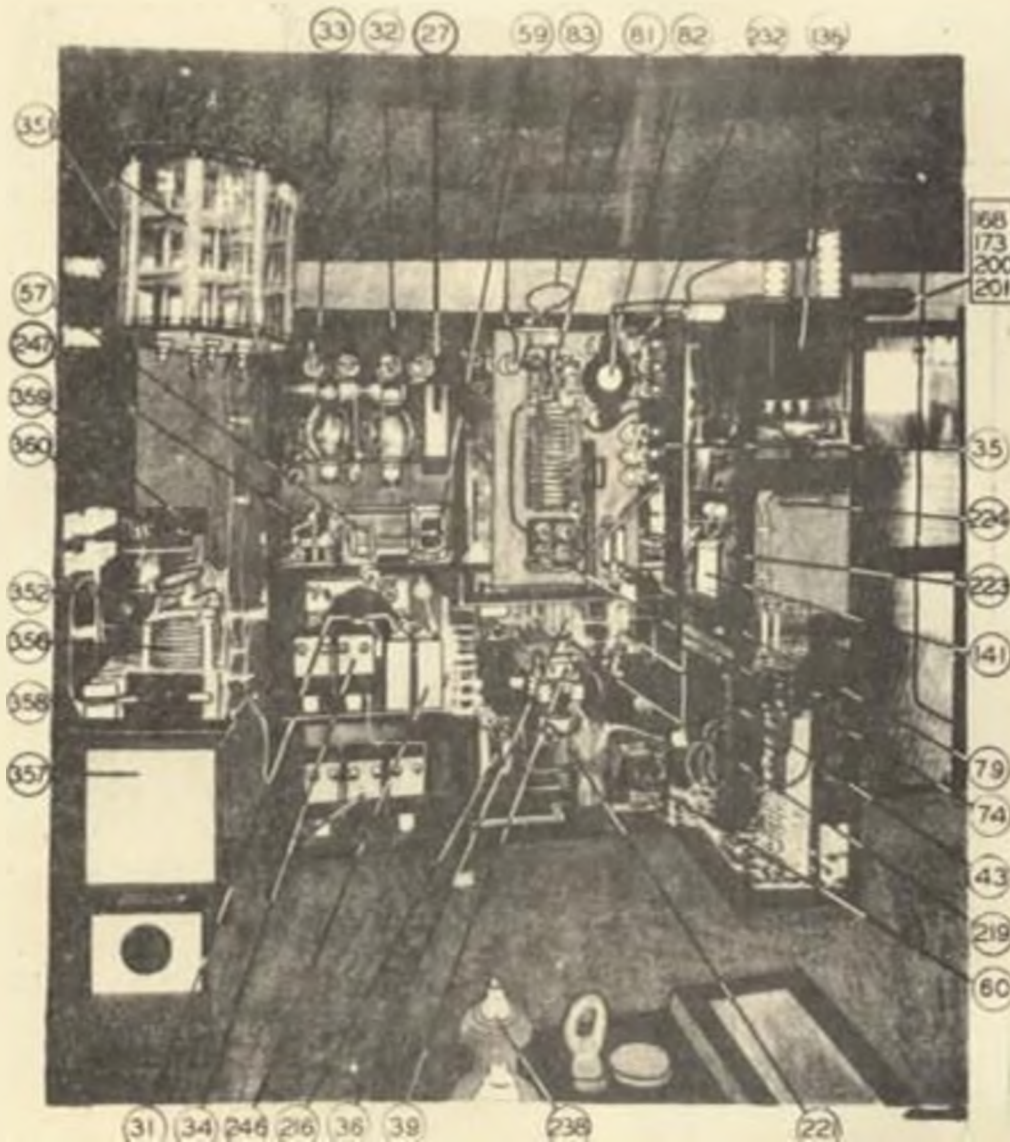


Fig. j



RD2

TYPE 35S

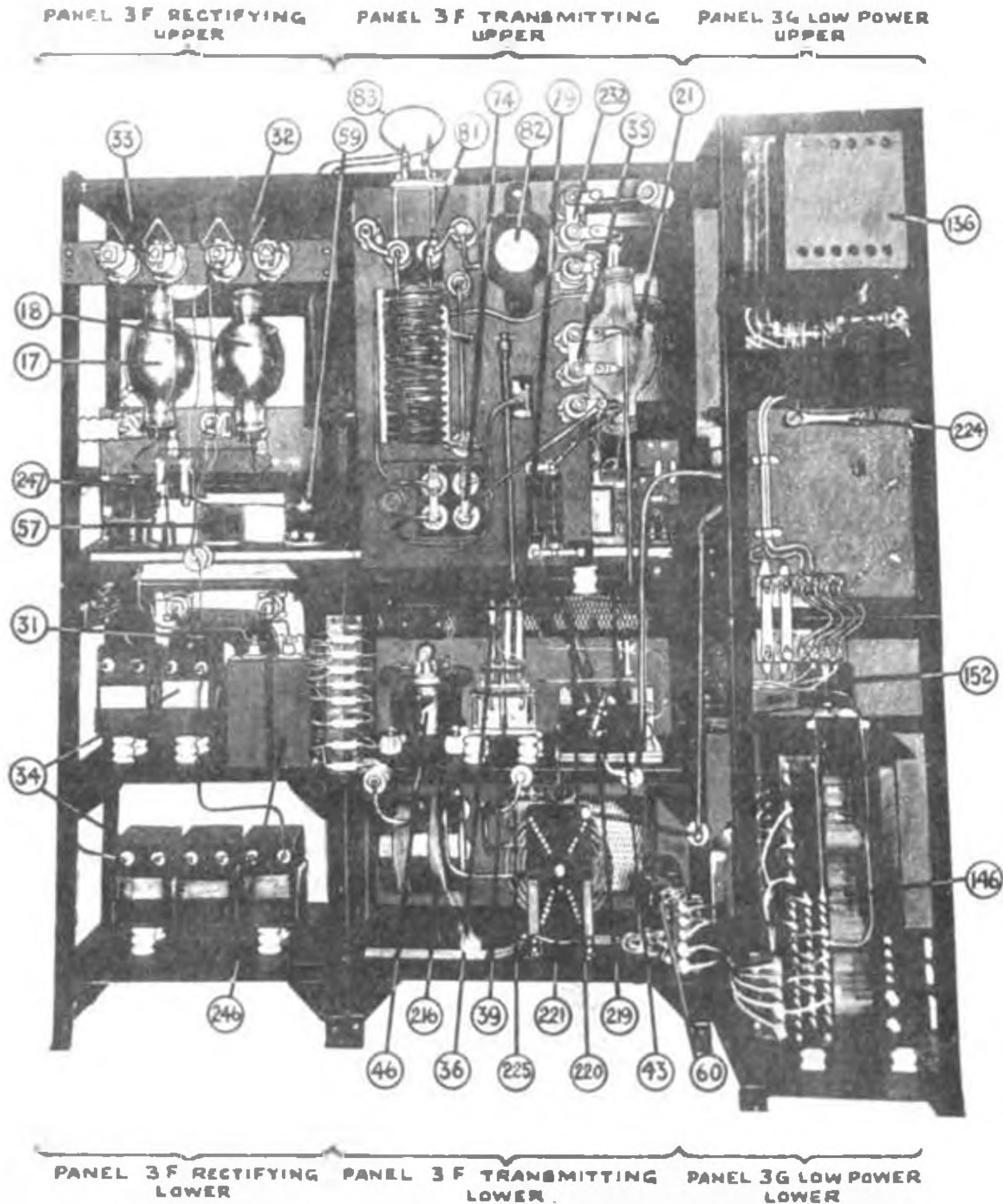


Fig. 2

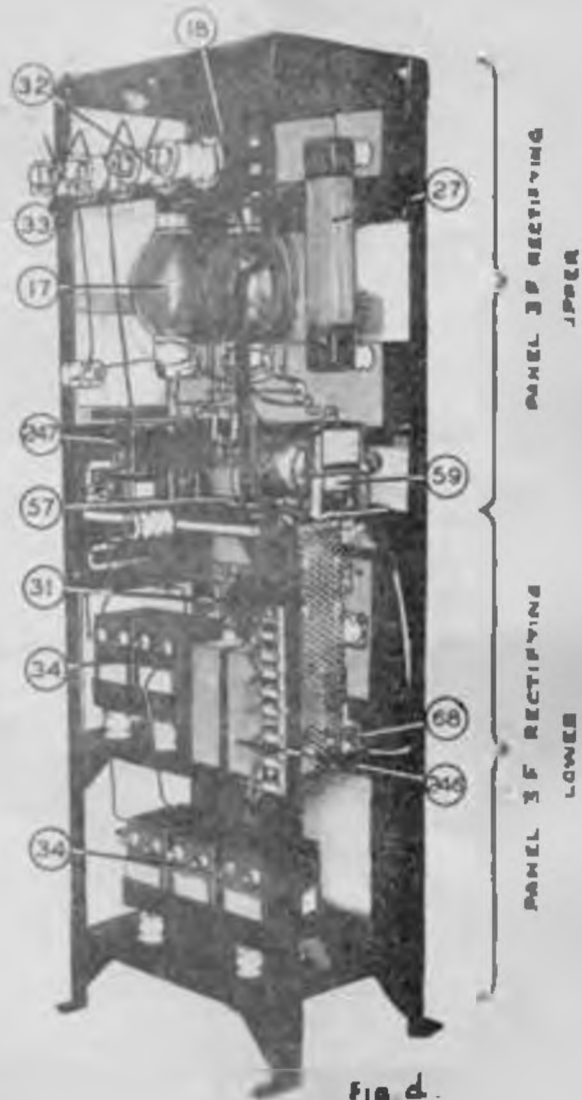
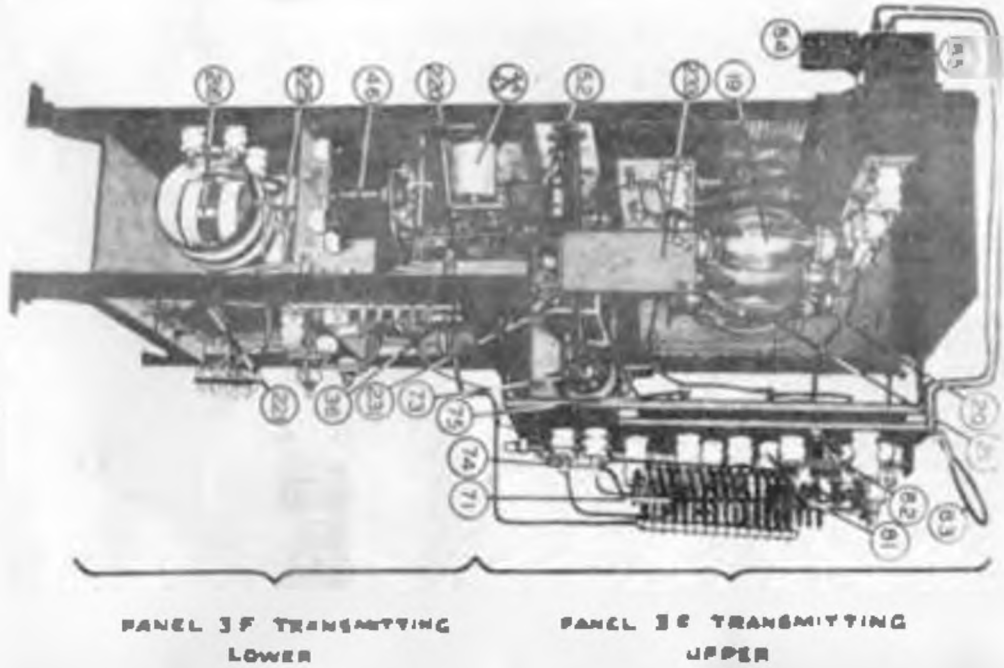


Fig. d.

FIG. R



PANEL 3F TRANSMITTING
LOWER

PANEL 3E TRANSMITTING
UPPER

6 To enable quick minor changing an arrangement of links is provided for varying the inductance coils in the aerial circuit. Two linkboards are fitted, mounted on separate stands and used for coarse and fine tuning. The main linkboard is used for coarse tuning and is similar to that used with Type 385(?) and shown in here. It consists of three rows of link connections (275)(277)(27d) for adjusting the upper and lower topings and the middle tapping leads to the main aerial coil (31d). The fine tuning linkboard has two rows of link connections (278)(279) and is used for making adjustments on the 77 mic aerial coil.

7 In each case the connecting link can be used in one of six positions marked 'A' to 'F'. Connections to the linkboards are made for the six frequencies normally used. After the set has been tuned the connections to the linkboards are arranged so that the links on both linkboards are in 'A' position for one frequency, in 'B' position for another frequency, and so on, thus enabling the adjustments on aerial coils to be changed quickly to any of six pre-determined frequencies.

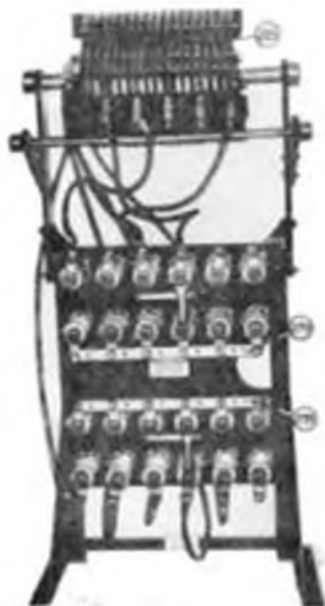
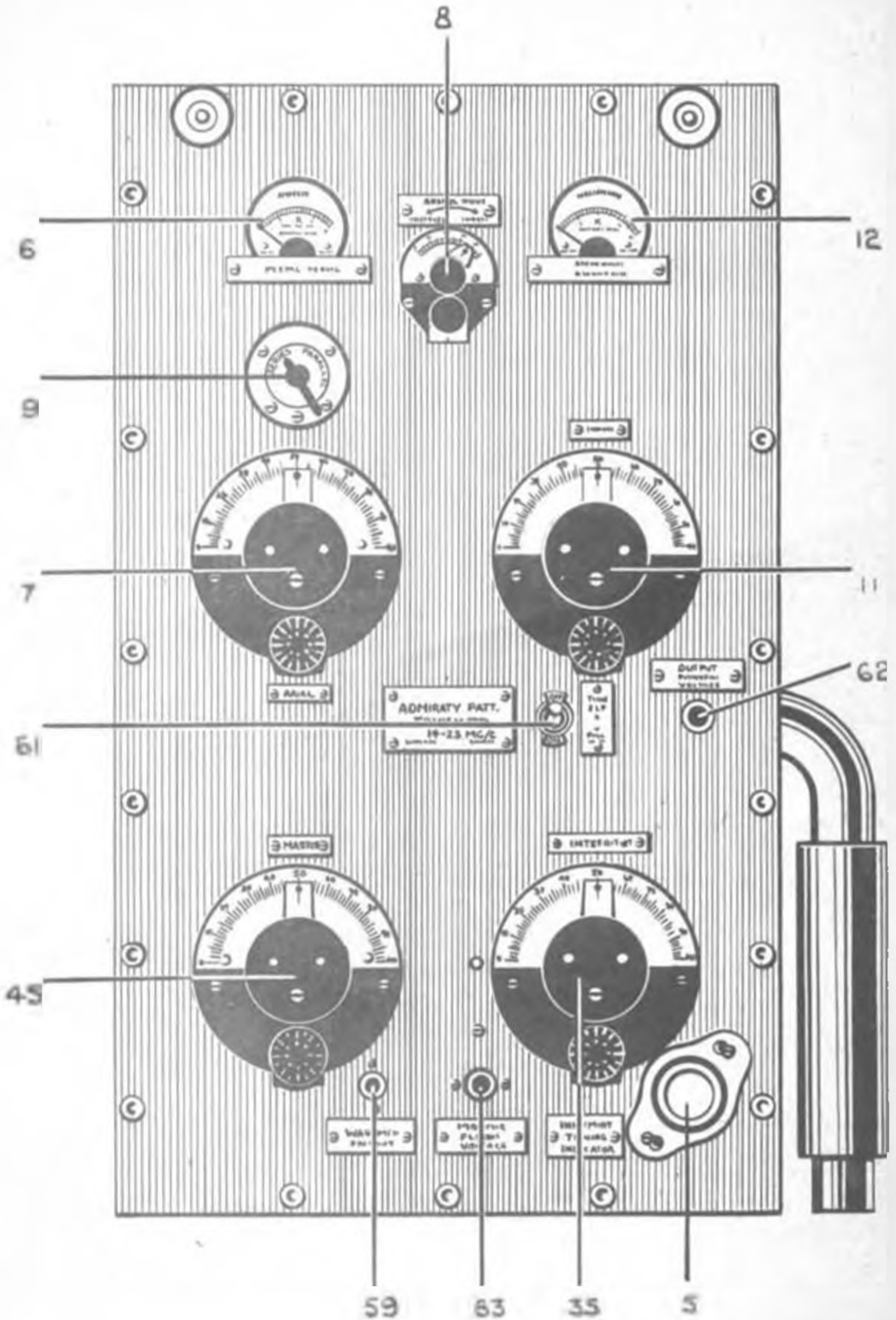


Fig. 9

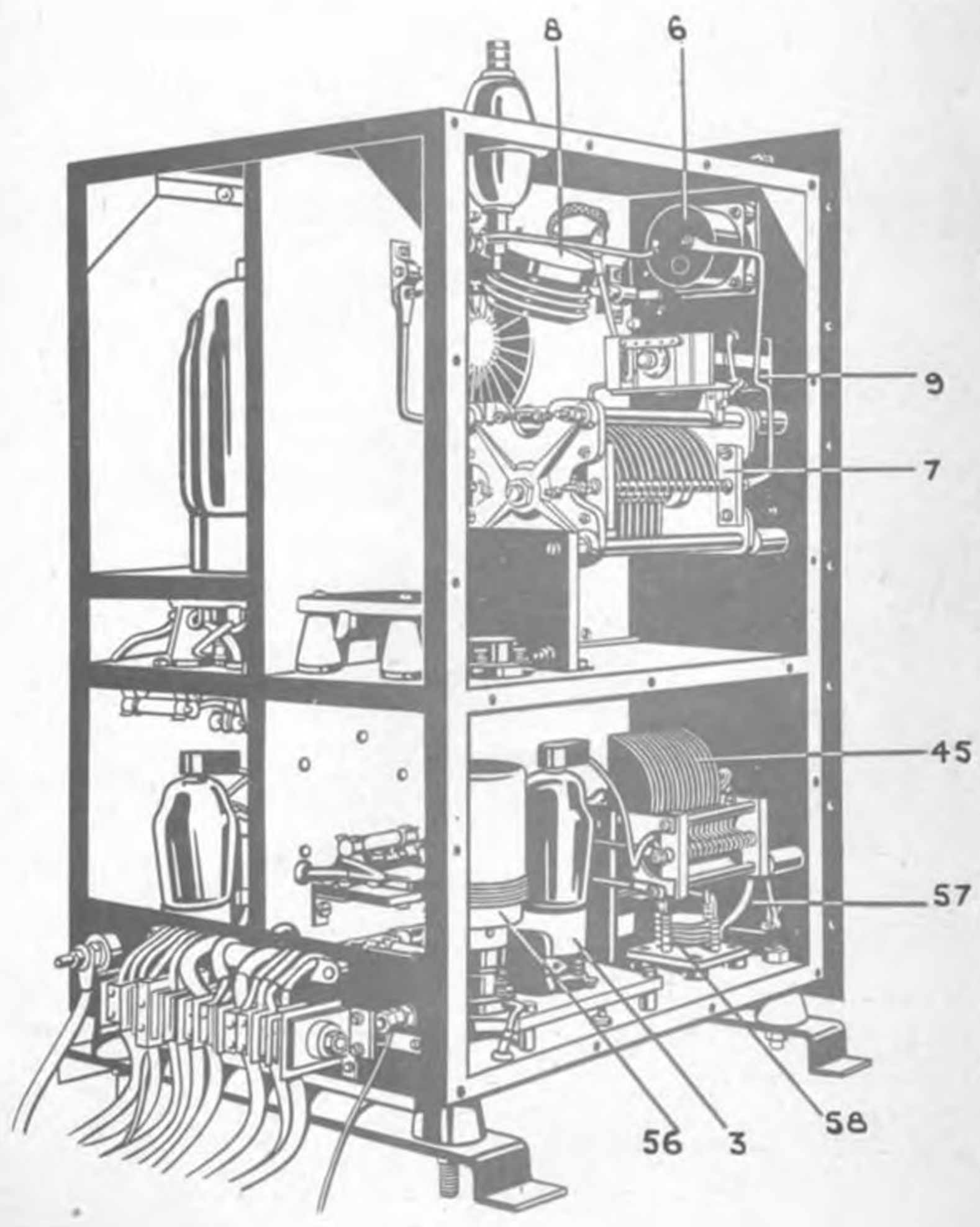
TRANSMITTER 5F

FRONT VIEW

13

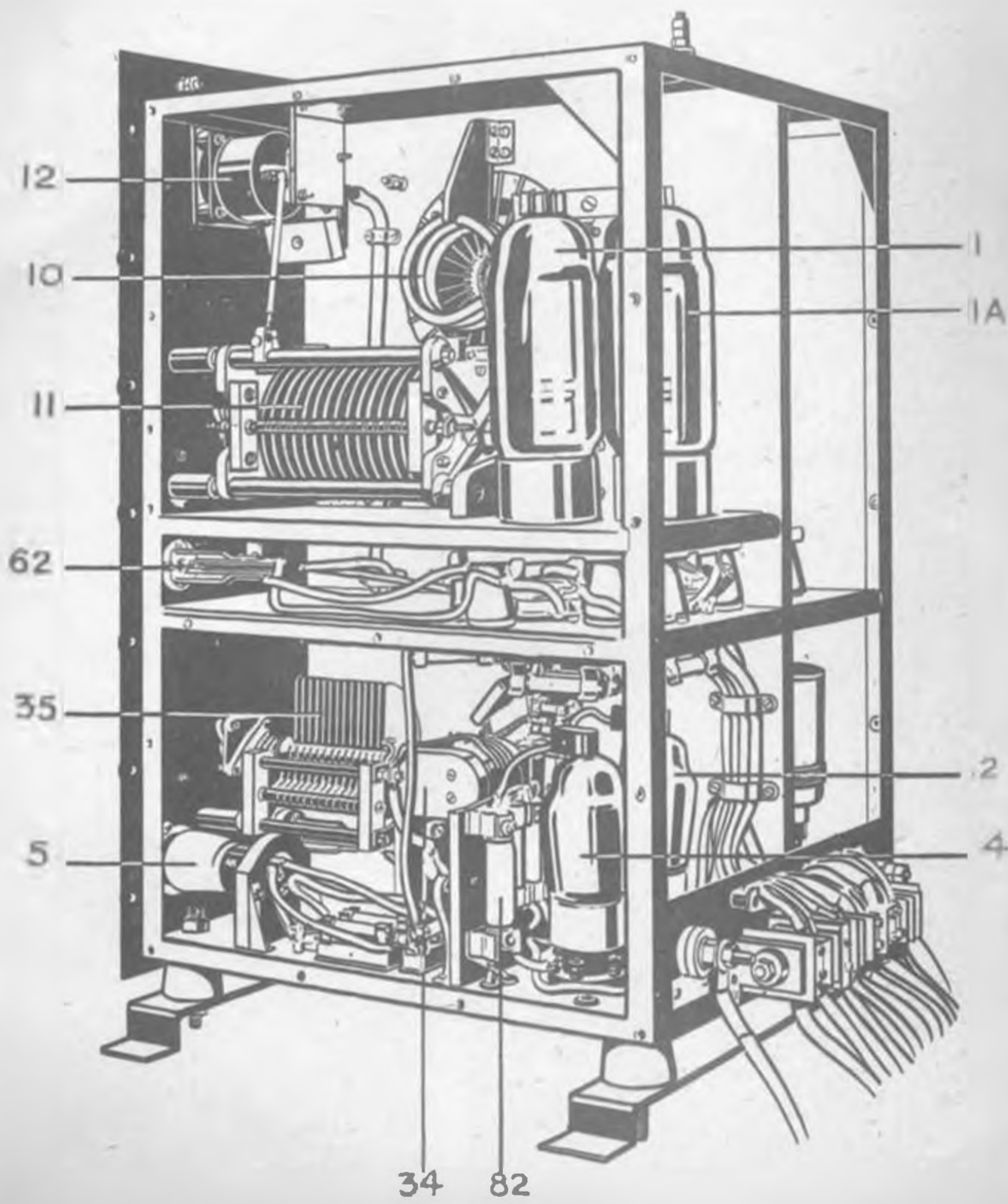


TRANSMITTER 5F
REAR VIEW FROM RIGHT



TRANSMITTER 5F.

REAR VIEW FROM LEFT.



TRANSMITTER 5F.

WITH SUPPLY UNIT

16



73

TYPICAL LAY-OUT IN HEAVY SHIP
 SCALE - 1/48" SIZE (APPROX)

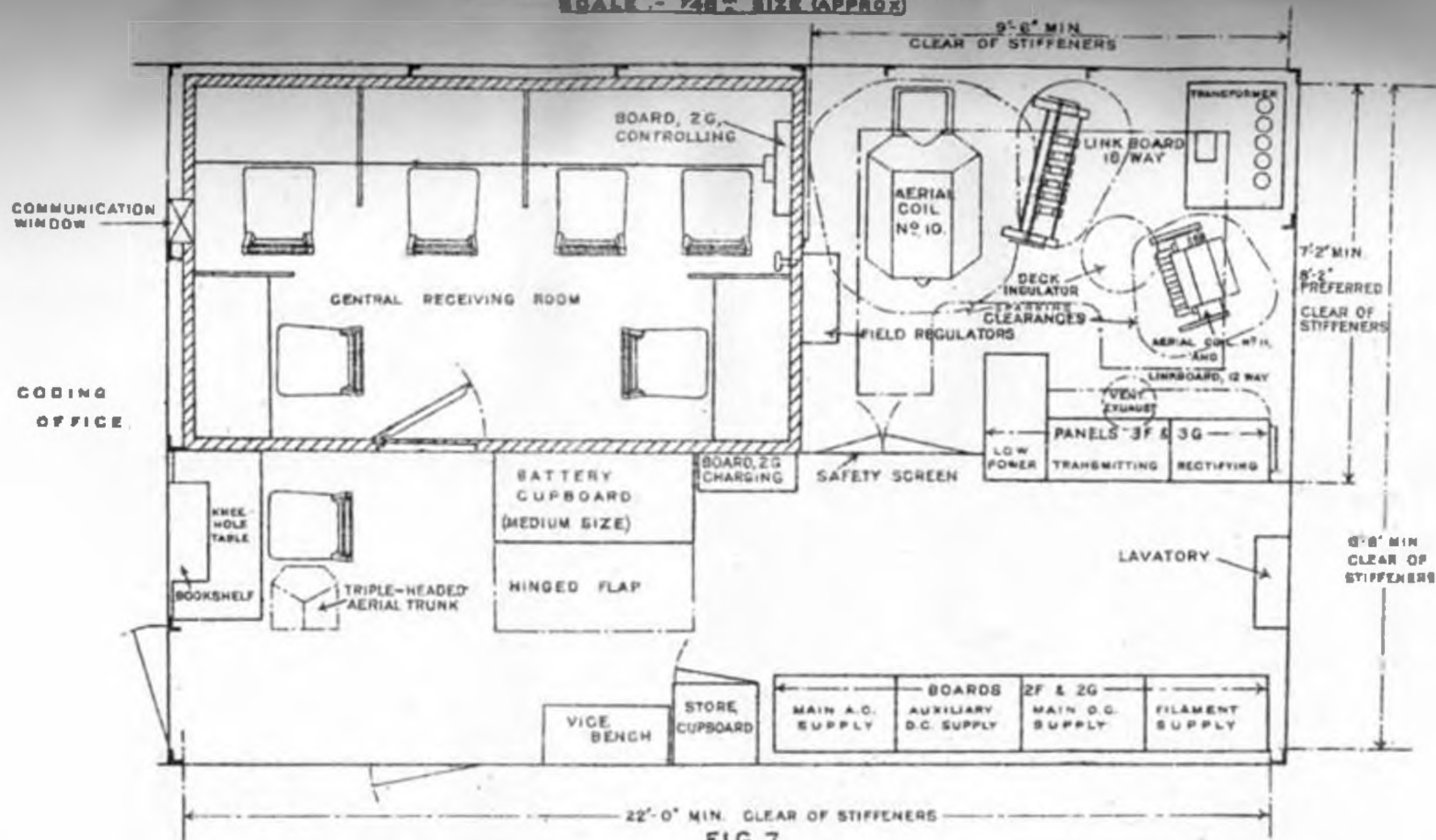


FIG. 7.

TYPICAL LAY-OUT IN LIGHT CRUISER.

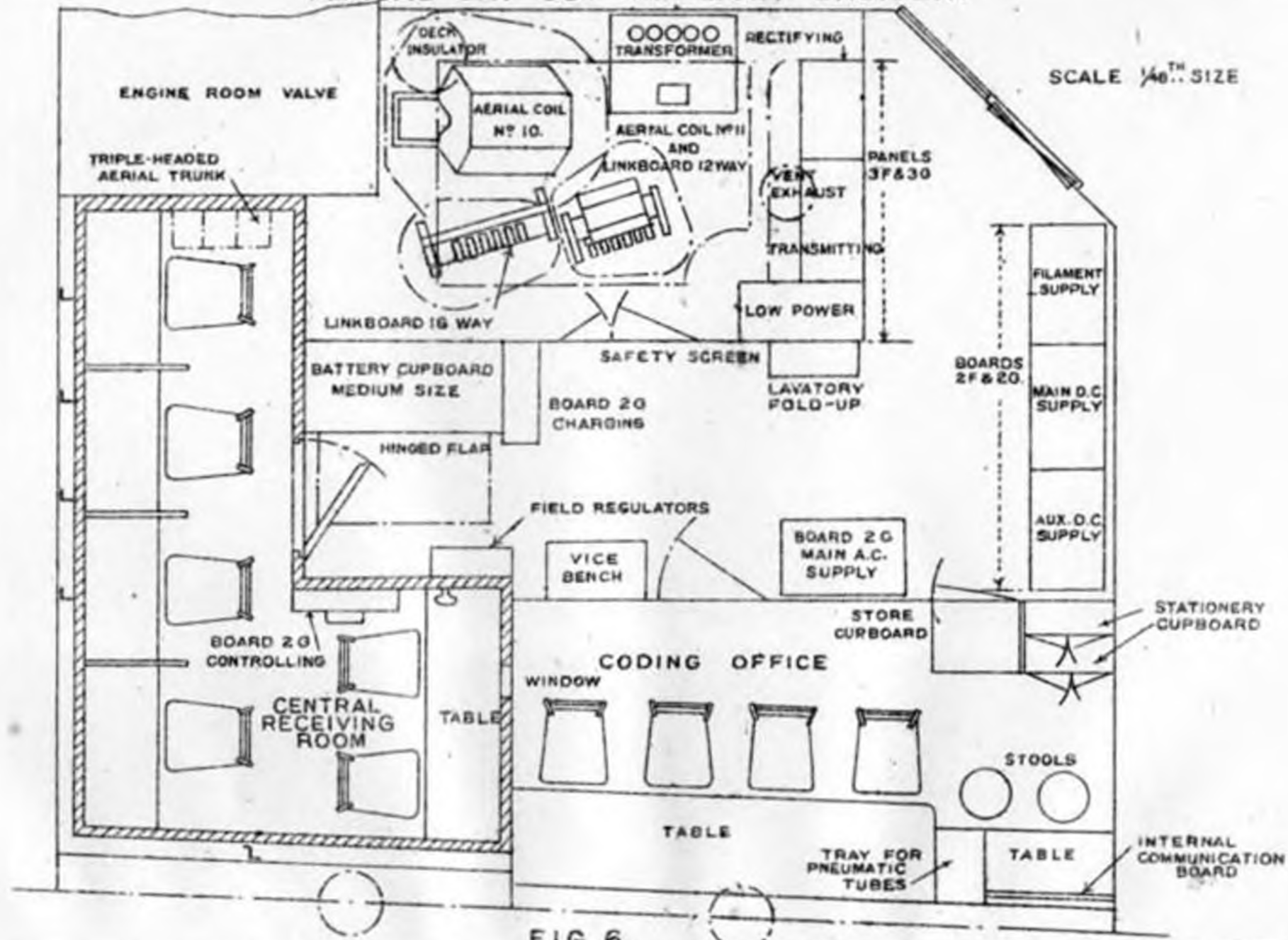
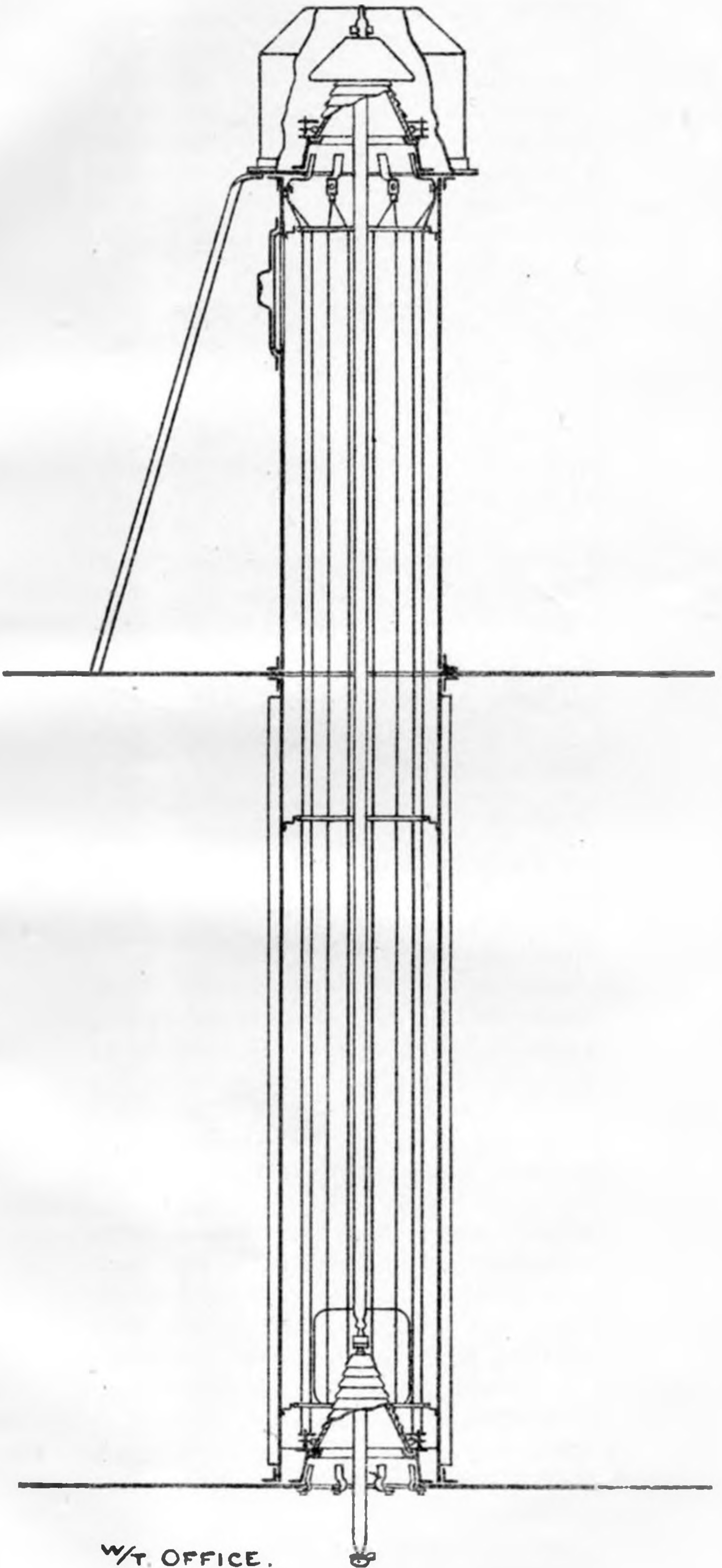


FIG. 6.

18" AERIAL TRUNK.
SCALE :- 1/24TH SIZE.



W/T OFFICE.

FIG. 58

H & SP.

To face p. 76.

**METHOD OF SECURING SPREADING RING.
TO AERIAL WIRE**

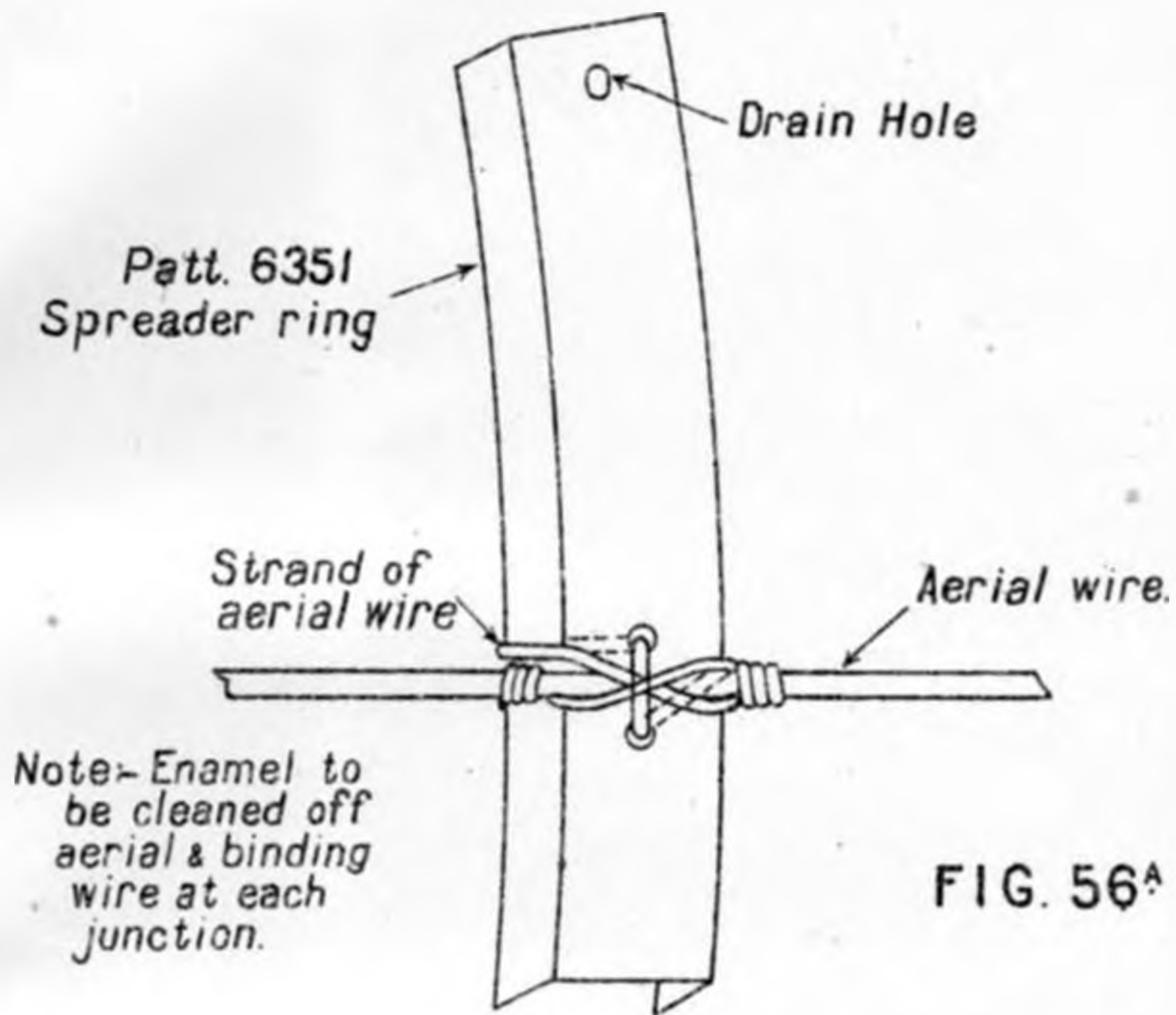


FIG. 56^A

**FEEDER CONNECTION IF
IN CENTRE OF AERIAL**

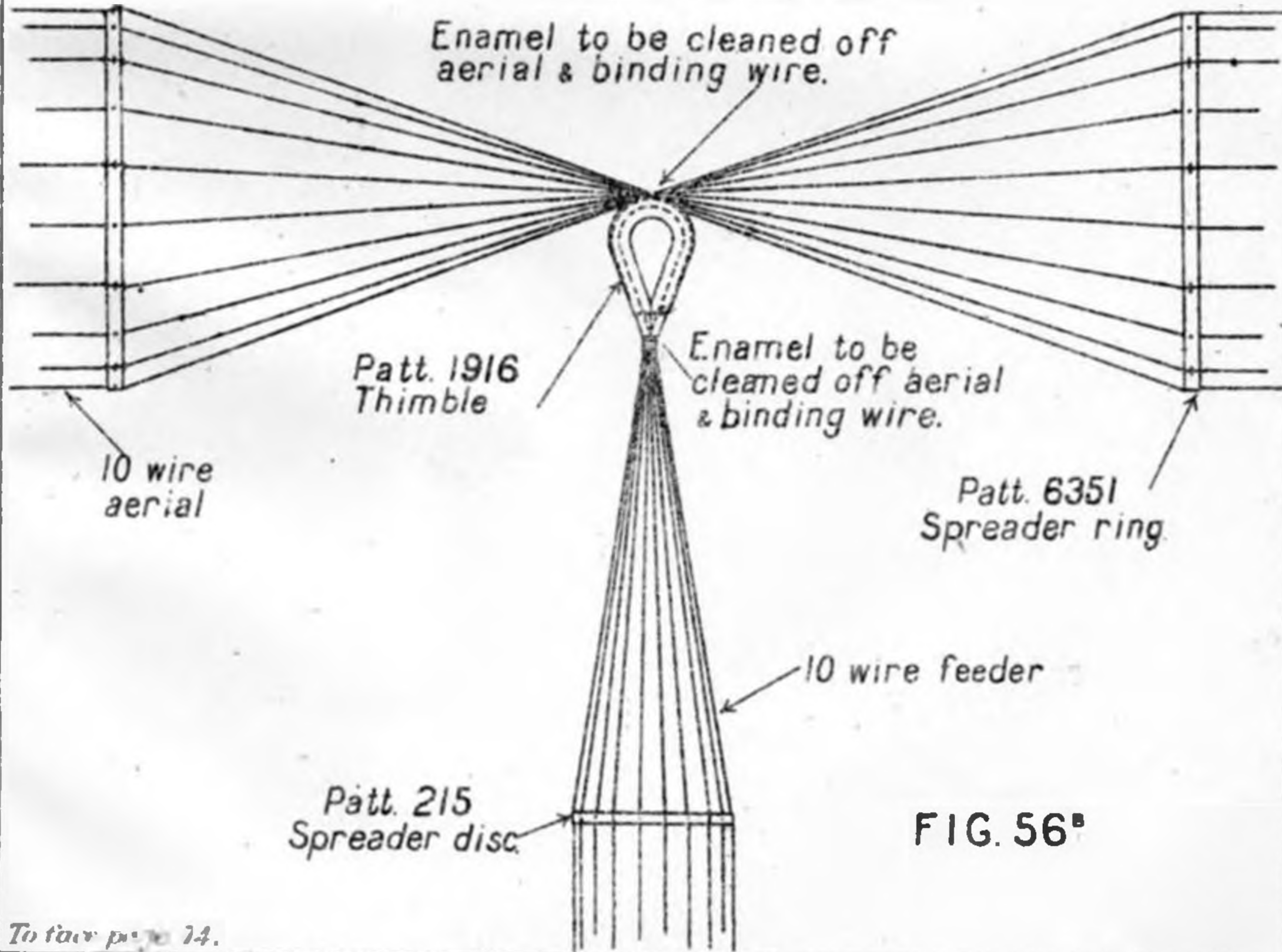
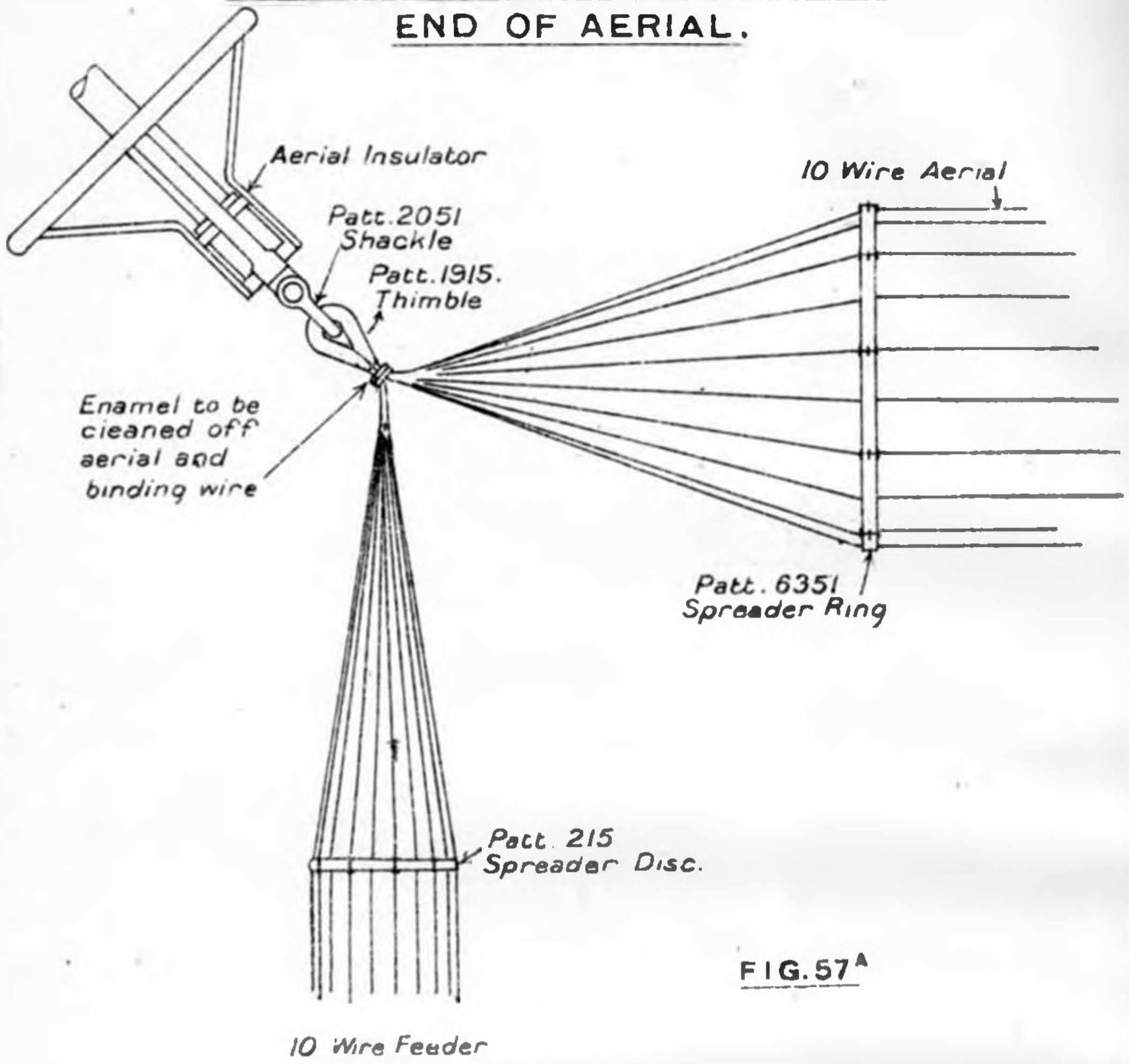


FIG. 56^B

FEEDER CONNECTION IF AT
END OF AERIAL.



ENDS OF AERIAL.

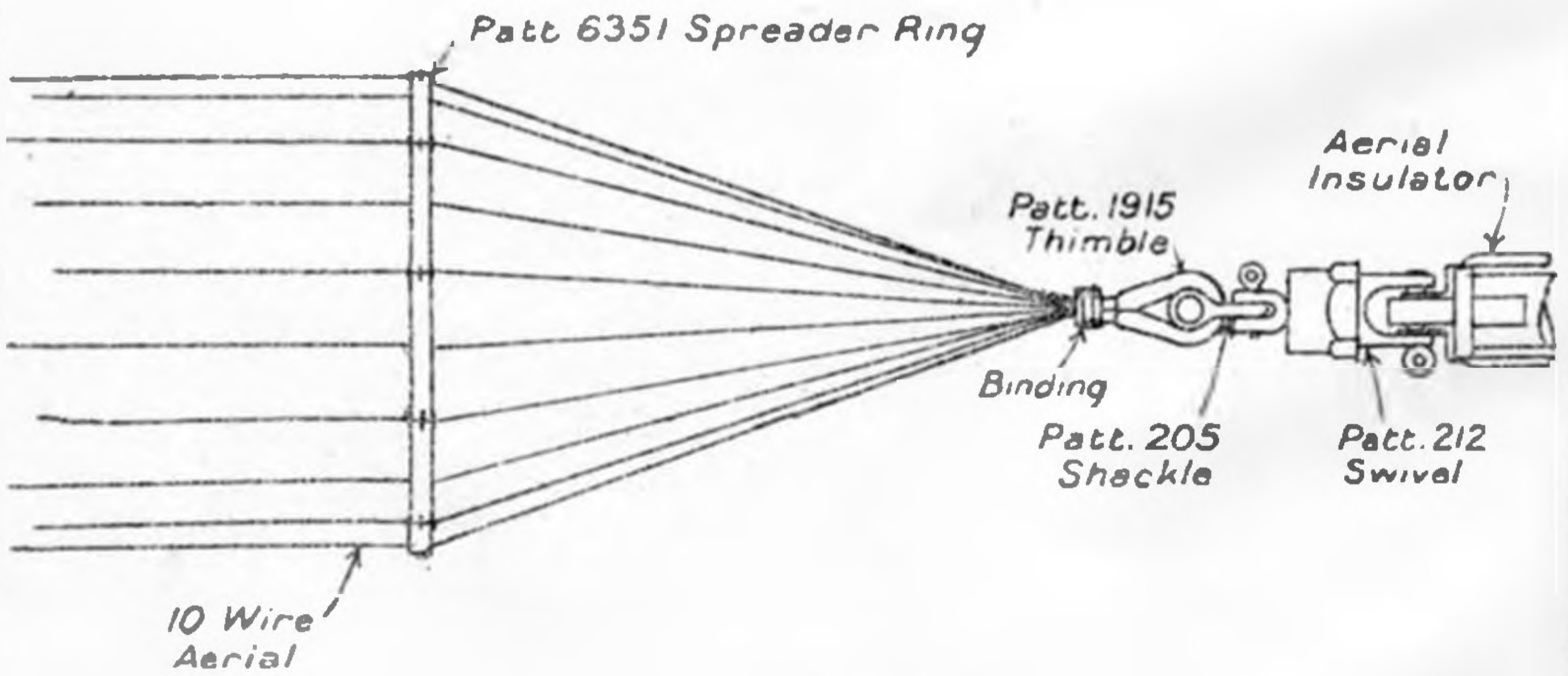


FIG. 57^B

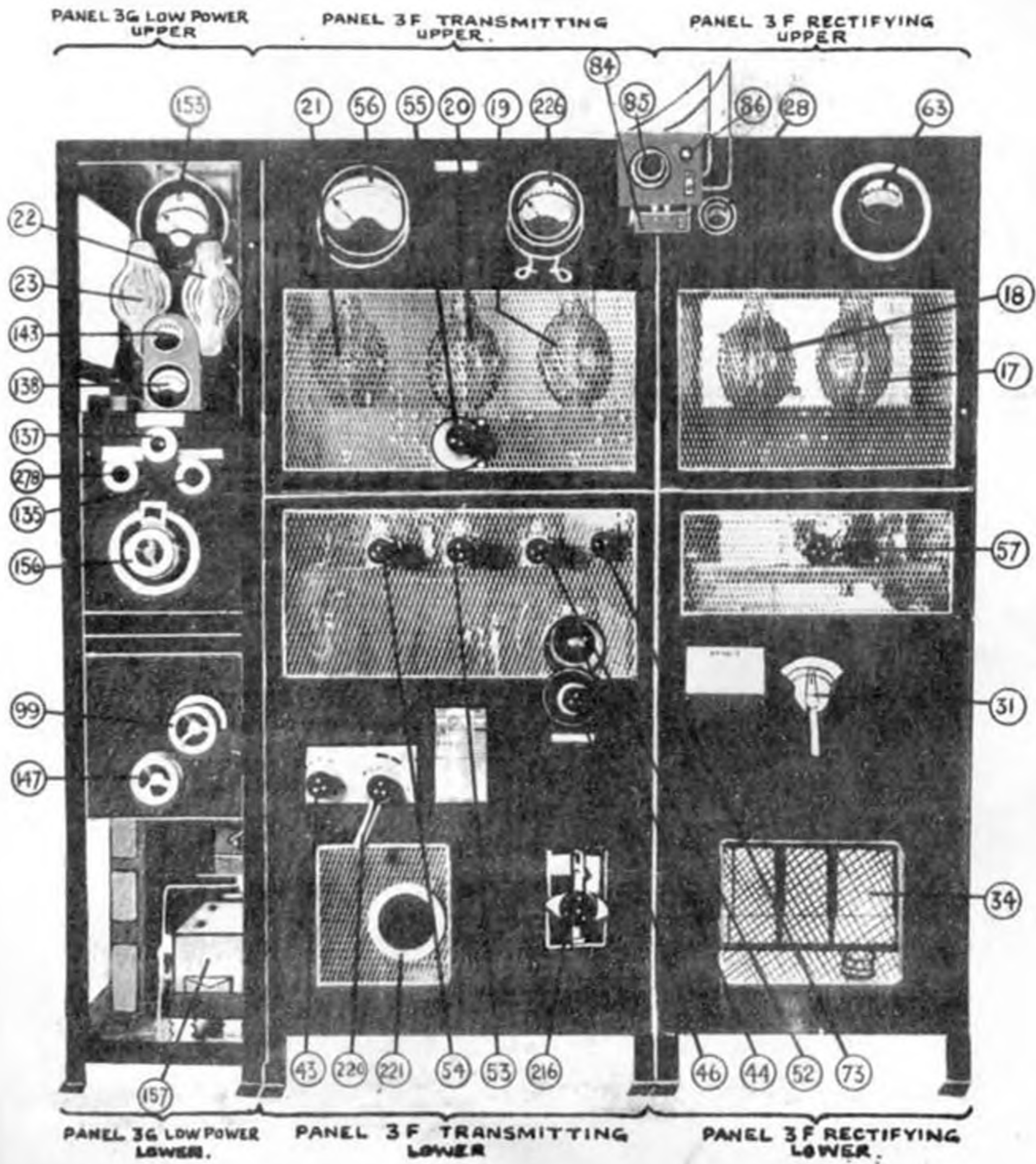


FIG 4.