

One of the most popular spots in the Island is St. Peter Port Harbour—particularly if it is raining!

Summer and winter there is always something happening, something to see. The interest of spending an hour or so around the harbour can be increased by knowing the purpose of some of the flags and signals in general use.

The Signal Station at the White Rock displays a red flag to prohibit entry to the harbour, this usually indicates that the British Railways Passenger Mailboat or some other large vessel is about to leave. Prohibition of exit or movement within the harbour is denoted by displaying two black discs. At night these signals are replaced by a red light shining from the masthead in the appropriate direction.

When the Signal Station sights the Mailboat approaching from England or Jersey the British Railways flag is flown. This flag is blue with a white/red St. Andrew's cross and a lion in the centre. The Mailboat herself flies the B.R. flag and a Red Ensign denoting that she is a British merchant ship. The half red, half white flag with the number on it is her pilot flag. This shows that the Captain is qualified to bring the vessel into Guernsey waters. This flag is also seen on several other passenger and cargo craft using the harbour. The number on the flag identifies the pilot, if there is no number the local pilot is on board.

SHIP AHOY!



The Mailboat will also hoist two black discs, one either side of the mast, before she leaves harbour. This is to warn other boats that she will go astern and that she will observe the 'rules of the road' as though she was going forward.

The Red Ensign (red with a Union Jack in the top left corner) is flown by many other craft in the harbour. This flag can be displayed by any British vessel. Foreign boats also fly this flag along with their own as a courtesy. The Blue Ensign may only be flown by members of Royal Yacht Clubs, ships commanded by any ex members of the Royal Navy or R.N.R. and other vessels in Admiralty service.

The White Ensign (white with a red St. George's cross and a Union Jack in the top left quarter) is the flag of the Royal Navy and is flown by H.M. Ships of War and members of the Royal Yacht Squadron.

Visiting yachts from foreign ports fly a yellow flag when entering the harbour. This is the quarantine flag to show that the boat requires medical and customs clearance.

The Blue Peter (blue with a centre white square) is flown by vessels intending to leave port within 24 hours. Two other flags seen in these waters are the 'Explosives' and 'I require a pilot'. The former flag (red with a triangular cutaway) can be seen on several ships bringing oil to the island. The flag requesting a pilot has six vertical stripes, alternately yellow and blue.

Tektopics express their thanks to the Harbourmaster of St. Peter Port, Capt. J. C. Allez for his help in preparing this article.

Eight Doubles * * * for One Penny



The first Guernsey coins appeared in 1830, when William IV was reigning monarch, and were made by Boulton and Watts' Soho Mint. Later coins were made by Ralph Heaton of Birmingham, hence a small 'H' on some earlier coins, and later still by the Royal Mint.

The first coins, especially the first two issues of pennies, were very heavy and large being made of bronze and were known locally as 'cartwheels' because they were so weighty to carry about. In 1858 the coin metal was changed to copper and has remained so.

A collection consisting of all known varieties, with some of the same date, would have 113 coins, but of different dates only 73. Many of the early coins are very rare indeed owing to the low mintage ordered by the States of Guernsey, therefore their value is steadily rising as Numismatists all over the world, especially the U.S.A., seek them out to form yet another collection.

There are only six known sets in the island, one resting in the Guille Alles Museum, and as much as £100 is a fair price to pay for a set, but if it includes all varieties and proofs the price is £250 as some of the proofs are solid gold or gold plated.

Keep your eyes open 'Tekites' you may have more than you think in your pocket.

one



THE HOPE OF MAN IS TO CONTROL HIS ENVIRONMENT. RESEARCH BECKONS THAT HIS GOAL CAN BE REACHED: HE HAS LEASHED DREAD DISEASE; HE HAS LEAPED INTO SPACE. IN A SLIVER OF TIME, INCREDIBLY SMALL EVENTS OCCUR, BILLIONS UPON BILLIONS. ANY ONE OF THEM MAY CHANGE YOUR TOMORROW. TO MEASURE THEM EXACTLY DEMANDS INSTRUMENTS OF PERFORMANCE NEVER BEFORE CALLED FORTH. SUCH AN INSTRUMENT IS THE TEKTRONIX OSCILLOSCOPE.

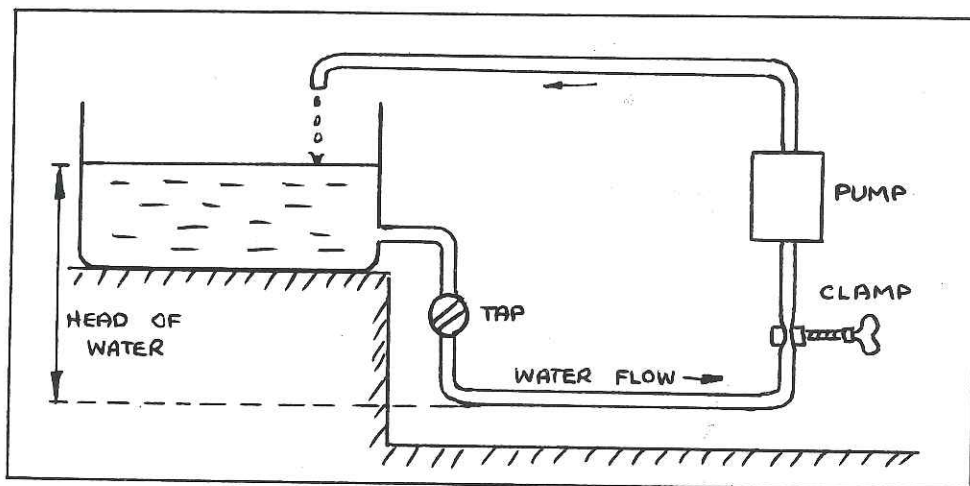
The how, why and when of oscilloscopes,

Part 2 WHY?

Most machines can be seen working and measurements, even small ones, can be made visually. A doctor can hear a heartbeat and photograph the body with X-Rays, one can observe the flow of liquids and a Chemist may measure or weigh the correct amount of compounds for an experiment.

In electrical circuits we cannot see what is happening, only the end effect. If we switch a lamp on it glows white hot and emits light but the current and voltage needed to produce this effect are invisible. We need to make these two dimensions act on something we can look at.

Current is due to the flow of 'Electrons' (parts of atoms) in a wire connected across a Generator or Battery producing a 'Voltage'. This is like the flow of water in a pipe from a tank (see diagram). In electrical circuits the tank of water is called the Battery, the amount of water in the tank the Voltage and the water flow per second the Current. We can add a tap (Switch) to stop the flow, a clamp (Resistor) around the pipe to control the flow and a pump (Generator) to put the water back into the tank (and ensure the Battery does not go flat!).



We talk a lot about A.C. and D.C., the latter is a flow of current in one direction only and the voltage is constant. A.C. or Alternating Current flows first in one direction, stops and then flows the other way, this so-called cycle is repeated at an even rate. The actual amount of Voltage or Current in an electrical circuit can be measured by a Meter. This instrument has a needle which moves according to the magnetic or heating effect of the current. We may observe small changes in current flow but not fast ones, the needle will not react quickly enough. Something like a meter needle is required that is not affected by friction, and can therefore move much faster.

Our problem is solved by using the electron beam in an Oscilloscope and we apply a voltage to make the spot on the screen move to faithfully reproduce that

voltage or the current producing it. The modern oscilloscope will detect very small or very large voltages and currents and measure them accurately. It will display extremely fast changes which occur in present day electronics circuits such as Computers, Radar and Satellite Control Systems. These changes can occur in such a small time that several hundred millions of them will occur in ONE second, yet we can look at them on the Oscilloscope screen.

Tektronix instruments are generally acknowledged to be the finest for use in this field and we are continually striving not only to stay in the lead but apply our product to an increasing range of applications. . . as you will see in the next article in this series.

Have visa — will travel Frank Doyle

I had been spending a couple of days in Stockholm attending an Electronics Exhibition and meeting with our Distributors from Sweden, Finland and Norway. On the day in question I was due to fly to London. My flight was to leave about midday and I had arranged to meet Don Alvey in London prior to his return to Beaverton the following day. With no particular reason for rising early, and happy to catch up an extra hour or two, I slept late.

My day started at 08.25 with a 'phone call from Erik Ferner (Swedish distributor). Erik told me he had received an urgent Telex message for me from Don Alvey. The substance of the message was that our German Distributor

—Rohde and Schwarz—requested that I attend a meeting in Berlin that very afternoon. Don had apparently checked some flight timetables and suggested certain flights that would get me into Berlin and out again so that we would still be able to meet in London later that day.

I hurriedly shaved and dressed and ran to the closest Airline office some half a block from the Hotel. With only one counter clerk and some twenty people waiting, I decided this was not the place to get my ticket. Rushing back to the Hotel, hurriedly packing my bag, checking out and grabbing a taxi, I went to the Town Terminal of Scandinavian Airlines. Here I found a most obliging young lady who tackled the rather difficult chore of

re-writing my ticket with some enthusiasm. She was able to make a reservation on a flight leaving almost immediately to Berlin and, although she wrote my ticket from Berlin to London, she was unable to get confirmation. With minutes to spare, I boarded the bus to the Airport. . .

Upon arrival at the Airport, I found out that I would be flying in a Russian Aircraft of the Czechoslovakian National Airline. I also established that the plane was going to Prague—behind the Iron Curtain—which struck me at the time as being rather odd!

continued on page four →

NEWSREEL

Tektronix Inc. has been awarded the Presidential 'E' award by the U.S. Bureau of Int'l Commerce and is only the seventh industry in Oregon to receive this award. The award is given for excellence in exporting and consists of a certificate and pennant, and was presented on October 6th by a State of Oregon Senator.

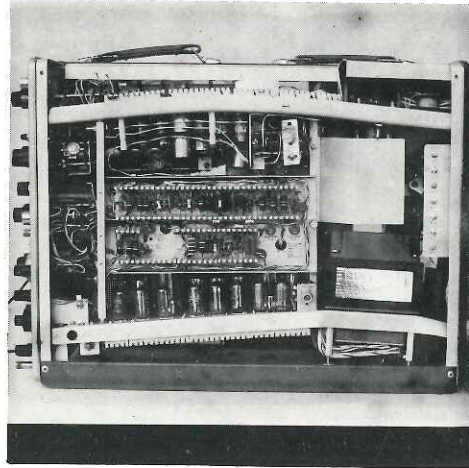
Frank Doyle's comments were:—"Exporting electronic equipment entails encouraging eager efficient endeavours, earning ecstatic enthusiastic end-users, ensuring elevating emblematical "E". (Tektopics thinks this talented treatise tip-top!).

On September 16th we had a visit from 34 students of the Teknikum Copenhagen. Because of bad weather the flight was unfortunately delayed and the full programme arranged could not be carried out, in particular the visit to Quay House where a very complicated display was laid out had to be cancelled. We hear that the canteen staff provided a most excellent lunch for our visitors.



Tektronix U.K. Ltd. are holding a conker contest. Natural conkers only are to be used, the rules forbid the use of 'loaded' conkers and the only target is that on the end of the string. There will be a prize for the Conker King or Conker Queen. Brian Wilkins reports that the Guernsey exiles over there are bearing up under the strain of fog, wind, rain and the Tax Man!

The Guernsey-made 535A shown here survived a drop from a crane recently. When returned for repairs, the scope was operational—we didn't even have to replace the CRT!



Val Le Tissier, Val II to old time Tek types, has recently been in Guernsey. Val has been living in Pittsburg for nearly two years and is studying metallurgy and during this time has acquired a noticeable American accent. She managed to persuade her boss to give her a month's holiday for a grand tour of Europe, including a fortnight in Guernsey.

Back from a fortnight in Israel, Ted Marguerit has completed the first applications' course ever run by our customer training department. There were about 40 on the course which was slanted towards the new Tek instruments, especially storage 'scopes. Afterwards there was time for visits to the customers' own laboratories to discuss their own particular applications. Tektronix, Inc. especially Product Information, gave Ted invaluable help in gathering material.

In September Tek International A.G. exhibited at the Zurich Fera, an annual radio and television fair. Field engineers Hans Mauchle, Fernand Guhl and Jean-Pierre Huelin, all of whom were in Guernsey last year on a training course, were kept busy demonstrating our scopes. Ken Hart spent a fortnight in Zug while the fair was on to help make up the depleted staff.

Tom Maclean, manager of Tektronix Holland N.V. paid a routine visit to Guernsey recently. He said that the Heerenveen manufacturing operation was coming along really well and that Tek had established a very favourable reputation in Holland.

Our globe trotting Dutchman, Joop Ridder, is at the moment in South Africa. He is working with Protea, our representative there, and went to assist in the setting up of a repair centre. We hear though that he has been prevailed upon to give lectures on sampling systems, brave man!

Our busy field training department has yet another course on its hands. Tek U.K. has sent four F.M.E.'s for training. Ron Dixon, Bob Finch, Peter Hildebrand and Nat. Muir will be in Guernsey until Christmas when they will return to Tek U.K. to work in the new field repair centre. Herbert Bejol from our Swiss field office has spent nearly two months here undergoing training as a repair man.

Doris Molony, Personnel Dept., has recently been in correspondence with Ruth Pasley, Retirement Trust, Beaverton. Ruth has sent her some delightful picture postcards of the Beaverton and Portland area. We will publish some of these to give you some idea of the local Oregon beauty spots.



Mt. Hood, (11,245 ft.) visible in skyline pictures of Portland area, is about 60 miles east of Portland—only mountain in the world which has all year-round skiing. This is the view in May or June with rhododendrons and azaleas in bloom.

small ads.

wanted

SECONDHAND GUITAR. Ring ext. 64, La Villiaze.

GOOD Home wanted for miniature type Spaniel bitch, 4 months black and white markings. Apply Dorothy Lambourne, Unit Wiring, La Villiaze.

accommodation

BED-SITTING ROOM. Own cooking facilities or if preferred breakfast and evening meal provided. Further details, Personnel, Victoria Avenue.

engagements

Margaret Carre (Unit Wiring) to Roy Torode, July 21st.

Marion Browning (Manufacturing) to Brian Vohmann, October 1st.

Carol Brehaut (Tek. Ltd.) to Vincent Paver on October 24th,

marriages

Gwen Le Noury (Capacitors) to David Gallichan on August 20th at C tel Church.

Ann Torode (Unit Wiring) to Eric Bisson at St. Sampson's Church, on August 27th.

Dorothy Walmsley (U.W. Inspection) to John Mann, on August 29th, at the Town Church.

Pam Burtenshaw (Unit Wiring) to Malcolm Brehaut on 10th October, at La Chaumiere R.C. Church.

Pauline Butler (Tek. Ltd., Quay House) to Michael Burton at St. Michael's Church, Tilbury Road, East Ham, London, on October 17th.

births

To Doreen and Peter Fulwell, a daughter, Karen Margaret, born 16th September; 8 lbs.

To Barbara and Bill Exley, a son, Jonathan, born 19th September; 8 lbs. 2 ozs.

To Jenny and Peter Goupillot, a daughter, Tracey Jayne, born 29th September; 7 lbs. 14 ozs.

new employees

Andrew Fitzpatrick Test
Juliet Noyen Finance
Joyce Fretter Cables
Ralph Bryce Technical Trainee

four

for sale

1 BABY PUSHCHAIR (flat folding). Contact Walter Le Page, Facilities.

HOOVER JUNIOR VACUUM CLEANER with accessories and Family sized Revo Princess Electric Cooker, 3 plates, large oven. What offers? Apply Maurice Lihou, Tek Ltd.

LEAK RECORD HI FI PICK UP (Mono) complete with arm and matching Transformer,  5. Apply Ron Renouf, Stock, La Villiaze.

SMITH 48 Watt Spotlight, 1500 ft. beam,  2/10/0 o.n.o. Contact Keith Savi- dent, Prod. Shop, Victoria Avenue.

statistics

five year Tek

Jim Cutler joined the Model Shop staff on August 8th, 1959, and is now section leader there.

Tina Perkins commenced in unit wiring on September 7th, 1959, transferred to Personnel in May, 1961, and has been working for Tektronix Ltd. since October, 1963.

Yvonne Breton, who now works in Unit Wiring Inspection, entered the Unit Wiring Dept. on September 14th, 1959.

Derek Machon celebrated his 5 years at Tektronix on September 21st, he commenced work in Final Assembly and is now a Unit Wiring Supervisor.

Keith Forsey (Test Dept. Supervisor) started in Calibration and Test on September 21st, 1959.

Bob Gwynn joined the company on September 28th, 1959 in the Test Department, moved to Marketing Field Support in March, 1960, became Guernsey Marketing Manager in January, 1961. He took up his post as Tektronix Guernsey Operations Manager on October 16th, 1961.

John Baker, Manufacturing Manager, started with the Company in the Test Department on October 5th, 1959, and later transferred to Component Manufacture. He was promoted to his present post on July 30th, 1962.

Tom Jennings began his employment on October 5th, 1959, and has worked in the Test Department and Q.C., before becoming a member of Staff Engineering on July 22nd, 1962.

Unit Wiring

Pauline Pugsley—Sheila Wood—Rosemary le Lacheur—Angela Page—Carol Elliot—Georgina Sauvery—Oriana Guimbeau—June Guerin—Sheila McAdorey—Frances Jardine.

Have Visa

Our first stop was Copenhagen where I established that the plane was due to land in Berlin—not West Berlin as I had supposed, but EAST Berlin! With only a few minutes stopover in Copenhagen it was impossible for me to try to arrange an alternative flight, so with some misgivings I re-boarded the aircraft. We were due to arrive in Berlin at 3.30 in the afternoon and my flight out to London was due to depart at 5.30. During the two-hour gap, I had to get from East Berlin to West Berlin, attend a meeting and get on a plane to London which seemed at the time rather a tall order.

In a fine drizzle of rain we landed at Berlin at 3.40—some 10 minutes late. The Airport was most unlike what I had expected for a principal City. The Airport building was a single-storey affair, quite clean, but very austere and small. After a long queue and a twenty-minute wait I was told I needed a visa—obtainable at another counter—for transit from East to West.

When I finally got through immigration it was after 4 o'clock and now I had to face four rather surly-looking Customs men. Picking the one who seemed most reasonable, I approached him with my suitcase explaining that I was in transit to West Berlin.



He raised his arm pointedly toward a door and uttered the only word of English I heard during my time in the Eastern Sector—"GO" he said, and I went with some alacrity, noticing en route that homecoming East Berliners were given a going over like none that I had ever seen before.

At this point, I should explain that during the time I was at the Town Terminal in Stockholm, I had received a message from R. and S. that I should ask for a certain 'bus company to take me to a certain station in West Berlin when I arrived at the Airport. So now I had arrived, I looked round for a 'bus driver or some indication of a 'bus company sign. After a few minutes, a man came up to me and asked me if I was going to West Berlin. I asked him if he was from the 'bus company and would he take me to the Station I had been told about and he said "Yes".

After a few more minutes, by which time it was 4.20, he beckoned me, together with four other people. I followed him out through the building and across the parking lot. I was rather surprised to see my companions climbing into a large black Russian limousine with

Will Travel



Concluded



East German number plates. I suppose I showed some sort of reluctance to climb aboard because I had expected some sort of Airport 'bus. The driver pushed me in the front seat—and I use the word 'pushed' intentionally—went round to the driving seat, got in, shut the door and, leaning across the man next to me, locked the door on my side.

We drove off and for about five or ten minutes seemed to cross a maze of unmade-up, ill-kept roads with grass growing down the middle, large potholes full of water etc., and I began to wonder where the heck I was going! At this point, I turned to look at the three men who were sitting in the back of the car and was surprised that none of them even glanced at me—they just sat and looked ahead, unspeaking and unsmiling.

Eventually we arrived at the Frontier which was very reminiscent of wartime—a large tank strategically sited alongside a small blockhouse and twenty or so heavily armed border guards, all very young and tough-looking carrying an amazing selection of automatic weapons. We were invited to get out of the car whilst it was thoroughly searched. Having shown our passes, passports and visas, etc., we drove off through a maze of barrier and tank traps etc. to another control post some little way down the road. A similar scene greeted us here, except no tank. After more passport shuffling, we got under way again and, to my everlasting relief, passed a sign saying "YOU ARE NOW ENTERING THE AMERICAN SECTOR" etc.

The West German border was quite a surprise—one unarmed border guard greeted us with a cheery smile and with just a cursory glance at the driver's pass waved us through. The road opened out into a wide highway with houses either side, children playing, flowers, etc. I felt "safe" for the first time for a couple of hours.

The drive through West Berlin was quite uneventful and, eventually at exactly 5 o'clock, the driver pulled up at a corner and said "O.K. Jump Out". I was fumbling for suitable currency to pay the driver when I spotted Friedrich Spitzner of R. and S. standing at an opposite corner. Risking life and limb, he rushed across the road, paid the driver for me and hurried me toward a waiting taxi. At this time, I had, of course, thoroughly resigned myself to not flying to London that evening. Friedrich, however, had other ideas. He explained that the meeting I was supposed to attend had been held on time and had gone very well for us. Naturally, I was pleased to hear this news and said "O.K. Where are we going now? What's the hurry?" He said we were going to Templehof, the West Berlin Airport, to get my 5.30 plane. With only a requested ticket and already late for check-in, I told him that I felt this was unnecessary. He explained that he also had a 5.30 flight booked for Cologne so we shook hands in the taxi and, at 5.15 precisely flashed through the Airport entrance, each going our own ways. I was escorted by two other gentlemen from the Berlin office of R. and S. whose names I

still do not know. After two or three minutes explanation in rapid German, one of my escorts succeeded in extracting a Boarding Card from an understandably reluctant counter clerk. Hustling me through passport control, these two very friendly gentlemen waved me goodbye and, to my astonishment, I found myself aboard a waiting aircraft.



After we were airborne heading for Dusseldorf I rummaged through some Airline timetables I had in my bag and decided that there was very little chance of my being able to make a connection in Dusseldorf. I had overlooked, however, the efficiency of the R. and S. gentlemen in Berlin. They must have telephoned the Airport at Dusseldorf explaining my predicament because on arrival at Dusseldorf, I was escorted directly from one plane to another and within ten minutes of landing I was airborne again heading for London. Incidentally, on both the Berlin and Dusseldorf flights the stewardess exclaimed firmly but politely that it would have been far more convenient to have stowed my case with the other passengers' luggage! Don Alvey was waiting for me at London and shook my hand like a man who didn't expect to see me again! After briefly recounting to Don the events of the day, I told him that it was the last time I would allow him to make my travel arrangements!!



Do you know your island?



a

Here are some more puzzle pictures—this time Câtel Parish.

Now try and answer these questions:—

1. When was the La Villaize Airport opened?
2. What is 'cource' and how is it used?



b



c



d

3. What is 'limon' and where is it found?
4. Where is 'Salter Street'?

Here are the answers to last issue's puzzles:—

1. Feudal dues—chickens, nuts and acorn and grain.
2. 298 at Petit Port.
3. At La Meziere, Bouillion Road, St. Andrew's.
4. Queen Victoria Statue, Candie Gardens.

Photos were:— 1 & 4, Delancey School., 2, Calor Gas Tanks & 3, Delancey Park.

Social and Sport

PRESENTATION DANCE

The S. & S.C. annual presentation dance was held at the Royal Hotel on Friday, October 9th. Only 200 or so turned up for this event, which turned out to be much of a disappointment.

Music was supplied by the Ivor James quintet and dancing was slow to get under way. Mr. W. S. Duquemin, president of the Sylvans F.C. and vice-president of the Guernsey Football Association kindly came along to present the trophies.

His first duty was in presenting the Miss Tek 1964 rose bowl, which went to Miss Shirley Torode.

S. & S.C. presentations were as follows:—

| | |
|-----------------------|-------------------|
| Ladies' Bowls | Janine Smith |
| Men's Bowls | Les Dorey |
| Draughts | Brian Solway |
| Ladies' Darts | Dorothy Lambourne |
| Men's Darts | Tony Shepherd |
| Chess | Joe Guerin |
| Shove ha'penny ... | Tony Shepherd |
| Tennis | Ron Bridel |
| Table Tennis | Ron Bridel |
| Ladies' Badminton | Jenny Kimber |
| Men's Badminton | Doug Eley |
| Angling points | |
| champion | Joe Guerin |
| Angling best fish ... | Ron Snell |

* * *

SOCCKER

The last week-end in September saw our soccer team and supporters, numbering 30, in Jersey. Weather conditions were exceptionally fine, and our team

defeated a strong Jersey Sylvans side by four goals to one. Credited with goals were Tony Shepherd and Wally Torode with two goals each. Our congratulations to the team on winning this game. Incidentally, the Jersey side were the Sunday league champions last season.

BOWLS

The ladies' team though this year finishing at the bottom of Division 3, had a very enjoyable season. Interest and keenness was most high and a true picture regarding the scores and results of their game cannot be judged by the league table. The fact still remains that they made a number of opposing teams fight hard to gain winning points. One interesting feature regarding the ladies' team was the enthusiasm of our girls and the encouragement given them by their opponents, thus resulting in some most enjoyable evenings.

The singles tournament this year was thoroughly enjoyed by the 12 entrants and some fine ends were seen. Lilian Johnson and Janine Smith emerged as finalists and Janine clinched the points to come out Champion.

The men's team once again had a most interesting season and finished in 5th position in Division 3, having gained 11 wins, 2 draws, and losing 11.

The men's singles championship created a great interest and 32 entrants fought out some fine ends. Bowling standards in the final was worthy of First Division honours and as many as 29 ends were played before the required amount of points were gained.

Finalists, Mo Le Gallez and Les Dorey played skilfully, but gradually Les gained the edge to come out as champion after a hard fought match.

TABLE TENNIS

Table tennis sessions this season are taking place on Monday nights at the Forest Hotel. Two tables are available and if the needs are great enough, arrangements to acquire a third table will be made. No fees are asked for from club members, and friends are permitted to play for the sum of 1/- per club night. Players are urged to take their own bats although balls are available at no extra charge.

ANGLING

On Wednesday, October 13th, eleven Tek anglers joined forces with 30 members of the Guernsey Angling Club, the venue being Herm, where during the evening a friendly competition was held. The weather was exceptionally mild and brilliant moonlight aided the nocturnal participants. Very few fish were landed, however, the best being caught by Tek angler, John Tongs, who landed three bass one of 6½lbs. and two of 3lbs. each.

Whilst on the subject of fishing, Ron Snell's bass of 8lb. 9ozs. was unequalled and this earned him the new Tek trophy for the biggest fish (of any species) pertaining to the greatest percentage of weight nearest the British rod record.

The championship trophy along with two £1 fishing vouchers went to Joe Guerin who won with 119 points.

WHO'S FOR CHESS

What has happened to Tek chess addicts this season? It is disappointing to hear about the lack of interest, and to find that only four individuals have come forward and shown any interest.

Surely the Monday night venue in the Lounge of the Forest Hotel has appealed to some of you? Already the Chess Club have had to rescind offers given to them by other clubs.

If you are interested please contact Bill Exley (Test) who will only be too pleased to give further details.

* * *

TEKTOPICS is produced by and for employees of Tektronix in Guernsey.

Contributors to this edition were: Frank Doyle, Bill Exley, John Mann, Roy Perry, Peter Bott, Ken Hart and Don Brook. Thanks to various young ladies for typing assistance, especially Shirley Le Gallez.

