

Progress in Communications

Order the signal. Hardy.

Aye, aye, sir.

Hold on, that's not what I dictated to the signal officer. What's the meaning of this?

Sorry, sir?

"England expects every person to do his/her duty, regardless of race, gender, sexual orientation, religious persuasion or disability." What gobbledegook is this?

Admiralty policy, I'm afraid, sir. We're an equal opportunities employer now. We had the devil's own job getting "England" past the censors, lest it be considered too nationalistic or rascist.

Gadzooks, Hardy. Hand me my pipe and tobacco.

Sorry, sir. All naval vessels have been designated smoke-free working environments.

In that case, break open the rum ration. Let us splice the mainbrace to steel the men before battle.

The rum ration has been abolished, Admiral. It's part of the Government's policy on binge drinking, and we'd probably lose our ISM certification as well.

Dammit, man, we are on the eve of the greatest sea fight in history. We must advance with all dispatch. Report from the crow's nest, please.

That won't be possible, sir.

What?

Health and Safety have closed the crow's nest, sir. No harness. And they say that rope ladder doesn't meet regulations. They won't let anyone up there until a proper access can be erected.

Then get me the ship's carpenter without delay, Hardy.

He's busy installing a wheelchair access to the fo'c'sle Admiral.

Wheelchair access? I've never heard anything so absurd.

Health and safety again, sir. We have to provide a barrier-free environment for the physically challenged.

Physically challenged? I've only one arm and one eye and I refuse even to hear mention of them. I didn't rise to the rank of admiral by playing the disability card.

Actually, sir, you did. The Royal Navy is under-represented in the areas of visual impairment and limb deficiency.

Whatever next? Give me a full sail. The salt spray beckons.

A couple of problems there, too, sir. Health and safety won't let the crew up the rigging without crash helmets and safety harnesses. And they don't want anyone breathing in too much salt - haven't you seen the adverts about coronary health?

I've never heard such infamy. Break out the cannon and tell the men to stand by to engage the enemy.

The men are a bit worried about shooting at anyone, Admiral - they're afraid of being charged with murder if they actually kill anyone. There's a couple of legal aid lawyers on board, watching everyone like hawks.

Then how are we to sink the Frenchies and the Spanish?

Actually, sir, we're not. The Frenchies and Spanish are our European partners now. According to the Common Fisheries Policy, we shouldn't even be in this stretch of water, and we'd have to answer to the environmentalists if we actually send anything to the bottom, including any cannonballs that miss.

But you must hate a Frenchman as you hate the devil.

I wouldn't let the ship's diversity coordinator hear you saying that sir. You'll be up on a charge.

You must consider every man an enemy who speaks ill of your King.

Not any more, sir. We must be inclusive in this multicultural age. Now put on your Kevlar vest, it's the rules.

Don't tell me - health and safety. Whatever happened to rum, sodomy and the lash?

As I explained, sir, rum is off the menu. And there's a ban on corporal punishment.

What about sodomy?

I believe it's to be encouraged sir.

In that case - kiss me Hardy.

Aims

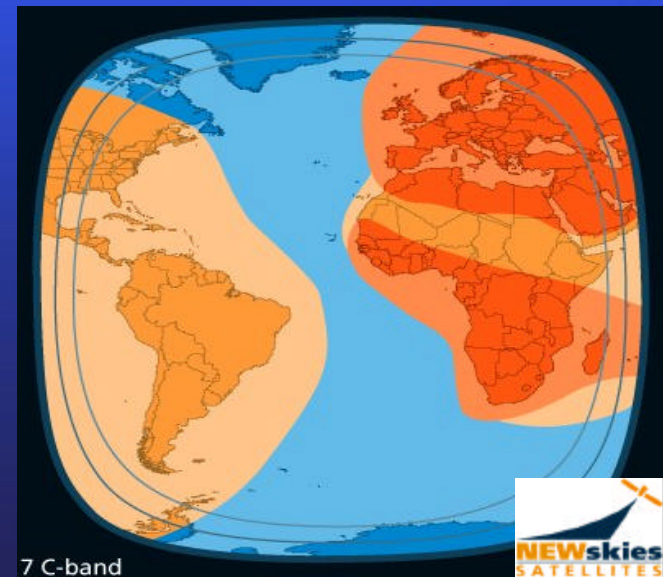
- A robust, unified, permanently connected communications infrastructure for both voice and data throughout the whole of BAS.
- Increased bandwidth links to the Antarctic and to the outside World.
- Decreased running costs.
- Capacity for growth as technology develops.
 - VoIP internal telephony services
 - Access to Cambridge LAN
 - Single e-mail address
 - Internet / intranet access
 - Synchronisation of databases
 - Transfer of scientific data in “real time”
 - Remote control of experiments

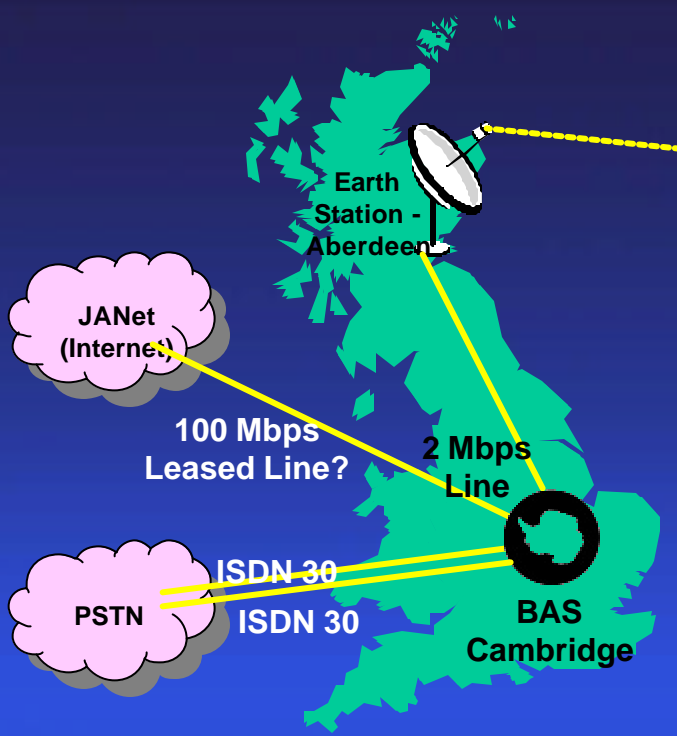
The Supplier



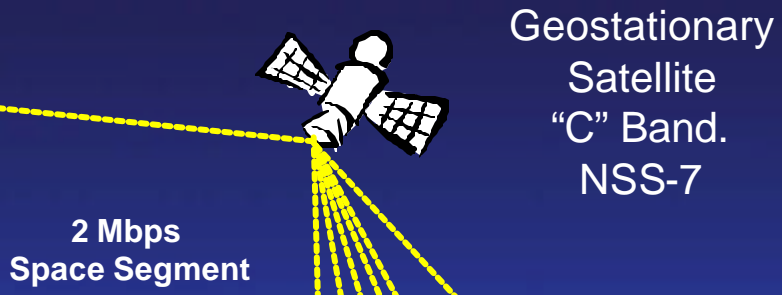
- Invsat Ltd – wholly owned subsidiary of Inmarsat Ventures plc
- Supply VSAT solutions
- Based in Aberdeen
- 7.3m C-Band teleport
- 4.6m Ku-Band teleport
- 24 / 7 / 365 SMC

- New Skies Satellites NSS - 7
- GSO over the AOR at 338° East
- C and Ku Band Services
- Global and Hemi footprints

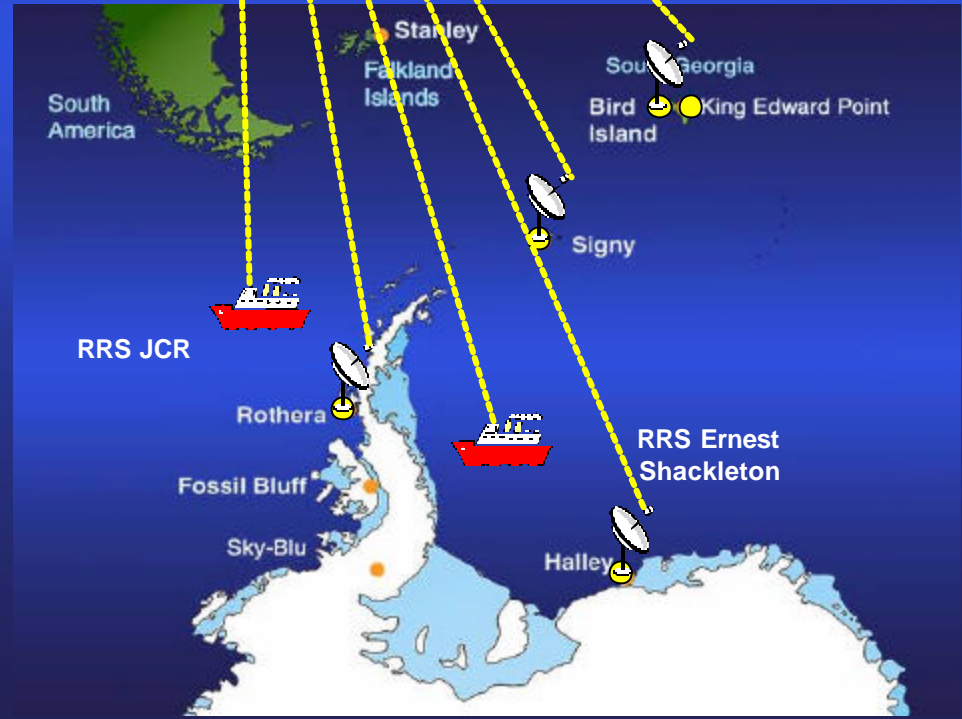




Cambridge WAN Structure



Antarctic WAN Structure



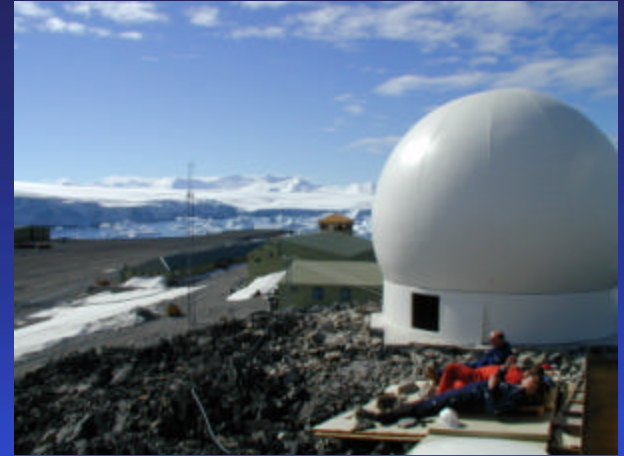
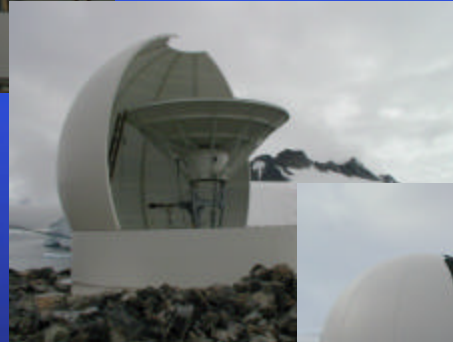
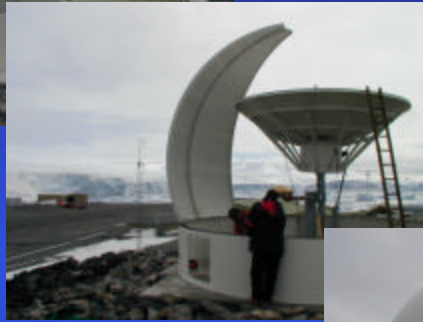
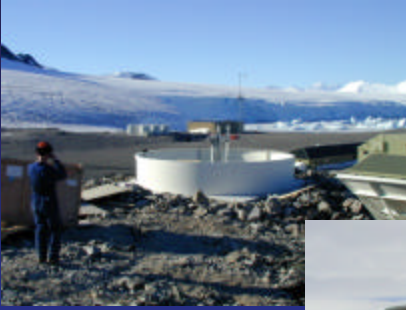
Ship Installations



- RRS James Clark Ross
- RRS Ernest Shackleton
 - 2.4m antenna c/w Orbit tracking system
 - Codan RF equipment
 - 128 kbps duplex bandwidth
 - Voice, e-mail, Internet and data transfer services













Rothera Installation



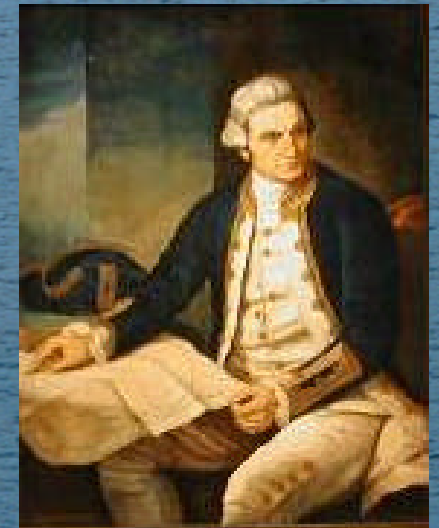
- 3.7m fixed antenna
- Fully redundant Codan RF equipment
- 256 kbps duplex bandwidth
- Voice (VoIP), e-mail, Internet and data transfer services



Progress

Cambridge, Rothera, RRS JCR and RRS Ernest Shackleton Installations	
Simulated network for testing & development	
Technical & operational training of key staff	
Voice Services – VoIP & Analogue	
Internet / intranet – fully operational	
Automated virus protection updates	
Automated service pack updates	
Data transfers in both directions	
Remote plant monitoring	
Scheduled e-mail (every 20 minutes)	
Signy, Halley and Bird Island installations	X
Single, mobile, real-time e-mail account	X
Access to remote LANs	X
Database synchronisation	X
Caching of data & services	X
Remote control of Antarctic experiments	X
“Real time” access to experiment data	X

RRS JAMES COOK



NATURAL
ENVIRONMENT
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