

TEK TOPICS



Volume 5 Autumn 1977

THIS and THAT

As our Summer edition was somewhat delayed we have had to hustle to get this Autumn issue slotted in before the Christmas edition. We see it as a worthwhile effort, however, as there is a considerable amount of sporting activity news and season end results that would have been out of place at Christmas.

The word processing system used in the last edition did much to make Tektopics a more professional presentation and we believe it was favourably received. We welcome your comments as ever.

In this edition is part one of "America by Greyhound", an account of Jean Lajoie and Anne Peel on their tour of the US put together by themselves. A very commendable effort we feel with lots of interesting detail. Thanks are due to people in Beaverton who gave of their time to show them around. We look forward to part two.

Congratulations to all those mentioned herein on passing their examinations, it was a really successful year and does credit to those who have taught the various subjects. This year has got off to a very good start and for the first time subjects are being offered that will enable successful candidates to obtain their Full Technological Certificate, City and Guilds.

In addition to those mentioned, we have our three States approved apprentices, Stephen Angell - trainee Industrial Chef, Stephen Hazlewood - trainee Tool Room Fitter/Machinist and Martin McClean - trainee Industrial Maintenance Electrician. These people continue with their studies and Stephen Hazlewood has recently been successful in gaining his Craft Studies course in Engineering Certificate Part 1 with distinction.

Pete Sirett reports that the Tektronix Employees Social and Sports Club appears to be at the crossroads of its life. The original idea of organising social events to pay the cost of sporting ventures is no longer practical due to the changed life style of the members. The Club has had to cancel five social functions in the last two years due to lack of support but social members still complain at the AGM that there is a lack of social events.

With the advent of Beau Sejour Leisure Centre, sporting costs have risen astronomically and the Committee see no alternative but to raise the subscription rate. This rate of 7p per fortnight has remained unchanged for over 15 years, which of course is totally unrelated to rising costs over the years.

The Committee hopes that a large turnout for the AGM on Monday, 7th November, will help them or their successors to find a solution to the problems that now threaten the current format of the Club.

Let's help the Committee all we can in their difficult situation by attending this meeting.

LOW FREIGHT COSTS USING CSC REMOVALS (C.I.) LTD.

I recently uncovered a freight service to the Channel Islands which anyone may wish to use to their advantage.

If like me you are constantly reluctant to order items from the UK because (a) freight costs are too high or (b) the firm in question will not deliver to Guernsey, then I may have the answer for you.

Many firms will deliver at no charge to anywhere in the UK, so if you can arrange to have your goods delivered to CSC's depot in Fareham, Hants., they will arrange for transhipment to Guernsey at very reasonable rates.

CSC's agent in Guernsey is "Sarnia Services", North Side, Vale who will provide details and offer advice to you freely. Be sure to impress on your supplier that Guernsey is zero rated for V.A.T., and to this end your invoice would need to be made out to you at your local address with the delivery address as C.S.C. Fareham.

My freight costs for 50 Kg's of goods including insurance was seven pounds.

C.S.C. are furniture removers so they can cater for all sorts of odd shapes and sizes. This is a service well worth considering.

Terry Hamon

THE STONE-AGE TEKS by AR-GEE



TEKS IN THE NEWS

Although the Tek Golf Club is no longer in existence, a handful of golfers continue in local competitions.

The most successful of these people in 1977 is undoubtedly Mike Hamon - TM500. Mike is a member of the L'Ancrese Golf Club and played off a handicap of twelve to win the Uplands Victoria Cup.

This competition is open to all players in the island and attracted an entry of over 100 golfers, playing off handicaps ranging from scratch to 18.

Over the four days of play, Mike's scores were 65-69-71-70, a total of 275 which beat the record place man by five shots.

The Uplands Victoria Cup and handsome cheque were Mike's first major prizes as a senior, and as a result of his scores, his handicap was dropped to nine.

The Gosselin trophy is for match play and is only open to members of the L'Ancrese Golf Club. Mike fought his way into the final from an entry of over forty people, but lost 3 and 2 to the more experienced local campaigner, Nick Heaume.

Playing to his run of good luck, Mike entered the La Moye Open in Jersey, but continuous fog meant that play was not possible and he returned to Guernsey without playing a stroke.

With a present handicap of eight, Mike has come a long way since he took up golf at the tender age of fourteen.

Another Tek golfer who won a major competition was Joe Linder - Facilities, a club mate of Mike Hamon, Joe was successful in the

Picadilly trophy. This was a handicap competition and Joe won with rounds of 68-69, two shots ahead of the runner up. Mike Hamon was equal fifth with scores of 72-71.

Golf was once regarded as a sport for rich businessmen, but although it is expensive to play competitively, it is now the pastime of people from all walks of life.

Annual costs are about 50 pounds but getting set up to play can cost a lot of money. A full set of clubs can cost from 200 pounds to 2000 pounds! Bag, shoes, balls and other bits and pieces could add another 50 pounds. With balls at 50p each, a beginner could spend his wages just flailing his way around a few holes!

Peter Sirrett

EXCUSES EXCUSES EXCUSES

One of our lovely ladies on Test Q.C. made a note of the various remarks made by Test men when their attention was drawn to various instrument defects found. Some of these we give below.

1. It was alright when it left me.
2. Somebody must have adjusted it.
3. Rubbish.
4. It must have drifted.
5. It must have died on cycle.
6. It's supposed to be like that.
7. Why do you always pick on me.
8. Go away.
9. I must have turned two F.C.P. pages at once.
10. I thought you would be on holiday by now.
11. You're a menace woman.
12. That was done in repair.
13. This b----y scope is jinxed.



HERM PICNIC

The 1977 picnic on Herm turned out to be a great success once again.

The difficult decision that has to be made at 6.30 am on the due day whether or not to go when weather conditions are uncertain resulted in the cancellation of the first attempt. As it happened the forecasted showery weather did not arrive till the evening, but our undaunted work team - "The Chosen People" - uncomplainingly dismantled all the gear in beautiful sunshine.

We were however rewarded on the second attempt with ideal weather conditions, sunny but not depressingly hot.

So it was on Sunday 31st July that the Herm ferry boats were waiting at the Albert Peir at 8.00 am to take an estimated 1200 Teks and their families across the water to Shell Beach.

The programme of entertainment was very similar to previous years with a treasure hunt, races, tug of war, bun eating competitions, five a side football, all very well patronised by crowds of enthusiastic youngsters eager to win bars of chocolate and other goodies.

It was very unfortunate that the Guernsey Concert Band were unable to be with us due to cancellation of the first attempt. Their very pleasant melodies floating through the air at the beach and later at the Herm harbour were very much missed.

The light northerly winds carried the inflated balloons southwards towards France and ten labels returned from as far as the Loire Valley, an estimated distance of 150 miles, or ought it to be 240 kilometers?

It is of course impossible to name everyone who helped make the day such a success but we must surely thank Peter Fulwell who heads the picnic committee, Norm Gardner who organises the working party and

everyone who gave their time before, on and after the outing, probably working harder than they normally do on most weekends!

I'm sure the usual words apply once again - "A good day was had by all".



NEW PRODUCTS

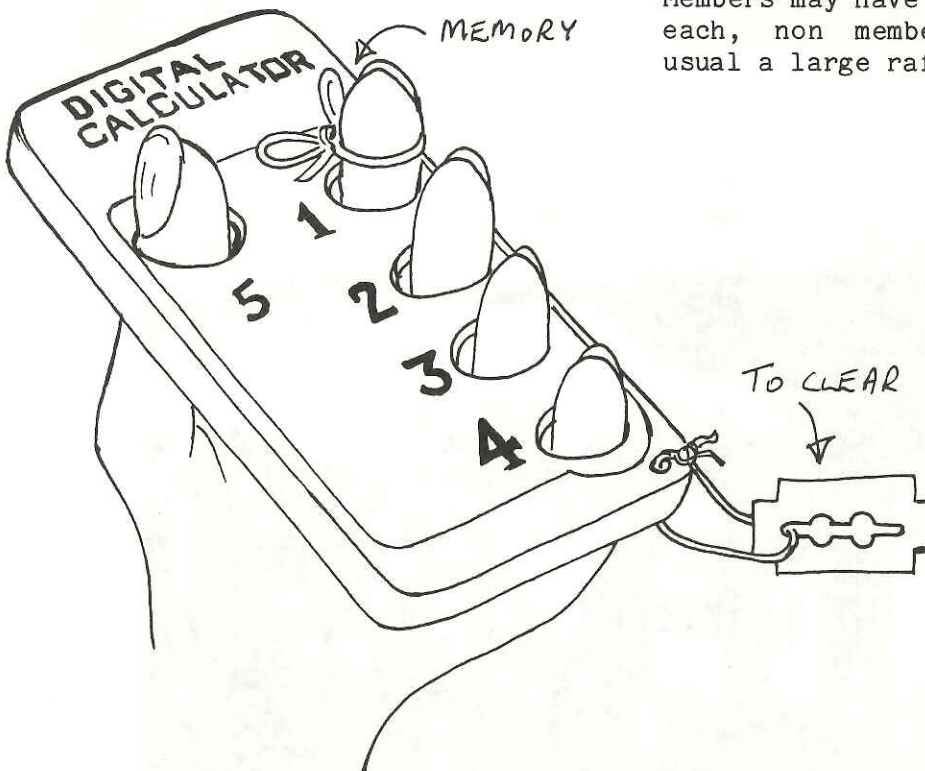
Although we are not a technical publication, we are a technical Company and many of our readers are interested in "State of the art" devices and technological achievement. To this end we have been lucky enough to receive the Irish Calculator illustrated below for evaluation and review by our technical editor.

Features include.

- * Memory
- * Solid State
- * Novel 'clear' facility
- * Choice of left or right hand models
- * Functional styling

Summary

There is no question that this is an interesting addition to an extremely competitive market. The main selling feature is its simplicity, add to that the fact that no batteries are required and it could well become a Major Seller.



SOCIAL & SPORTS CLUB NEWS

November is always a busy month for the Social and Sports Club and this year will be no exception.

Providing a suitable venue can be found, November the 5th will see the Bonfire and Fireworks display. This event is usually the best supported occasion of the year with a Guy Fawkes competition for children, soup and hot dogs and hopefully no rain! Anybody with any timber or cardboard for burning is asked to contact one of the committee as soon as possible.

The AGM of the club is scheduled for November 7th in La Villiaze canteen area at 4.15pm. Perhaps it is too much to expect all the people who enjoy Bonfire Night to turn up for the AGM but we can only hope.

The New Hermitage Hotel is the venue for the Miss Tektronix Beauty Competition and the Trophy Presentation. Tickets for this event which commences at 8.00pm on Wednesday 16th November, will be available from reception Areas. Members may have two tickets at 25p each, non members at 50p each. As usual a large raffle will be held.

AMERICA & CANADA BY "GREYHOUND"

The weather looked very promising for our flight over to Edmonton in Canada when we checked in at Gatwick Airport at 8.00am on Monday 23rd May. The aircraft which we boarded, a "Boeing 707", left Gatwick at 10.15 am and in no time we were well above the clouds. During the flight we were served with 2 meals, a snack and drinks all inclusive in the cost of the flight.

Our journey which was of eight and a half hours duration covering a distance of 4,252 miles to Edmonton was to take us over Greenland, the Baffin Islands, Hudson Bay and across the N.E of Canada down to Edmonton.

We finally landed at Edmonton airport at 12.00 Canadian time after crossing over the time barrier. This mean't that we had gained 7 hours, as Edmonton is 7 hours behind British Summer Time.

After checking out, we boarded the local bus which took us to Edmonton city, unknown to us we had been booked into the most expensive hotel in Canada. The hotel, a plush 24 storey building, had a revolving restaurant on top which took 90 minutes to complete one revolution. The restaurant being too expensive, we made do with a snack in one of the bars. We soon settled down to an early night, a long journey being ahead of us.

Edmonton is the capital of Alberta and the province's largest city. It began it's history in 1795 as a trading post on the N. Saskatchewan river, the major highway of the fur trader.

Travelling by the Greyhound Bus on the Yellowhead Highway, we left Edmonton the next morning at 6.00 am making our way towards Jasper National Park, which is 228 miles away. Lying along the eastern slopes of the Canadian Rockies, Jasper Park covers an area of 4,200 square miles. We had breathtaking views from the coach of the majestic snow capped mountains, deep canyons and miles and miles of lofty pine trees. On arrival in Jasper at 11.15 am, the first thing we had to do was to find accommodation. We booked into a room in a tourist approved home, for a mere 13 dollars which is approx. 7.80 pounds, and then explored the small town of Jasper. A 70 ft Raven Totem pole carved by the Haida Indians dominates the village which is the National Park Headquarters. Later on in the afternoon we made our way to Whistlers Mountain (named after the many whistling Marmots who live there) and boarded the skytram. The Jasper Skytram, Canada's first, and the second on the continent, carries 30 passengers in each car. It travels at the rate of 18 miles per hour, rising from 4,226 feet at the lower terminal, to 7,500 feet at the upper terminal. From the observation deck we were able to see many mountains;- Mount Pyramid, Old Man Mt. and Mt. Robson which is the largest of all the Rocky Mountains. We could also see some of the 50 lakes in Jasper Valley, some deep blue and others a brilliant green, Jasper town and the meanderings of the Athabasca River, threading its way through the wide valley on it's journey to the Arctic Ocean. After snowball fights galore at the top, we made our way down the mountain. Being such a beautiful day we decided to walk back to Jasper town. We were heading down the mountain road when Sue stopped

to take a photo of a whistling marmot, our imagination ran riot when we thought we saw a grizzly bear just in front of her in the surrounding trees. We practically ran down the road. Sue hadn't heard our shouts and carried on taking photos and just casually walked away. When we told her she laughed and said that what we thought was a bear was only part of a dead tree trunk. Amidst howls of laughter we continued on our walk. We'd walked about 4 miles before realizing we were going the wrong way. So, foot-sore and weary we turned back, and it was 7.15 pm when we got back to Jasper. We must have been walking for about 8 - 10 miles. After a meal we returned to our room, where we all fell asleep pretty quickly.

BANFF NATIONAL PARK

Next morning, we set off for Banff National Park, leaving Jasper at 10.00 am. Our first stop was at a fur Trading Post on the Athabasca Trail which was the main Canadian route across the Rockies to the rich fur resources of the Pacific coast. We then followed the highway passing the Athabasca falls and many different valleys. We saw our first "wild life" on the road here, some rather tame Big Horn sheep. Our courier explained to us that due to lack of snow during the winter, the rivers were running very low, but to us, seeing the snow line on the pine trees 3" or 4" above ground level, it seemed that a lot of snow had fallen. On reaching the Columbia Icefields where incidentally the British Army are sent to learn mountaineering, we boarded a snowmobile which took us about 3 miles up the Athabasca glacier.

The Columbia Icefield is 130sq miles of impressive glacier ice, and one of the few remnants of the Ice-Age.

Fifty miles of this area are more than 8,500 ft above sea level. We disembarked for a few minutes to get the feel of the snow and ice under our feet and took some more photos. (We could see the glaciers creeping forward). The Athabasca glacier recedes at a rate of 200 ft per year.

After a much needed hot cup of coffee, we set off again for the picturesque Lake Louise in Banff stopping off at Peyto Lake which was still frozen over. This lake is glacier fed and apparently a most unbelievable turquoise colour in the summer.

Lake Louise, "Jewel of the Rockies" lies in a hanging valley formed during the Ice-Age and is one of the loveliest spots in the world. It is a green lake in a terrific setting and with the great white glory of Victoria Glacier in the background it was a most impressive sight.

We finally arrived in Banff about 6.00 pm and found accommodation for the night.

Banff, 190 miles from Jasper, is Canada's oldest National Park and takes in an area of 2,546sq miles of the Rockies. It is also a famous winter ski-resort. We all loved the natural beauty and charm of Banff.

Next day was spent souvenir shopping. We also visited the Canadian Wax Gallery which depicted Canada's past and present history. Also, an Indian Trading post, a museum-like store which sold original Indian handicrafts. It was here that we saw a Grizzly Bear, even though it was stuffed it still looked quite frightening. We all decided that we wouldn't like to come face to face with a real one after all.

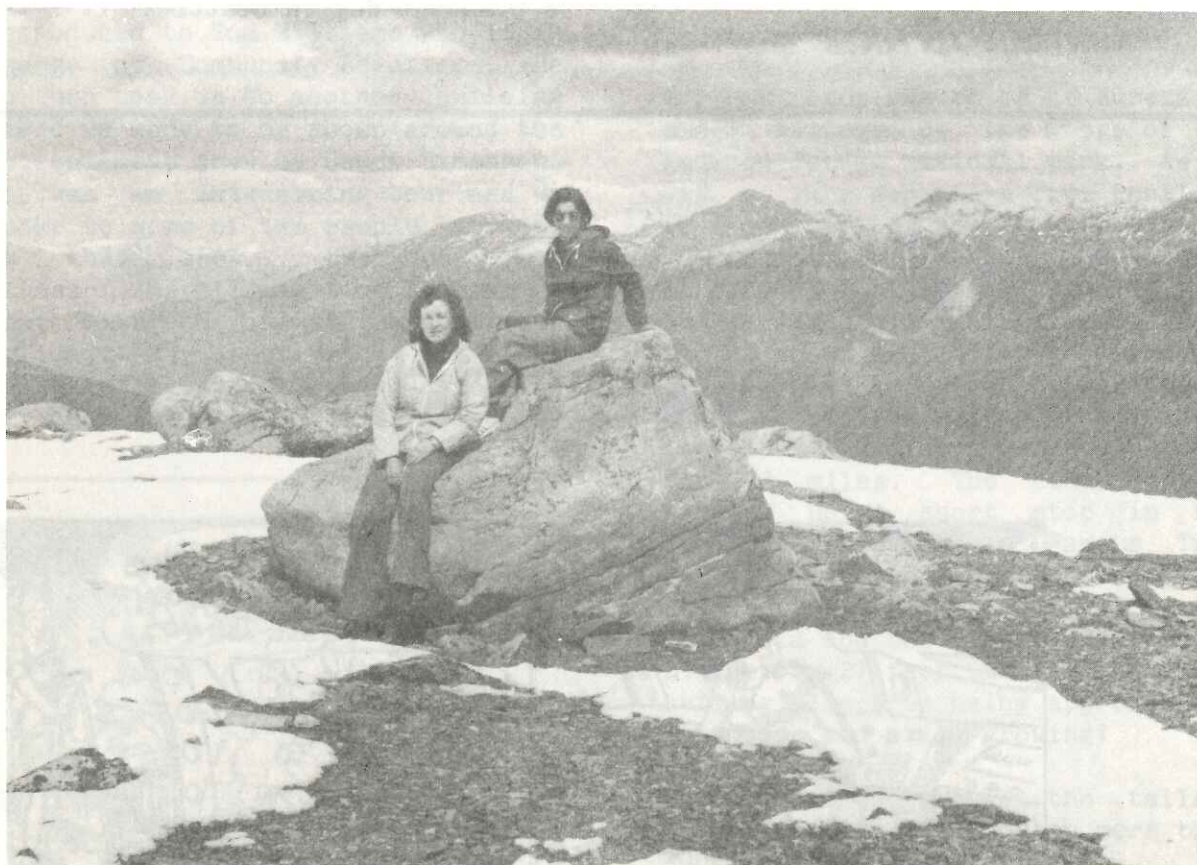
VANCOUVER

We left Banff at 8.30 pm for Vancouver our next intended stop which is 575 miles away. This was our first experience of travelling overnight on the Greyhound. Not many people were travelling that night so we were able to make ourselves quite comfortable, the only thing is that one is just nodding off when the bus driver pulls up for a rest stop. The buses are equipped with rest rooms, stop every 3 hours or so and change drivers approx. every 8 - 10 hours.

We arrived in Vancouver on Friday at 9.30 am having put our watches back by 1 hour. We booked accommodation at the nearest hotel and from our room we could see Stanley Park and Chinatown, second largest in N. America which we visited the following day, a real visit to the Orient.

After refreshing ourselves, we decided because it was still raining that the best way for us to see Vancouver was by taking a sight-seeing tour of the City. The tour included visits to a thickly wooded 1,000 acre Stanley Park, with its totem displays and beautiful trees, through Old Gastown (named after Gassy Jack Deighton who was never at a loss for words) and to Bloedel Conservatory which has a fine collection of tropical plants. Our last stop was in a typical English rose garden known as the Queen Elizabeth Park.

When we arrived back at the hotel, we were now all feeling quite worn out. So after a quick swim in the hotel pool and a sauna, we settled down to a good nights sleep.



Top of Whistler's Mountain, the Rockies in Jasper
National Park

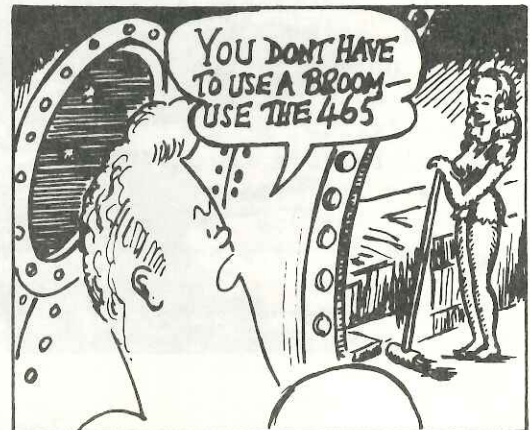
AMERICA

The next day being a Saturday was spent with a friend, a Canadian girl called Joyce who lives and works in Vancouver. After taking us out to lunch we all took a local bus from the City Centre crossing over Lions Gate Bridge to the Capilano Canyon Suspension Bridge where Joyce was going to show us around. The world famous Capilano Suspension Bridge traverses the 230ft wide Capilano Canyon and is known as the 8th Wonder of the World. Even though it was quite terrifying walking across the Bridge while it swayed from side to side it was worth it as we had a magnificent view of the beautiful tall trees and winding river beneath the bridge. After taking more photos we decided to visit the Zoo in Stanley Park before going back to Joyce's flat. Here we had a real taste of Canadian hospitality when she cooked us the biggest steak that we had ever seen. We spent a pleasant evening, just chatting and watching TV before settling down to sleep.

The next morning we woke up to the sound of sizzling bacon. Joyce insisted that we all had a good breakfast before setting off on the next leg of our journey.

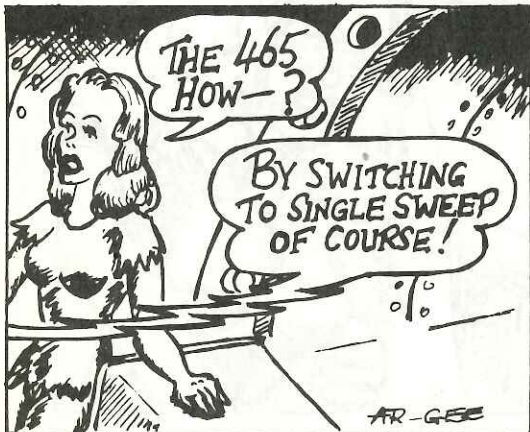
On leaving Vancouver we had to cross the border into America to get to Seattle which is 144 miles away. We soon found accommodation and set off for the "Space Needle" which we could see towering above the other skyscrapers, this Seattle landmark rises to the height of 600 ft and is topped by a revolving restaurant. From the observation deck at the top of the Needle we had a tremendous view of the city of Seattle, Union Lake and Elliott Bay. We spent the next few hours and dollars at the funfair which was in the same grounds. We also visited the International Bazaar, a place where people can buy almost anything from any part of the world. We had spent a pleasant day in Seattle.

GARF space oddity



TEK BEAVERTON

The next day in America was Memorial Day and arriving in Portland which was 175 miles away we found that local transport was limited due to this fact. After an hours wait in the pouring rain, a bus finally came along to take us to Beaverton which is not too far away from Portland City. We found accommodation and being rather late we just went for a short walk around the town before returning to the hotel. It was still raining the next morning when we got up and went out for breakfast at 8.45 am. The American breakfast consists of unlimited cups of coffee, all refills are free, ham or bacon, eggs and usually about 3 pancakes with maple syrup. Needless to say we didn't have breakfast like this everyday, as apart from the expenditure our clothes would never have taken the extra bulges! An hour later we were collected from the motel by Karen Wild, Ladd Goodman's Secretary at Tektronix. It was only a short trip to the factory, and on arrival we were introduced to Tom Williams who is in charge of Community Relations. He in turn took us to another building where we were to be shown around the Telequipment area by Chuck Simonson. It was an interesting tour and we spoke to some of the people working in that area. Everybody was pleasant and all had time to have a chat with us and ask us about our holiday. Most people told us that we were covering more ground on our holidays than the average American.



It was on this particular tour of the Telequipment area that we were caught by the Tekweek photographer, who never stopped taking photos of us. (We felt rather like famous personalities must feel when hounded by the press). After a friendly chat with Earl Wantland we had lunch in the employees canteen which is run on a very similar basis to ours. We had another tour after lunch in the CRT assembly plant, where we had to don overalls and protective glasses. When we saw how we looked we couldn't stop laughing, the overalls were about 10 sizes too big and the glasses (frameless) almost covered our faces. It was an interesting tour, the employees in this building have to wear gloves all the time for this precision work. We left Tek. at 3.30 pm and Karen took us to Washington Square shopping centre which is supposedly the 2nd largest covered shopping hall in the States. We were treated to dinner in a Pizza Caboose before Karen took us to the Greyhound depot in Portland.

THE 'REDWOOD HIGHWAY'

Our next stop was to be at Eureka, a small village on the edge of the Redwood Forest national park. As it was a late departure from Portland we slept most of the night and it was early in the morning when we stopped at Eureka. We were told that there was no suitable accommodation for us so we decided to go straight on to San Fransisco We were lucky enough to travel along the Famous Avenue of the Giants which stretches for 33 miles. The coach driver allowed us a short stop in the Avenue and also at the Famous Tree House where we took photos. The Tree House is estimated to be 2,200 years old and has a room in its base 21 feet by 27 feet with a 50 feet ceiling, the tree being approx. 250 feet high and still growing!

The Coast Redwoods are the tallest trees in the world, often more than 300 feet high.

SAN FRANCISCO

Leaving the Redwood Tree area we travelled along the magnificent Pacific Coastal Highway stopping at Santa Rosa for lunch where we noticed that the temperature was 85 degrees fahrenheit. Everything here was looking parched, due to the acute water shortage. Here the coach driver pointed out to us a church made completely of green wine vats not a screw or nail used in construction, wooden pins and pegs being used in their place.

We finally arrived in San Francisco after travelling for 21 hours on the coach covering a distance of about 850 miles. Crossing over the Golden Gate bridge we had a fantastic view of the City and Alcatraz Island (former abode of Al Capone). There are no prisoners kept here now due to the expensive upkeep.

San Francisco with its population of 740,000, perches upon a hilly headland separating the Pacific Ocean from the vast San Francisco Bay. To the North and East of the Bay a range of hills, some yellow with grass, some green with pines and cedars and some at night shining with the lights of other towns, embrace San Francisco in striking vistas. A narrow strait connects the two bodies of water and where the hills suddenly drop into the Golden Gate the famous bridge powerfully spans the gap.

After finding accommodation, we booked for a tour of Chinatown by night. (Chinatown in San Francisco is the largest in N. America).

Before our tour we decided to take a trip down to the famous Fisherman's Wharf on the city's cable cars which roller coast their way up and down the precipitous streets. An integral part of the city's

GARF



transport system, the cars provided us with an easy and exciting way of seeing San Francisco.

We had a superb meal in a Cable Car Steak House before returning to the Greyhound Depot, only to find out that we'd missed out on the tour. Apparently, we should have been there 45 minutes before the coach was due to leave, we'd misunderstood the reservations clerk, and had arrived 4 to 5 minutes before. He had a real southern accent and we all had a good laugh when we realised what had happened. We drowned our sorrows in a bottle of Californian wine, which is very cheap, before returning to our motel.

Next morning, we decided to do a tour of San Francisco which covered about 80 miles. We crossed over the Golden Gate Bridge and went into picturesque, post-card like

Sausalito. Sausalito is mostly inhabited by artists as it is renowned for its scenic splendour. Next stop was Muir Woods where once again we walked in the silence of giant Redwood sentinels. After lunch in colourful Tiburon a yachting haven for the idle rich, we went round to San Quentin point and paused at the gates of the prison that has been featured in so many films. We got out to take some photos and visited the souvenir shop where we were served by one of the inmates. Crossing the Richmond - San Rafael Bridge we then explored the East Bay cities of Oakland and Berkeley.

We then stopped off at the University of California, one of the best colleges in America with approx. 5,000 students and with a reputation for political and social radicalism that has both attracted

contd.



and influenced people all over the world. Whilst we were walking around the campus a demonstration was being held and we were almost dragged into it. We made our escape, to Telegraph Hill which was once a hive of life and interest but has now become commercialised and sterile.

We returned to San Francisco via the Bay Bridge which is 8 miles long, built around the 1930's it caused several engineering headaches before completion. We had our evening meal before boarding the coach which was to take us to Los Angeles. Once again we travelled overnight for the 480 mile journey.

We arrived at 6.00 am very tired, not having slept for more than an hour or so. We checked in at an hotel near to the large Greyhound depot, paid for our room first (unfortunately) and went upstairs to get a quick wash and change. At first sight our room was disappointing to say the least, the carpet was threadbare, the bedspreads were ragged and full of holes, and the adjoining bathroom and toilet looked as though it had never heard of "Flash" or "Harpic"!!! Undaunted we returned to the Greyhound depot where we were to take a tour of Universal Studios, Hollywood Bowl and Farmers Market.

HOLLYWOOD

Our first stop was at the world famous Hollywood Bowl, America's most famous outdoor concert centre. Passing through Sunset Strip we stopped at Grauman's Chinese Theatre where famous stars of bygone Hollywood days have their footprints preserved in the cemented forecourt, Al Jolson, Judy Garland, Marilyn Monroe, Gene Kelly and Clark Gable being just a few examples. We then went on to see the mansions of famous film stars in the palm fringed estates of Beverley Hills, we saw the homes of James Stewart,

Lucille Ball, Paul Newman, Gene Kelly and one of the mansions belonging to the late Elvis Presley. The coach then left for Farmers Market, a shopping treat with an international flavour. Formerly started by farmers in the 1934 depression, the once crude stalls are now a sprawling attractive and unique market, with its individually owned and operated businesses, numerous dining patios and sidewalk terrace cafes. It was impossible for us to stroll through the market without every one of our senses being assaulted by the colourful displays of food and clothing that invited us to see, touch, taste, smell or listen to the happy chatter of the huge crowds there.

We left after a hearty lunch around 1.30 pm and made our way to the Universal Studios, 420 acres of film and television magic. We boarded a special tram which gave us the chance to experience the thrilling special effects that have made Hollywood famous.

At the Six Million Dollar Man/Bionic Woman testing centre visitors performed feats similar to those of Steve Austin and Jaime Summers.

On route, our tram was attacked by the deadly shark from "Jaws", and before we'd recovered from that we were experiencing a chilling alpine avalanche which thundered over our heads.

We saw the parting of the Red Sea, which was used in the film "Ten Commandments", we'd only gone on a little way before crossing over a bridge which seemed to collapse under us, we also saw hundreds of famous props and costumes, plus several live shows, including a thrilling exhibition by some of Hollywood's most daring stuntmen. We recognised dozens of famous sets and film streets.

At the Screen Test Theatre we saw how shows are taped and edited, there were several people from the large crowd acting out a mock recording for the American series "Emergency".

It was dusk when we got back to the Greyhound depot, and unfortunately we took the wrong turning and ended up wandering the streets of murky Downtown Los Angeles before finally arriving back at our hotel. On reaching our room via the shaky elevator we switched on the light and much to our horror and disgust beetles and cockroaches were scuttling everywhere. We picked up our bags and charged down to the very clean reception area. The porter in attendance told us he could do nothing about it and refused to give us our money back, we were shown another room which was much the same, so decided to find other accommodation. It proved costly but was heaven compared to the hell we'd just left.

We will continue our journey in the next issue of Tektopics when we'll be telling you all about Disneyland, Grand Canyon and Yellowstone National Park.

THE CURIOUS FORTY FIVE

Can you divide 45 into four parts such that by adding 2 to the first part, subtracting 2 from the second, multiplying the third by 2 and dividing the fourth by 2, gives the same number in each case?

IRISH CROSSWORD

ACROSS

- 1 A blow
- 2 Judy's mate
- 3 A horse
- 4 A party drink
- 5 A tool

DOWN

- 1 Garden vegetables
- 2 Female sheep
- 3 They lay eggs
- 4 Boats sail on
- 5 Dropped letters

	1	2	3	4	5
1					
2					
3					
4					
5					

TRIUMPHS IN SAILING

The sailing season is not yet over, but a Tek has already walked off with a major share of the Trophies. The super helmsman is John Duquemin, together with his super crew Rodd Swanson, both of Component Engineering, sailing in "Odyssey", a Falcon class dinghy.

It was in a series of five races in Championship Week that John swept the board taking all three Trophies including the coveted silver cigarette box presented by the battleship H.M.S. Nelson on a visit to Guernsey before the last war.

Our photo taken by Martin Parslow shows John and Rodd in one of the races in Championship Week where conditions were producing winds of force six, gusting to force seven. In this race, the gooseneck track on the mast sheared just before the start. It was hastily lashed

together with rope but resulted in a four minute late start, however our duo ploughed their way through the field to finish a close third, their lowest placing of the week.

The greatest achievement was yet to come in the handicap series involving all classes. It had been over ten years since the Falcon class had its name on the handicap trophy but John won this resoundingly with three firsts, a second and a fourth placing.

This success was followed by winning both pennants in the King George V Fund for Sailors race where the entrance fees are given to that fund.

Finally to add to this magnificent achievement, John has also won the Series Points Cup for racing in his own class.

Rodd Swanson



THE WEST COAST SCENE

Once a year the West Coast population take time off from fishing or luring ships on the rocks to indulge in much merry making- the "Rocquaine Regatta." Regattas generally are all to do with boats, this one is no exception, although lawn mower racing on the beach can be loosely associated with the sea and boats, piano smashing is definitely non nautical but much fun nevertheless. This year again the weather was ideal bringing tourists and locals in their hundreds to follow the programme of events scheduled to take place.

Much later, as the daytime turned to evening and the darkness of the night stole over Pleinmont, a match was struck and the bonfire and barbeque on Portlet beach was under way. With renewed vigour the merry making continued. The Imperial Hotel did a roaring trade, filled to capacity with people spilling out into the car park. Hunger was satisfied by eating charcoal grilled chicken, hotdogs and sausage rolls washed down with wine at 15p a glass, all available on the beach. Eventually people began to drift away from the dying embers of the fire heading for home, tired but happy, a fitting end to a long day.

Our Rocquaine Reporter

Deer Mr Editor Sor,

Oi must point out to yers dat de Oirish are not as tick as yers pretend in dat book dat yers rite.

In dat calcylator ting yers show de clear as a double edged razor blade, well we Oirish wouldn't use one of dem, we'd use de single edged blade so's we'd not cut de fingers on de odder hand!

All so in yers Oirish crossword yer's rong. De only Oirish party drink is Guinness and dat dos not fit in de little skwares.

If oi rite my name at de end oi mite be de subject of much michael taking, but Paddy O'Leary of the Forest is not so tick!" Oi'll just sine as ---.

An Oirishman.

PUZZLE ANSWERS

First part 8, add 2 = 10.

Second part 12, subtract 2 = 10.

Third part 5, multiply by 2 = 10.

Fourth part 20, divide by 2 = 10.

EXAMINATION SUCCESSES

Listed below are those people who have been successful in passing their examinations following their studies in the 1976-77 sessions.

This has proved to be a very good year and all those who have been successful are to be congratulated.

Tektronix First Year Electronics Course Passes

Jenny Tulie	Roger Tipping
David Le Prevost	Chris Bernalick
Michael Cotterill	Michael Blanchard
Richard Tostevin	Phil Troalic
Alan Le Maitre	Nigel Lihou
Philip Reeves	Gary Fusellier

Tektronix Second Year Electronics Course Passes

Rick Fletcher	John Rowe-Hogans
Koos Scheffer	Mike Ozanne
Darren McHenry	Peter Philips

<u>City and Guilds</u>	<u>Maths A</u>	<u>Principle A</u>	<u>Radio and Line A</u>
Chris Bannalick	Pass	Credit	Credit
Mike Blanchard	Dist	-	Pass
Mike Cotterill	Dist	Dist	Dist
Paul Domaille	Credit	-	-
Gary Fusellier	Pass	-	-
Alan Le Maitre	Credit	Dist	Credit
David Le Prevost	Dist	Dist	Dist
Nigel Lihou	Credit	Credit	Credit
Mark Parr	Pass	-	-
Philip Reeves	Dist	Credit	Credit
Mike Temperley	Credit	-	-
Roger Tipping	Credit	Dist	Credit
Richard Tostevin	Dist	Dist	Credit
Phil Troalic	Credit	Pass	-
Rodney Tostevin	Credit	-	-
Jenny Tulie	-	Credit	Credit

Computers A

Bill Fletcher	Credit
Rick Fletcher	Dist
Darren McHenry	Credit
John Rowe-Hagans	Dist

	<u>Maths B</u>	<u>Principles B</u>	<u>Computer B</u>
Dave Bradshaw	Pass	Credit	-
Paul Fletcher	Credit	-	Dist
Rick Fletcher	Dist	Dist	Credit
Bob Green	Credit	-	Pass
Mike Hamon	-	Credit	-
John Lee	Pass	Pass	Pass
Darren McHenry	Credit	Credit	Credit
Mike Ozanne	-	Pass	-
Bill Presland	Pass	-	-
John Rowe-Hagans	Credit	Dist	Credit
Koos Scheffer	Pass	-	-
Rod Tostevin	Pass	-	Credit
Alan Way	-	-	Pass

Radio and Line B

Terry Le Pelley Pass

	<u>Maths C</u>	<u>Principles C</u>	<u>Computers C</u>
Ray Coquelin	Pass	Pass	-
Paul Fletcher	-	Credit	-
Gordon Foulds	-	Dist	Credit
Peter Guilbert		Pass	Pending
Terry Le Pelley	Credit	Credit	Pass
Simon Tostevin	Pass	Pass	Pass
Alan Way	-	Credit	Pass

Radio and Line C

Alan Way Credit

Totals

94 Examinations Taken

Distinction	20%
Credit	38%
Pass	25%
Fail	17%

Tim Jones gained a H.N.D. with a distinction in electronic engineering.

Nigel Mann gained seven distinctions and two credits in his second year H.N.D.

Martin Parslow gained three distinctions and three credits in his first year H.N.D.

ANGLING RESULTS

Colin Tostevin emerged as club champion at the end of the Angling section's summer competitions. Each angler's points total was averaged out over the minimum of two trips. Colin (400Test) weighed in on four occasions with catches of 145, 135, 72.5, 192 for an average of 136.1 points.

The trophy for the best specimen fish is open until the 1st of November and at the moment there is nothing very startling about the fish entered; come on you anglers, get some entries in!

The top ten for 1977 is as follows:

1.	Colin Tostevin	136.1
2.	Pete Sirett	107.6
3.	Bernie Contrill	104.3
4.	Bill Dowinton	95
5.	Gordon Foulds	94.5
6.	Jack Moffatt	85.7
7.	Alan Chubb	79
8.	Dick Seaton	72.3
9.	Ken Queripel	51.5
10.	Terry Black	37.4

Several people were rather critical of the format used to find the champion this year and it is hoped that these anglers will volunteer their services as officials for the next season.

Fishing on a crowded boat calls for endless patience, with the fish and the other anglers! Dave Langlois, skipper of the Isle of Jethou, provided everyone with plenty of sport. He also proved that his boat is capable of reducing grown men to haggard, green, faced, empty, stomached, shivering wrecks! On the trip to the Exchange Bank four out of the ten anglers spent most of the day in a horizontal position! Still, it gave the others more of a chance!

Anglers suffer much in the course of a fishing trip but they'll still come back for more the next year!

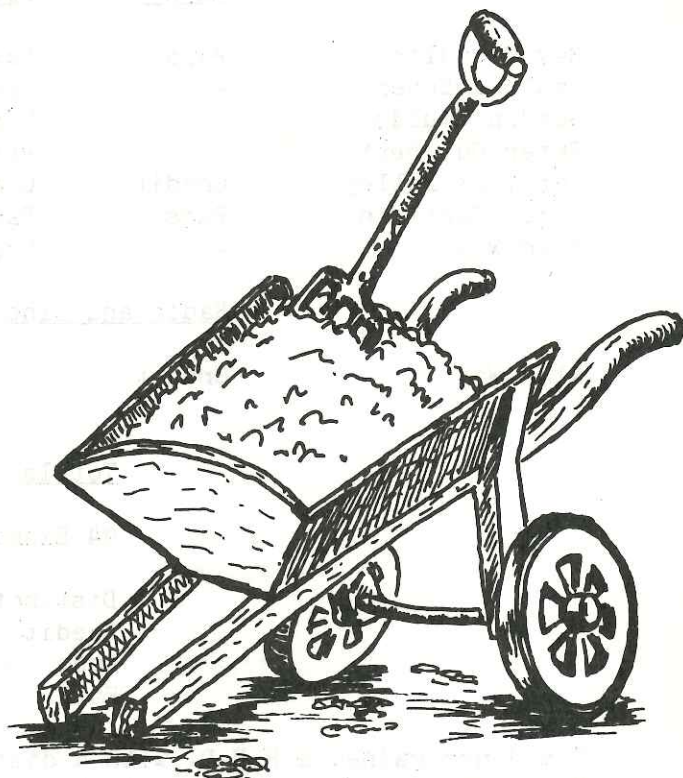
SCIENCE AT WORK IN THE GROWING BUSINESS

A Mr Mahy and his son Cecil noticed that when a wheelbarrow was loaded heavily, it was unstable.

Having lost control of countless loads of fertilizer, they decided to improve the standard Guernsey wheelbarrow.

Cecil felt that having only one wheel was the main problem and so they embarked on a scheme to double the area of tyre on the road.

At last - success, or is it???



21st BIRTHDAYS

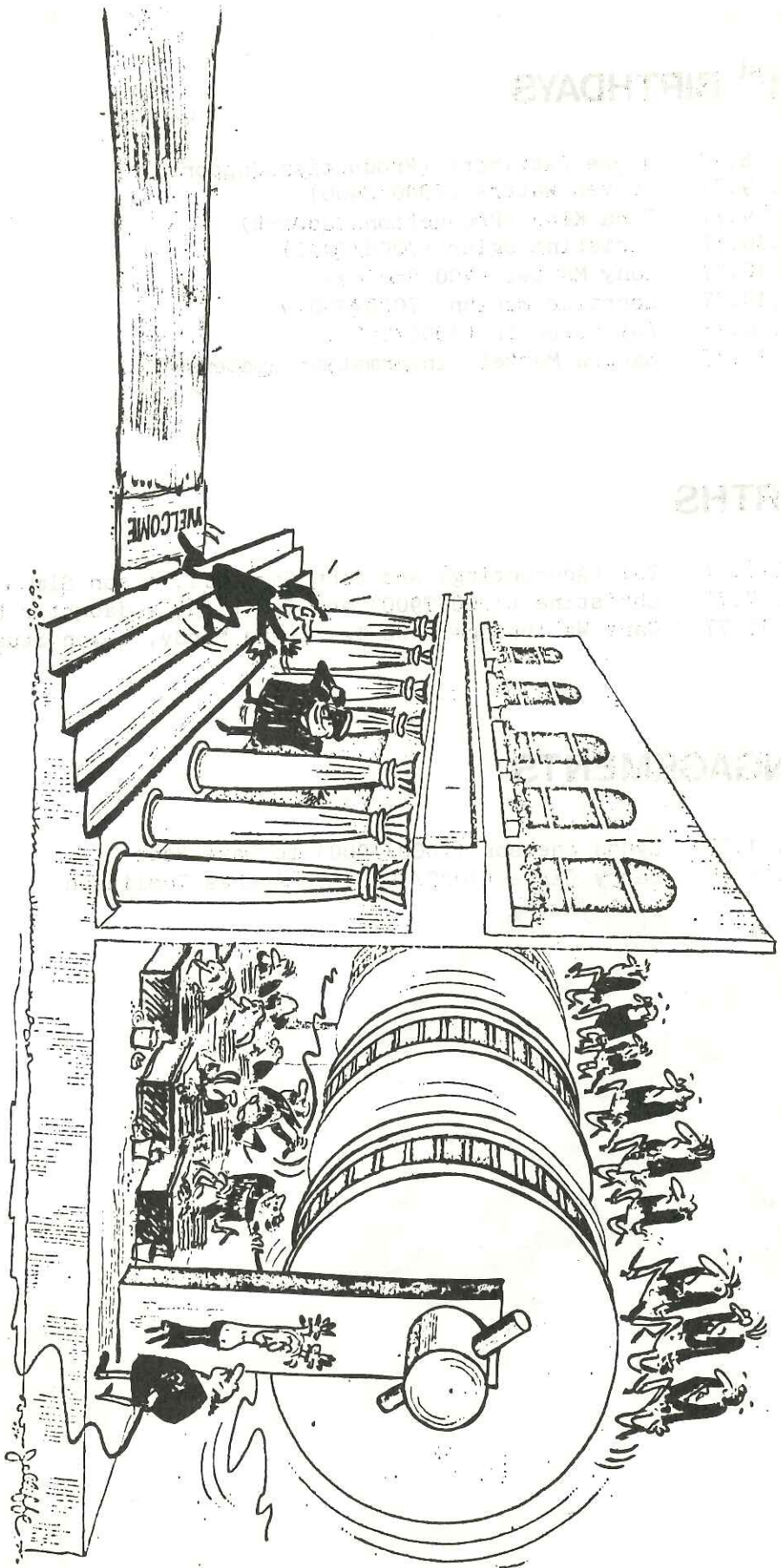
14. 8.77 Jayne Pattimore (Production Support)
7. 9.77 Steven Waters (7000/T900)
20. 9.77 Tina King (Production Support)
5.10.77 Christine Ogier (7000/T900)
10.10.77 Tony Martel (400 Series)
11.10.77 Lorraine McCann (7000/900) /
21.10.77 Ray Coquelin (7000/T900)
25.10.77 Sandra Martel (Information Systems)

BIRTHS

29. 8.77 Val (Accounting) and John Campbell, a son Simon John
31. 7.77 Christine (7000/T900) and Ted Wild, a daughter Nicola Emily
19.10.77 Gary Wallbridge (400 Test) and Mandy, a son Stuart Roy

ENGAGEMENTS

8. 1.77 Lynda Snelson (7000/T900) to Dave Rees
21. 4.77 Barry Carre (7000/T900) to Anthea Tomlinson



YOUR CAPTIONS PLEASE