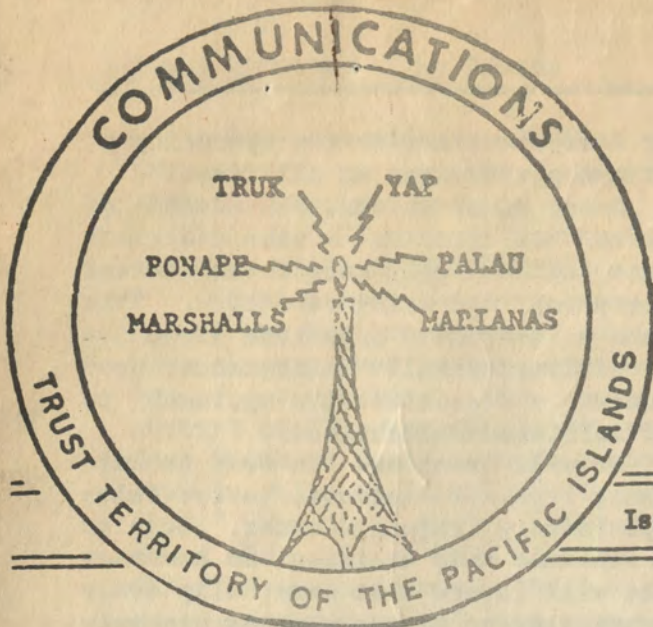


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The COMMUNICATOR

Issue #14 May-June 72

Featuring: YAP - OLD & NEW

"AIR MIKE" NEW TELETYPE CIRCUIT

Linking Yap's Air Mike office with all the other districts and with the main office in Saipan, a new teletype circuit was installed in late May by Marv Trupp.

Although there are still a few bugs to be ironed out, this new circuit - utilizing the new Model 28 Teletypewriter - will provide Air Micronesia's Proud Bird with the instantaneous operational data exchange service necessary for efficient air operations.

Meanwhile, our own District Comm Sta's are all anxiously awaiting arrival of their own "28's." The modern, hundred-word-per-minute machines are scheduled to replace our old and obsolescent Model 15's. The Chief Communications Engineer, Mr. Ray Wiseman, sez:

Model-28 Teletypewriter equipment, sufficient to equip all our Communications Stations and Distad Offices, is already on hand at Saipan and will be distributed to the districts in the very near future.

However, before the machines are shipped to the field, they must be completely assembled and checked out. this is a Tremendous job when you consider all the wiring, parts and components that must be installed in the total of some 60 machines of several different types: Send Only, Receive, ASR, KSR, etc.

(continued-Page 2)



Observed by a comely young-old-fashioned visitor is the New Model-28 Teletypewriter at Air Micronesia Office Yap

To accomplish this we are bringing in one technician from each district. They will assemble, adjust and check-out each machine under the supervision of our M-28 experts at headquarters.

This will not only accomplish the necessary assembly and check-out but will at the same time provide our district technicians with a level of teletype instruction and training that they would not otherwise receive--even at the factory schools.

As the assembled machines come off the assembly lines they will be air-shipped to the districts where they may be placed into service immediately.

This assembly and distribution has been delayed because of the lack of certain wiring cables required for this equipment and because our stock of spare parts had not yet arrived. But now all missing items have been received and we plan to proceed with this project early in the new fiscal year. We will soon be requesting each DCO to make a technician available for this purpose.

A REMINDER: While the new Model-28 equipment appears, on the surface, to be much more complicated to maintain than the old Model-15, in actuality it is much simpler, once the technician becomes familiar with the principles of its operation.

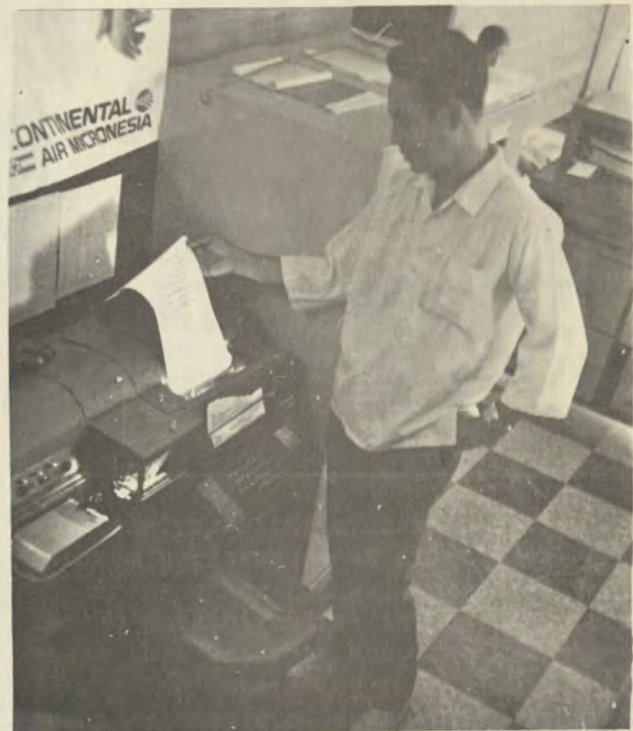
On the other hand, maintenance techniques employed for the older equipment simply will not apply to this new gear. The close tolerances required make it imperative that instruction manual procedures be followed precisely on all phases of maintenance and adjustment.

The old practice of simply "eyeballing" the selector mechanism and main shaft clutches is a thing of the past. Special tools peculiar to the M-28 will be provided and instructions for their proper use are a part of the related instruction manuals. New distortion measuring equipment and word generators have been ordered and will soon be on hand at all our stations. Properly used, this equipment will be an invaluable assistance in keeping

our teletypewriter system operating at optimum performance at all times.

Among other things, the advent of leased data circuits in the districts means that we must keep these systems in tip-top operating condition. This means a complete departure from the screwdriver/eyeball maintenance procedures and a scientific approach to new maintenance techniques.

We will continue to send technicians, from all stations, to the Teletype Factory Training Center. We plan to schedule this training in a manner that will insure that eventually every technician, no matter whether his primary duties are electronic or whatever, will complete this teletype training.



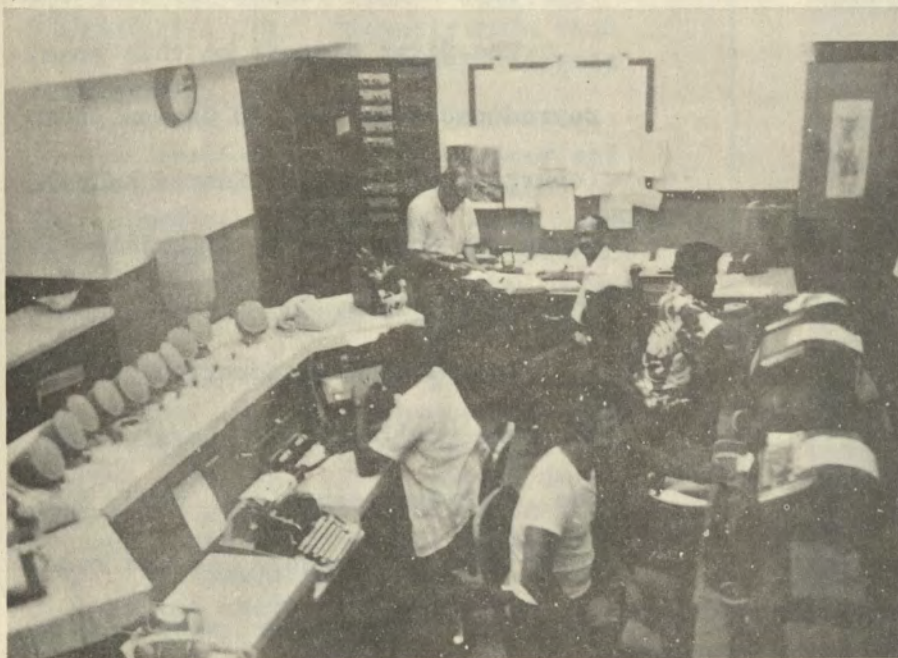
District Administrator Leonard Aguigui inspects the new M-28 teletypewriter. Well impressed with the speed and lack of "clatter-racket," his only comment: "When do we get one for Distad?"



YAP WELCOME

Just a few hundred yards from our KUP69 Receiver Station, visitors are welcomed by the sign on the Yap air terminal waiting room.

From this angle, the Comm Sta is hidden by the little store and the "buyu uch" tree centered in this picture.



INSIDE KUP69/YAP

The dat watch at this time was composed of:

At the back table, Supvy Elect Tech Stan Kohn and DCO Lloyd Griffiths.

Next to the DCO is Acting Station Chief Javier Kubney, then trainees John Yilbusay and Paul Tawermai.

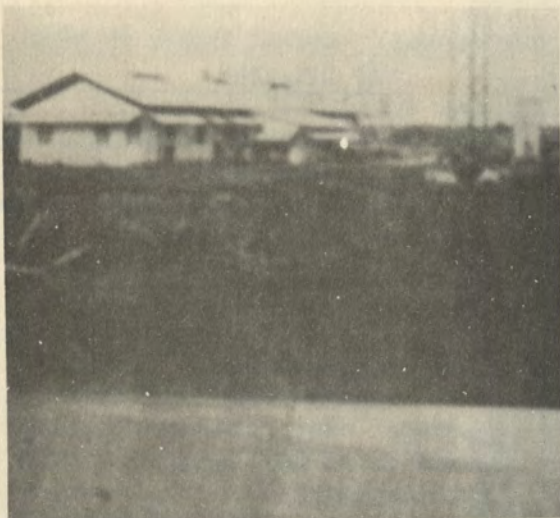
At the console working the out-island net is expert operator Robert Tamangin.



DCO YAP FLIGHT CHECKS THE YAP HOMING BEACON ????????

Not quite. But old "Sobersides" Lloyd Griffiths sometimes has brainstorm.

"Griff" lends realism to the training program by climbing into one of the old Japanese Zero's parked near the Yap receiver station and utilizing a Handy Talkie he checks out trainees on Flight Service procedures!



Among the relics in Yap are the many remains of the "German Time."

Today, our own transmitter antennas are on the same site where an old German communication station was located.

The high-powered station communicated directly with New Guinea and the Asia mainland for relay to Germany.

The first picture on this page, reproduced from an old German photo (courtesy of the Rev. Edmund Kalau) shows the Comm Sta as it existed in the early 1900's.

The second reproduction (from the same collection) shows one of the concrete stanchions used for tower guy-wire anchors -- you know they didn't blow down very easily because....

the final picture is the same concrete stanchion as it remains today. Technician Stan Filmed stands in front of it, barely visible, to give you an idea of the size. In the background, to the right, is our transmitter station and one of our present antenna towers.

But new Yap is still Old Yap, as evidenced by these recently photographed sights...

First, The Men's House in Rull is still a "Men's House," as in most of Yap's villages.

The stone money bank at Rull municipality is a well known sight. And no doubt, in proportion to it's size, one of the world's safest and heaviest of banks!

Ending our Yap feature is old Chief Gargog's house. Still in use by the Chief-- and no others!



What can I say ? Operations here are running so smoothly that we dare not think too much about it. "Murphy's Law" would certainly operate were I to tell you that signals from Saipan are strong and regular, almost everyone shows up for work when scheduled, and on time! The Truk District Legislature is now in session, but that has not increased the workload here. We continue to plow along our way with a minimum of fuss and bother.

Many faces around the community will be absent next year as the annual exodus of terminating Contract Employees begins. Many old friends gone, and new ones to be made.

Have been talking regularly by "Ham" radio to Bill Sedore (ex-Station Chief, Yap) and although he says he misses Yap he is not too unhappy to be back in The Land of the Tall Quonset Huts.

Public Works has finally assembled the materials to put a new roof on here at CommSta Truk. This work was ordered right after Typhoon Amy last year...but the inevitable supply delays, lack of material, etc., has kept it hanging. We have had several very serious leaks, but none of them on any vital equipment. As long as you don't mind swimming in the equipment room it isn't bad at all!

Our newest staff member, Nicklas Simina, has completed his indoctrination and will soon go on shift under the supervision of our Senior Operator Mr. Kichuo Ari. Nick is eager and he learns quickly. He is indeed a valuable addition to our staff. After a month or so with Kichuo he will work into the regular watch list on his way up the ladder. And we can sure use him.

So, from Truk we can provide nothing startling for news now. Some day, this writer will get to go on a field trip and have a report from the outer islands. Until then, I guess Mike and Saeson will have to take care of that end of it.

Best 73's from here
see you next issue!

The new Supervisory Electronic Technician, Mr. Stanley Kohn, has finally arrived in Yap to assume his duties here.

Mr. Kohn's career in radio and electronics started in 1943 when he enlisted in the U.S. Navy and was trained as an Aviation Radioman. His experience has spanned positions as Flight Radio Officer with Northwest Airlines, shift supervisor in point-to-point CW operations for Aeronautical Radio Inc., Technical Representative for Philco Corporation traveling to Germany, Alaska, Korea, Okinawa and Japan, Electronics Technician for Page Communication Engineers in Ponape, Electronics Technician for U.S. AID in South Vietnam; and Electronic Technician for Saunders Associates in Japan.

Stan is also a "ham" - or Amateur Radio hobbyist, formerly W6TMV and KC6BK. He has, at present, the newest call in the Trust Territory - KC6SK.

Mrs. Kohn and daughter are presently in Ponape and will be joining him here in Yap soon.

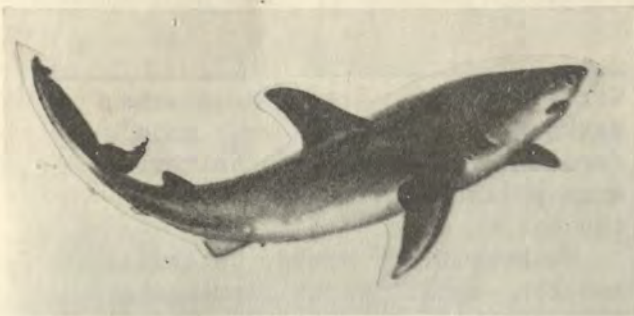
Welcome aboard Stanley! All of us at the Yap Communications Station wish you a long and happy tour!

Mr. and Mrs. Marvin Trupp visited Yap the latter part of May. Marv came to help install the new M28 Teletype for the Air Micronesia circuit and took the opportunity to also install a new echo suppressor in the Yap-Saipan voice-link.

During their visit here, Marv and Jean were guests of the U.S. Coast Guard at a Gagil Beach Party which included standing rib roast bar-b-que and choice of TopTenderloin steaks. They were also able to see a good portion of Yap. When Mr. and Mrs. DCO led them on a sight-seeing/picture taking expedition to local villages, stone money banks and beaches.

After Marv completed his work here and all the circuits were "fiver," they took off for Koror to install the Air Mike teletype there.

Thank you Marv and Jeanie, for being our guests for all too short a while. We'll be looking forward for your return visit!



**MAJURO'S SHARK CHILLER
OUTDOs SAIPAN'S SHARK SHASER**

One year ago in May, your Communicator carried an interesting article about "Shark Shasing w/ the Shief."

Not to be outdone, the Marshalls now comes up with a "shark wrestling" communicator that recently made real headline news. Les Talley reports from Majuro:

As reported in the Micronitor and the Pacific Daily News, the month of May turned up Micronesia's only known shark wrestler. He is one of the RadioTeletypeOperators from the Majuro Communications Center, named Lowa L. Joab.

It seems that the shark wanted Lowa's fish but our doughty communicator was not about to give it up without a battle. He is quoted in the news reports as explaining that after the shark had made several passes at him: "I remembered my knife... and I grabbed the shark by the fin and climbed on top him with my legs wrapped around his tail. Then I cut at him around the head near the gill openings on the side. The shark sank to the bottom and some small fish began to eat at him then some more small sharks went after him."

Scratch one shark from
the Majuro lagoon.

Now we hope to hear from the Koror staff about a crocodile wrestler; from Ponape about a Carabao thrower; from Yap, a Betle Nut climber? The Truk and Saipan Comm staffs should continue racing with their frogs and snails...

Call Comm Center Majuro if a shark wrestler is needed at your end...

A TRIP TO THE SOLAR TRADER
by mike willett

With the new Co-Pilot Transceivers waiting to be installed on the Outer Islands of the Truk District, but no way to charge the Nicad batteries supplied with the sets, we decided to go on an automotive-battery shopping trip.

A quick check of Supply and of Public Works turned up nothing, and a look through local stores revealed only a few motorcycle-size batteries which were not quite hefty enough for our purpose. Investigations into supplies on Saipan were no more fruitful and even on the "Big Island" of Guam they could not be found.

Several talks with Truk Distad Juan Sablan and radio contacts with PCV Mike McCoy of Satawal, Yap District, revealed that there ARE batteries available in the TT and also divulged where and how to get them.

Where? On the ill-fated Solar Trader which went aground on West Fayu's coral reef on Christmas Eve while plying from Japan to Australia with a cargo of hundreds of new automobiles, all of which had new batteries.

How? By diverting the MV James Cook, Trusty Field Trip vessel, which was about to make a run through the Namonuito islands collecting copra, selling goods and performing various indispensable field trip services.

Saeson and I boarded the James Cook on a sunny and calm afternoon just in time to clear Truk Lagoon by sunset and then ride at anchor in the pass so that we would raise our first landfall, Pissarach, at daybreak. That was a relaxing stop (the radio was working).

We went on to Onari that afternoon where we again had little to do as they have no radio and would not get one until we got our batteries.

(continued - next page)

TRIP TO SOLAR TRADER (continued)

From there, six of us went on speed boat to Ono, the next stop two hours away, rather than wait to lift the boat back on the ship. Ono, and then Magur, were again uneventful with Saeson and I fast becoming regular tourist shell-collectors.

The following day on Ulul proved a different story. The 60 foot telephone pole used for their antenna had been blown 30 degrees off the perpendicular by typhoon Amy and several Guy wires were broken. A lot of digging and pulling ensued and the pole was straightened and re-anchored with new guys.

So far, all routine, but now came the time to sail into the (for us) new and unknown waters of the Yap District.

A quick stop at Pikelot (uninhabited) showed us an abundance of shells and glass balls at the high water line and signs of many turtles crossing the beach and laying their eggs. One interesting artifact turned up here, a bottle (one fifth gallon in size) containing a note by turtle hunters from Satawal. It told of their visit to Pikelot a month and a half earlier, of the nine days they spent, the number of turtles caught, and their destination when they left.

West Fayu finally came into sight. The Solar Trader was sitting high and dry on the reef with no damage apparent from the lagoon side.

West Fayu is uninhabited, a turtle breeding area traditionally hunted by the people of Satawal. Now there were six newly painted sailing canoes on the beach and temporary living quarters set up under the coconut trees. The men, who had sailed there from Satawal, had been salvaging from the ship for several weeks and sailing their booty the two miles back to the beach.

Tires by the hundreds in stacks, seats, tool kits, jacks, ship's furniture and yes, even batteries were piled up everywhere around the beach.

We bought the needed batteries and the Public Works representative stocked up on tires, tools and some batteries too. I even got a new set of tires for my poor old Datsun back in Moen at a bargain price.

Then two Boston Whalers made a trip to the Trader. It was only two miles away but most of the distance was over the shelving reef through very shallow water and the boats had to be pulled by wading "passengers" to keep the propellers from shearing on the jagged coral heads. Pushed up parallel to the reef and very high out of the water, the Solar Trader was not difficult to board from the lee side as the gang-plank was down.

From the upper deck, a look over the windward side told the story of why salvaging the ship itself was impossible. Whole plates were missing and cars had fallen through the holes into the sea to become rusted fish homes.

A disheartening sight, trucks, busses and cars, all brand new and there just for the taking IF someone could get them to a place where there are roads.

The ship shuddered and groaned as each new wave broke against her - not the type of place where one would like to spend a stormy night. The return to the beach was worse yet. Loaded to the swamping point with booty to the gunwhales, the wind-whipped waves made it a trip no non-swimmer would dream of making.

Then the return trip to Moen included stops at Satawal, Puluwat, Pulap and Pulusuk. Quite a trip just to buy batteries. But it ended up being cheaper and faster than ordering them from the mainland!

To begin with, we KUP68rs regret not showing up for the last issue, please accept our apology.

Now to all communicators from us in Koror, ALII KOMUANGERANG?"

Looking over the last issue, (#13 Majuro the Eastern Gateway), the front page picture was really interesting. One of our operators, upon seeing the picture of "The Longest Road" commented: "Wish we could have this kind of road in Palau so I can come to work on time!" When this guy is late and is asked what delayed him, he says, "Ah Chief, I am good driver (Ha!) but it is a bad rough road," but then he adds, "Coming to work isn't so bad but driving back after work is what hurts.

Now to continue with operator problems... we understand that Ponape will soon be hosting a special session of the Congress of Micronesia. Well, may we give you the benefit of our experience? I would like to give you some idea on how we managed to handle the traffic and overseas phone conferences during the last session of the Congress held in Palau. You might make a good reminder out of this.

To start with, we had five new remote units in different places for (1) Public Affairs, (2) Senate Chambers, (3) House Chambers, (4) Office of the Administrative Officer, Mr. Leekly, and (5) the Continental Hotel. These installations were the first step and you have to familiarize yourself with them. Secondly, you have to obtain a list from Mr. Ray Ulochong from Public Affairs for the Hotline Telephone authorized list.

OK, everything is under control, but remember you also have to handle your regular routine and daily traffic from your own Distad and other district agencies and organizations.

So let's examine one routine day during the 50-day session.

You get a call from Public Affairs Ray Ulochong who wants to talk to Mr. Craley or Mr. Strik Yoma in Saipan. Ray is standing by while you place his

call, but Saipan is calling you now with a call for Mr. Leekley from Mrs. Fisher, urgent... So while one of your ops is calling Leekley to come to the Radio Station you connect the Yoma Ulochong call. Leekley walks in and when the first call is finished you put his call through... but now Saipan says Mrs. Fisher just left the office for lunch, will call back later. John Leekley takes off. MOC is calling to talk to Max Jones/Saipan, Peter Wilson for Wyman Zachary, Dave Shay for Ray Matthews... all apparently unaware that it is lunch time in Saipan and you have to so inform all the callers. Now it is Lunch time in Koror, but Saipan is placing calls to you apparently forgetting it is lunch time here now! So you arrange later schedules, re-schedules and re-arrangements. Forget about your own lunch, you'll never get everything lined up if you take off for lunch.

Finally it is getting toward evening and your day shift is gone... but you have to remain to make sure everything is at least lined up to get caught up! Traffic waiting to go and more incoming from Saipan. Then here comes Mr. Jon Anderson, PID, with a couple of multi-page MNS releases and right after Jon leaves here comes the POLAD Mr. Dorrance with his messages, similar to MNS in that they too are many multi-pages. You have them piled up and the time has come for the Weather Bureau to run their long weather messages for the day. You have two men on watch, only one tape-cutter and that is occupied on the main traffic circuit. More messages coming in from Saipan, you have to interrupt the outgoing in order to acknowledge receipt, and when you look back to the dispatch you were cutting you've lost your place and you have to read the tape to know where to start over.

When you finish cutting the first section of MNS and begin running it to Saipan, they come back and say, "Your page one section one incorrect." NOW you remember that the address must

(continued on page 10)

PALAU REPORTS (continued)

be included in the 20 lines of page one! What a mess!

Remember the weather messages must be sent out before the deadline. Reception starts going poor and Saipan requests a TEST TAPE. One of our operators said, "Maybe we should have a CW circuit so we can send some of the short messages at least." (Attn: oldtimers Esikar, Kubney, Mag, Les & Greg).

I know this may not sound so very complicated but you have to experience it to really know what I mean.

This all may be "just routine" for the Saipan Relay/Control but it was the first time for us.

Of course we owe you all in Saipan a few thanks because your gang helped us a lot in correcting our mistakes. And also thanks to Mr. Matsumoto, John. We thank you and your WAC for the cooperation during the last session of Congress in Palau. Without your help maybe we would have been lost! So, Arigato?

But there were really not many complaints, were there Mr. Welch? Mr. Wiseman? In fact, someone did recognize our efforts. Mr. James Manke, Chief PID. Thank you Mr. Manke for your nice commendatory letter. As you know this old station is pretty crowded and all was not so convenient for you and the others. But we did the best we could to serve all. If we get another chance we'll really show you next time!

Best 73's from Koror,
CU Soon!

THE COMMUNICATOR

A monthly(?) newsletter published by the Communications Division, Department of Transportation and Communications, Trust Territory of the Pacific Islands.

NEW ENGR TECH CLERK SECTY ?



Smiling Geggie Asanuma, pictured above, has just joined our Engineering Office staff.

Geggie is 24, originally from Koror, Palau District, graduated from Mt. Carmel High School, completed two years of Modesto Jr. College, and - sorry fellers - she IS married.....

COMM ENGR'S TOWER PAINT PROBLEM

Leave us not even discuss the very few (willett-type) submittals of:

"9 or 90 hours because most of the crew would take annual leave." that came in reply to our last issue's tower painting problem...

But we will give you here the simple mathematical solution:

5 men work 3.5 hrs = 17.5 ManHours

2 additional men
+ original 5 men
(total 7 men) work
6 more hours = 42.0 ManHours

Total ManHours = 59.5

HOW LONG WOULD IT TAKE 9 MEN ?

9 working men = $\frac{59.5}{9}$

or 6.61 hours !

Right ?