

Before the
Federal Communications Commission
Washington, D.C. 20554

In the Matter of: WRC-12 Advisory Committee IB Docket No. 04-286
To: The Commission

My name is Jeremy Maris, resident in Brighton, United Kingdom. I hold the amateur radio license G3XDK and am Chair of the University of Sussex Amateur Radio Society (call G4AQQ).

I'm an avid supporter of the Maritime Radio Historical Society (MRSH) in California. Amongst other work the MRSH have restored the old RCA receiving and transmitting stations to provide a historical record of maritime radio communications and operators and to continue the tradition of the Morse and RTTY Maritime service. They have a license for station KSM and the transmitters are activated every Saturday and are often in radio contact with other historical sites eg historic ships such as the SS RED OAK VICTORY (KYVM) and the SS JEREMIAH O'BRIEN (KXCH)

I've visited the MRSH transmitting and receiving stations and their work and dedication is truly impressive. Their signals can often be heard in the UK on 12MHz and 16MHz bands.

Given the almost complete lack of historical activity of this kind in the UK and most other countries, I think their activities are of World Class importance and deserve support and protection.

I support the MRHS opposition to the adoption of those portions of IWG-1 Agenda Item 1.9 (Parts 1, 3, 4 and 6) and the changes proposed to Appendix 17, Part A. They would have a severe negative impact on the historical activity by organizations such as the MRSH through the operation of KSM, and others around the world in the maritime service still using A1A and NBDP modes.

I ask that mitigating measures be introduced to protect historical and remaining maritime operations by the allocation and protection from interference of sufficient A1A Morse code calling and working frequencies and paired NBDP frequencies and I support the detailed proposals made by the MRSH.

Providing the frequency allocations proposed by the MRSH would protect the maritime A1A and NBDP services and allow for the international operation of heritage and historical sites but would have negligible impact on the expansion of digital data transmission in the maritime service.

Regards,

Jeremy Maris

