

# SYNOPSIS OF CONTENTS.

## CHAPTER I.

### GENERAL ELECTRICITY.

	PAGE
<b>Matter</b> :—Molecules—Atoms—Ether—Positive Ion—Electrons—Negative Ions—Ionisation. Ionising Agents. Current of Electricity—Coulomb—Definition of an Ampere. Voltage—Definition of a Volt. Resistance—Conductors—Insulators—Definition of an Ohm . . . . .	1-3
<b>A Simple Circuit</b> :—Potential Difference (P.D.), Ohm's Law . . . . .	3
<b>Electrical Power</b> :—Joule's Law—Watts—Heat Generated in a Circuit— $i^2 R$ Loss—Connection of Resistances in a Circuit . . . . .	4
<b>Alternating Current</b> :—Frequency—Low Frequency—Simple A.C. Circuit—Sine Wave—Periodicity or Frequency—Effective Value of A.C.—R.M.S. Value—Phase—Power Factor . . . . .	5-8
<b>Condensers</b> :—Formula for Condensers—Farad—Microfarad—Centimetre—Energy in a Condenser—Reactance of a Condenser—Connection of Condensers in a Circuit . . . . .	8-10
<b>Inductance</b> :—Lines of Force—Unit of Inductance—Henry—Millihenry—Microhenry—Centimetre—Inductive Reactance—Energy in an Inductance—Connection of Inductances in a Circuit . . . . .	10-11
<b>Circuit containing C.L. and R.</b> :—Formula showing Relationship between $i_{\text{eff.}}$ and $e_{\text{eff.}}$ —Resonance . . . . .	12
<b>Transformers</b> :—Relationship between Primary and Secondary Circuit Ratios—Currents and Voltages . . . . .	13
<b>Telephones</b> :—Magnets—Pole-pieces—Diaphragm—Fluxes and Force on Diaphragm . . . . .	13-14

## CHAPTER II.

### VALVES—SCREENING.

<b>Description of a Valve</b> :—Filament—Grid—Anode or Plate Action of a Valve—Voltage Amplification Factor . . . . .	15-16
<b>Characteristic Curves</b> :—Anode Current—Grid Voltage Characteristic Curve—Method of taking Characteristic—Explanation of Characteristic . . . . .	16
<b>Valve as a Detector</b> :—Leaky Grid—Condenser Rectification—Value of Grid Condenser—Value of Grid Leak Resistance. Valve as High-frequency Amplifier. Valve as L.F. Amplifier . . . . .	17-20
<b>Coupling between Valves</b> :—High Frequency Tuned Anode Coupling—High Frequency Choke Coupling—Low Frequency Coupling (Transformers)—Resistance Coupling. Reaction—Inductive—Sense of Reaction. Capacity Reaction—Heterodyning—Beat Reception—Local Oscillator—Heterodyning C.W. Signals—Heterodyning Spark Signals . . . . .	20-25
<b>Screening</b> :—Definition—Screening the Electric Vector—Loop Screen for diminishing the Vertical Effect—Screening the Magnetic Vector . . . . .	25-27

## CHAPTER III.

## PRINCIPLES OF DIRECTION FINDING.

	PAGE
<b>A Simple Oscillating Circuit and its action:</b> —Frequency and its dependence on L and C values of the Circuit—Amplitude—Wave-length. Continuous Wave Transmission—Interrupted Continuous Wave (I.C.W.) Transmission—Energy in an Aerial System—Electrostatic Energy in an Aerial—Electromagnetic Energy in an Aerial—Radiation from an Aerial—Distribution of Fields at a distance from a Transmitting Aerial—Transmission of Energy from an Aerial—Distribution of Flux Density in a Wave—Effect of a Wave on a Vertical Receiving Aerial—Phase of E.M.F. in a Receiving Aerial—Aerial Resistance—E.M.F. Induced in an Aerial—A Loop System—E.M.F. Induced in a Loop Aerial System—Position of Minimum Signal Strength—Position of Maximum Signal Strength—Phase Relationship of Flux of Incoming Wave and Induced E.M.F. in Loop . . . . .	28-37
<b>Polar Diagrams:</b> —General Principles of a Polar Diagram—Summation of Two Polar Diagrams—Polar of a Vertical Aerial—Polar of a Frame or Loop Aerial—Change in Phase through Zero Position—Figure-Eight Polar—Conclusions from Figure-Eight Polar—Frame Vertical Effect—Polar of a Frame showing Vertical Effect—Direct Vertical Effects—Complete Polar of a Frame Aerial System—Added Vertical Effect—Result of Vertical Effects on Bearings—Result of Compensated Vertical Effect on Bearings—Comparison between Compensated and Non-compensated Effects on Bearings—"Sense" or True Direction—Definition—Determination of "Sense" or True Direction (Heart-Shaped Diagram)—Method of obtaining the Heart-shaped Diagram—Conditions for obtaining "Sense" or True-direction—Frame Position—Tuning of Frame and Vertical Aerial—Amplitude of Currents in Frame and Vertical Aerial 37-48	37-48

## CHAPTER IV.

## RÉSUMÉ OF DIRECTION FINDING.

<b>Types of D.F. Stations:</b> —Directional Transmitters—Directional Receivers—Shore Stations—Ship Stations—Advantages and Disadvantages of Transmitting D.F. Stations—Advantages and Disadvantages of Shore D.F. Stations—Advantages and Disadvantages of Ship D.F. Stations—Accuracy of Ship D.F. Stations—Possible Errors in checking a D.F. Installation . . . . .	49-51
<b>Directional Transmission:</b> —Telefunken Compass and Method of Working—Drawbacks of Telefunken Compass System—German Aircraft System—Robinson Directional Transmitting System for Aircraft—Marconi Beam Transmitter . . . . .	51-55
<b>Directional Receiving Systems:</b> —Types of D.F. Receiving Systems—Comparison between Maximum and Minimum Methods of D.F. Reception—Advantages of Minimum Methods—Advantages of Maximum Methods—Two Coil Systems (M.B.T.)—General Description—Simple Theory of M.B.T. System—Angle of Swing—Size of Loops . . . . .	55-58
<b>Robinson D.F. Apparatus:</b> —Reason for System—General Description of Robinson System—Method of Working Robinson System—Theory of Robinson System—Possible Ambiguity of 90°—Elimination of 90° Ambiguity . . . . .	58-61
<b>Single-Frame Systems:</b> —Advantages and Disadvantages of Single Frame Systems—Disadvantages of Single Frame Systems—Advantages of Single Frame Systems—Essentials in Design of Single Frame Systems . . . . .	61-63
<b>Kolster and Dunmore Apparatus:</b> —General Description—Method of Operating the Kolster and Dunmore System . . . . .	63-64



<b>Bellini Apparatus:</b> —General Description—Method of Operating the Bellini System . . . . .	PAGE— 64-65
<b>Siemens Apparatus:</b> —Frame Design—Fixing of Frame to Deck—Size of Frame—Protection of Frame Winding—Weatherproof Qualities—Visibility—Negative Effect on Standard Compass—Ease of Dismantling—Flexibility of Drive—Frame Windings—Wave Range—Description of Handwheel—Handwheel Overlap of Degrees—Description of Handwheel Scale—Direction Indicators—Sense Indicators—Drive Wire between Handwheel and Frame Base—Description of Pulleys—Method of Fixing and Adjusting Drive Wire—Checking of Drive Wire position . . . . .	65-69
<b>Receiver:</b> —Description of Amplifier—Circuit of Receiver—Outside Appearance of Receiver and Controls—Frame tuning Devices—Reaction Condenser—Vertical Tuning Devices—Aperiodic and Tuned Vertical Aerial . . . . .	69-72
<b>Coupling Coil:</b> —Action of Coupling Coil—Coupling during presence of "Night Effect"—Phase Change—Position of Coupling Coil to compensate for Ship's Effect on Incoming Wave—Characteristic of Coupling Coil for Sense—Condition (1) for "Sense" Determination—Condition (2) for "Sense" Determination—Local Oscillator—Description of Local Oscillator . . . . .	72-75
<b>Telefunken Apparatus:</b> —Description—Circuits—Advantages Claimed . . . . .	75-76

CHAPTER V.

INSTALLATION OF A SINGLE-FRAME AERIAL ON A SHIP.

<b>Position on Ship:</b> —Installation on Bridge (Advantages and Disadvantages)—Installation in W/T Cabin (Advantages and Disadvantages) . . . . .	77-78
<b>Choice of Site:</b> —General Considerations . . . . .	78
<b>Vertical Aerial:</b> —Method of Installing Vertical Aerial—Effect of too Short a Vertical Aerial—Effect of too Long a Vertical Aerial—Approximate Length of Vertical Aerial—Distance between Loop and Vertical Aerial—Wiring from the Loop to the Receiver—Screening of Wiring . . . . .	79-81
<b>Fixing of the Handwheel:</b> —General Considerations . . . . .	81
<b>Low-Tension Wiring:</b> —Earthing of L.T. Negative . . . . .	82
<b>Low-Tension Batteries</b> . . . . .	82
<b>Auxiliary Controls in Fitting D.F. Sets:</b> —D.F. Set in W/T Cabin—D.F. Set on Bridge—Wiring of Auxiliary Controls with D.F. in W/T Cabin—Wiring of Auxiliary Controls with D.F. on Bridge . . . . .	82-85
<b>Relay:</b> —Description of Relay—Action of Relay . . . . .	85
<b>Instructions for Operating the Siemens Direction Finder:</b> —Calibration Curves—Tuning—Direction on Spark or I.C.W. Signals—"Sense" or True Direction on Spark or I.C.W. Signals—Direction on C.W. Signals—"Sense" or True Direction on C.W. Signals . . . . .	86-88
<b>Faults and their Elimination:</b> —General—Reception of Spark Signals—Reception of C.W. Signals—Sense . . . . .	88-92

CHAPTER VI.

THE DEFLECTION OF WIRELESS BEARINGS DUE TO THE SHIP'S METAL MASS.

1st Quadrant—2nd Quadrant—3rd Quadrant—4th Quadrant—Fore and Aft Line—Quadrantal Error Curve—Influences on Q.E. Curve—Frame off Fore and Aft Line—Deflection due to Different Values of Wave-Length used in Calibration—Influence of Ship's Metal Mass on Different Wave-Lengths—Method of Determination of the Quadrantal Error Curve