

#### The Lovell Telescope



... through its surfaces Simon Garrington, JBO/University of Manchester

- Original design & redesign: 1950-1957
- Radical modification & new surface: 1971
- Replacement of surface: 2001
- Replacement of original surface: 2018
- Other consequences: foundations





- Concept & proposals: 1950-1
  - Lovell-Husband Sep 1949
  - Radio Astronomy Cttee 1950
  - rail track; towers, cradle, 4-inch mesh
  - 2-inch mesh/5-in profile by 20 Mar 1951 submission
- Design changes

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- Inner 100' mesh 1x2-in 'at no cost' ? Sep 1952
- Interest from Air Ministry: 10cm radar
- March 1954: 3/4-in mesh -> stronger cradle ... but Air Ministry step back

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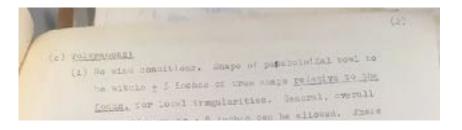
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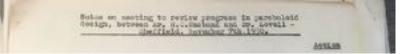




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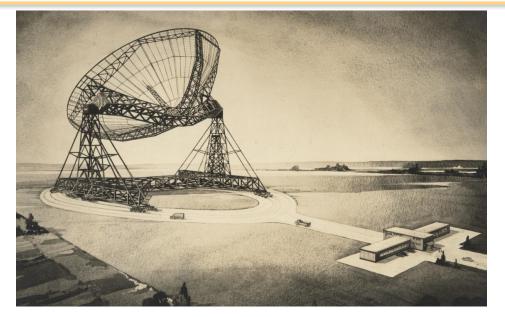




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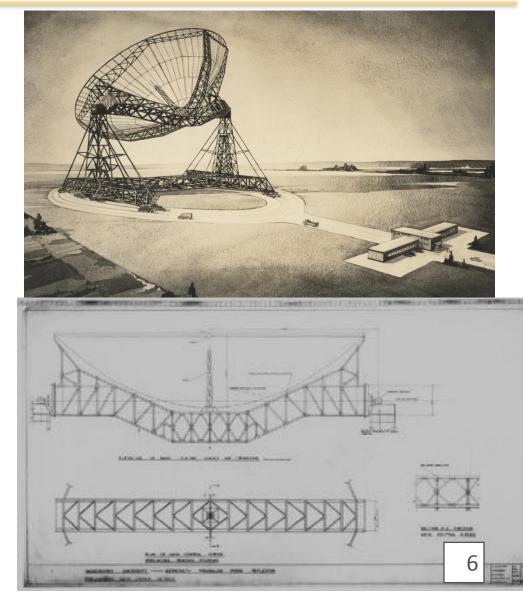




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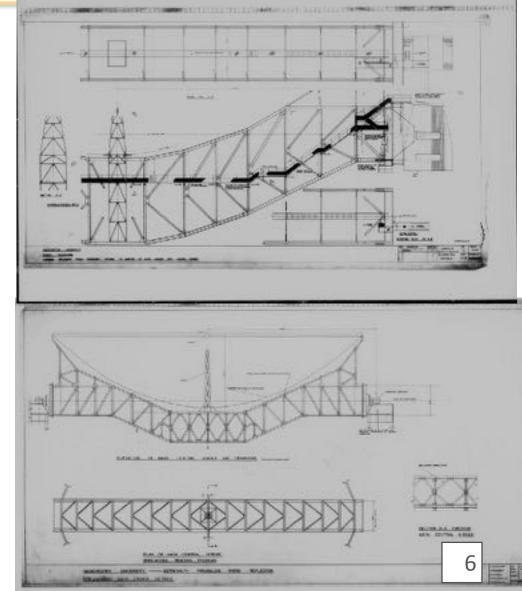
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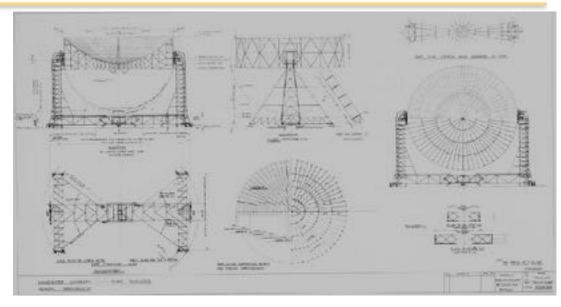
# MKI - bowl & surface redesign

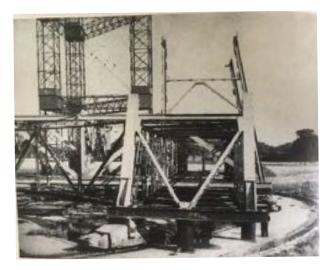
 New 'drum' support -Aug/Sep 1954 [homology?]

Observatory

**AANCH** 

- Major redesign ... in midconstruction
- Cost, weight increase ... Public Inquiry '57
- Husband suggests solid surface (continuous, fully welded)
  - conductivity
- Experiments Jun-Sep '55
  - 1-inch profile
- Main structure complete by this point...







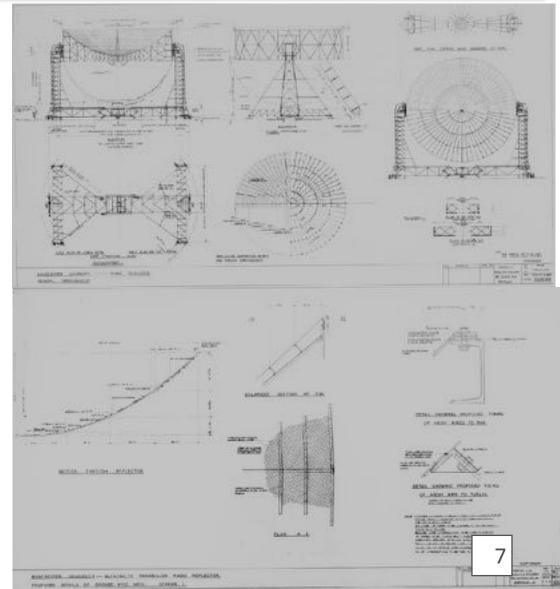
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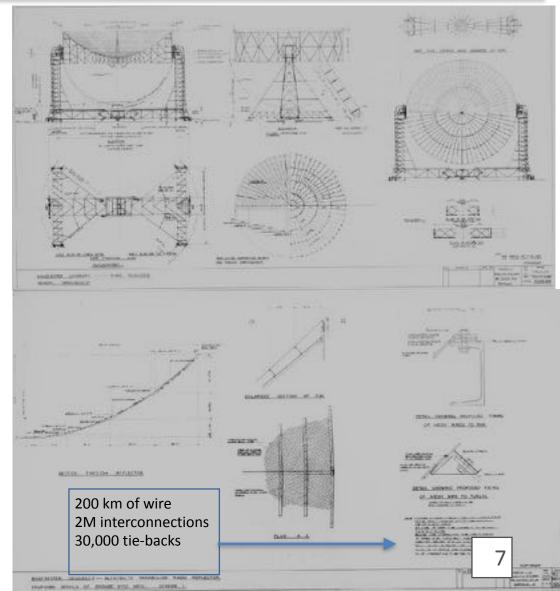
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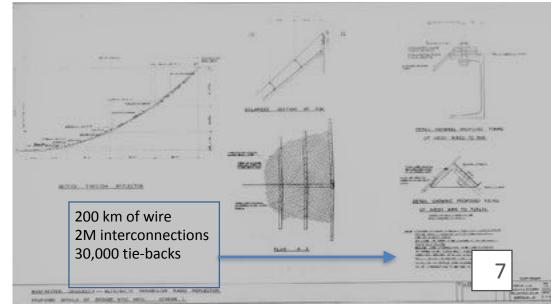




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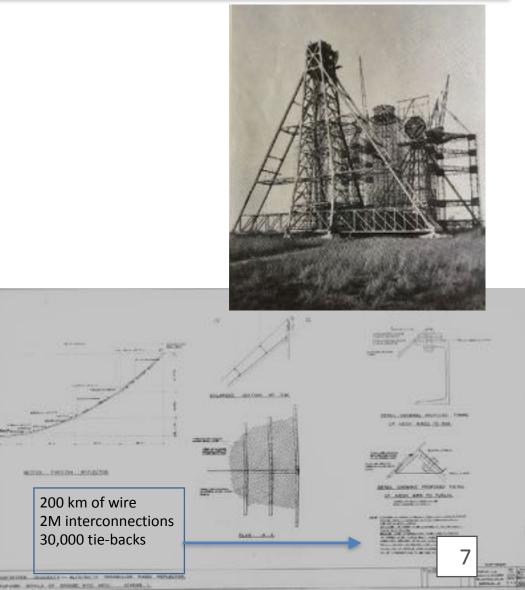




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#### The MkI, completed

- Surface installed 1956-7; 7000 plates; 13/welder/day
- Drives installed...
  Sputnik launched 4
  Oct 57, carrier rocket
  detected 11 Oct 57
- Efficiency of Mkl at 21cm ... 12%









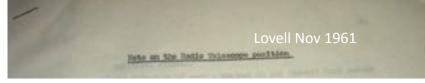
#### **Conversion to MkIA**

• 'Improved Mkl' 1961, alongside... Lovell Nov 1961





- 'Improved Mkl' 1961, alongside...
- MkII (1964)





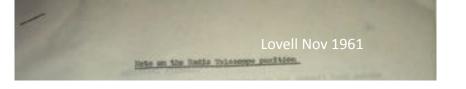


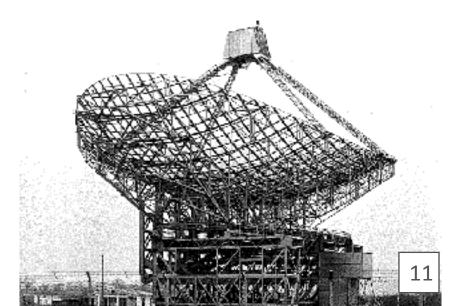
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- MkII (1964)
- MkIII (1966)



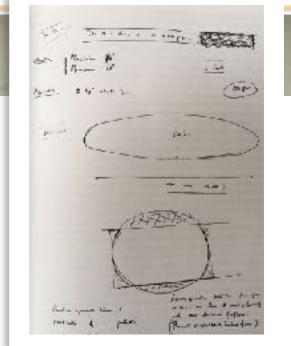




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- MkIV [500' x 1500-15000' !]





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- MkV [initially c 200' nr JBO, later a 400' monster, cancellation -> MERLIN in 1974]

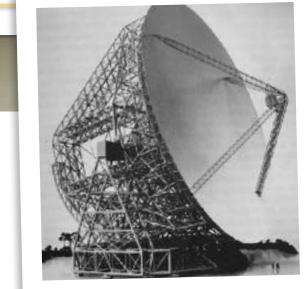




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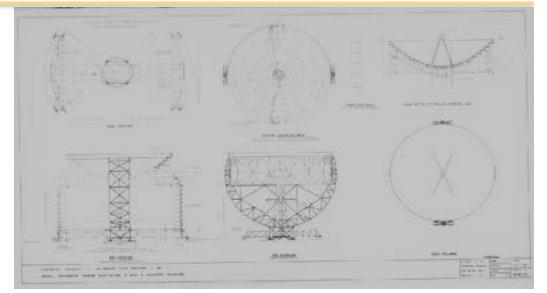


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#### MkIA - motivation

- Husband proposal 1964
  - central support
  - new surface
- Tactically Lovell agreed to delay MkV in Dec '67
- Reality: foundations and structure failing
- c. 200t load relief on bearings/foundation



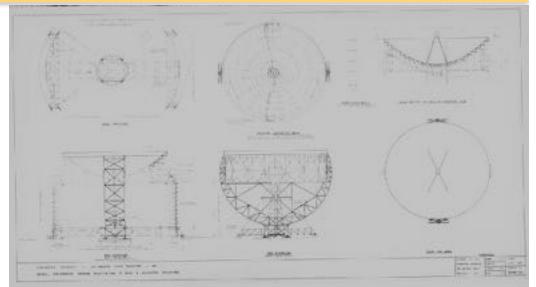


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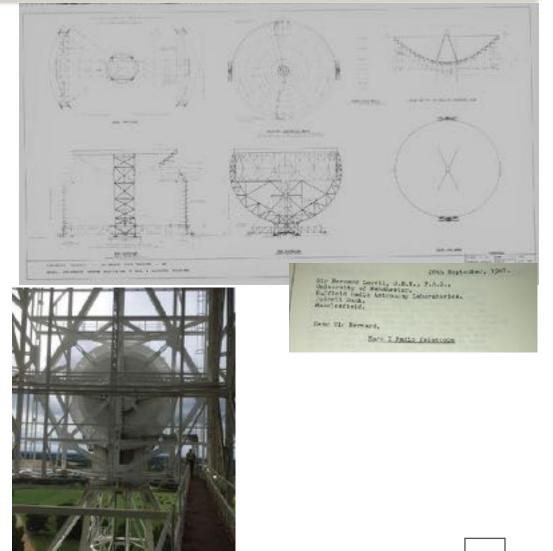


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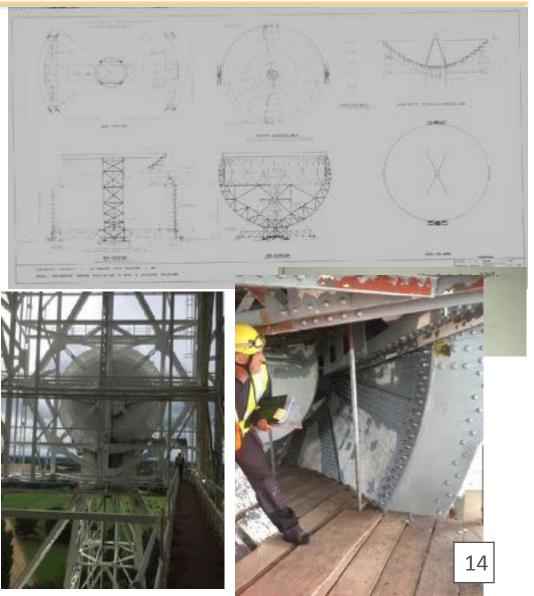


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#### MkIA

- 1968 report: 265'
- Changed during construction to 250'
- 1968-1972
- Cost £665k (c 0.5 Mkl)
- Husband's 'hardest job'
- New f/D=0.3 surface
  - 60% at 18cm
  - 14% at 6cm
- HI, OH, MERLIN, EVN, pulsars, quasars, gravitational lenses,+...
- Wheelgirder + central track: c. 960t (96 piles)



The MK-1 telescope

1971 - picture credit: R W Porc



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#### Surface replacement (2001-2)



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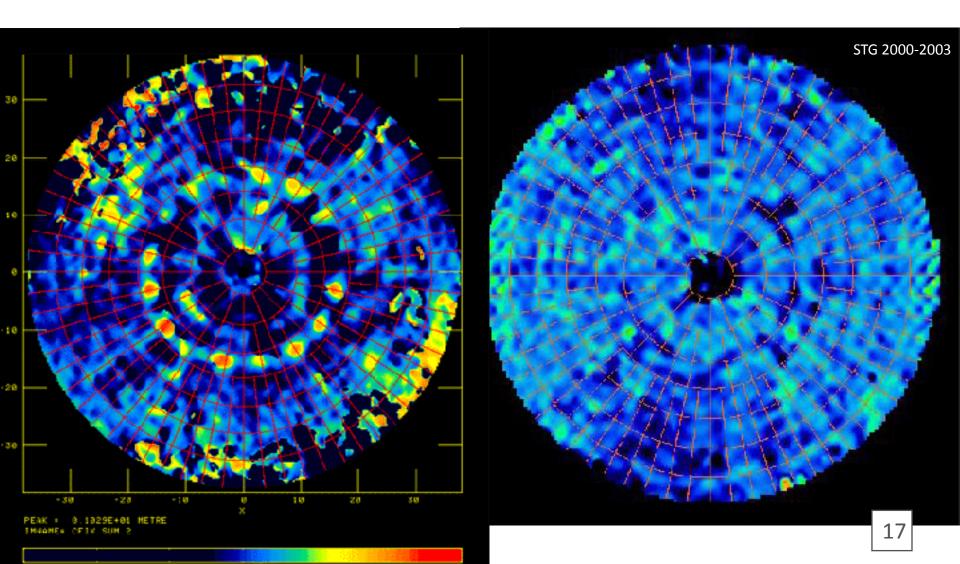


#### Surface replacement (2001-2)



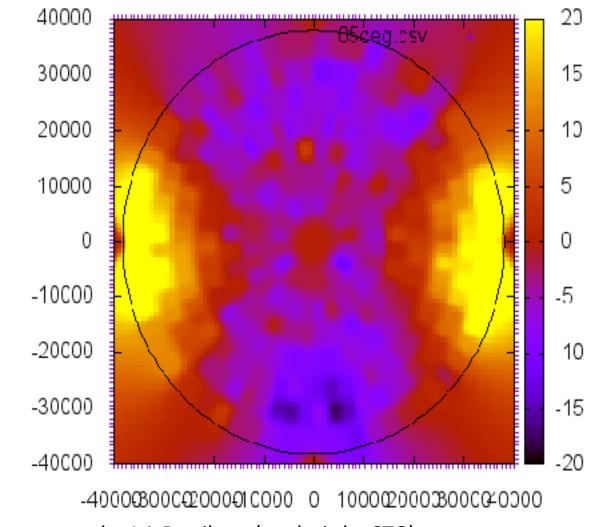


#### Improvement in surface





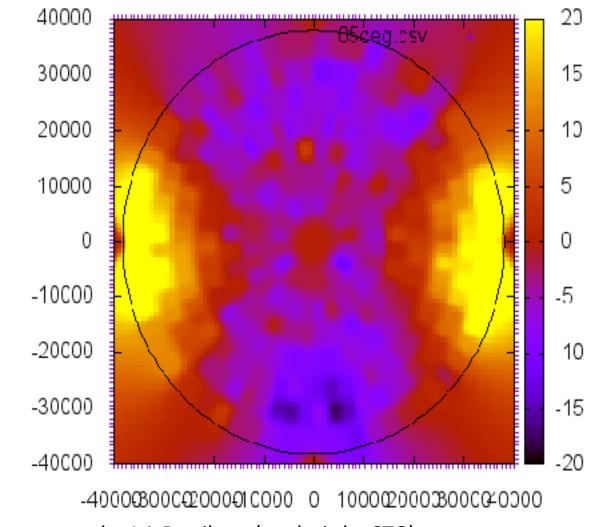
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Total Station measurements by J A Battilana (analysis by STG)



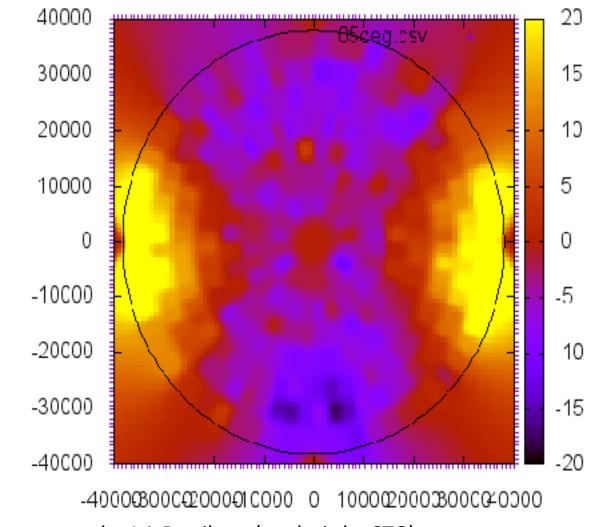
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#### Replacing the 1957 surface

- Considered removal, repair, replacement
- Now replacing with fully galvanised and painted panels, bolted to new angle beams
- Profile not important but fit to original parabola

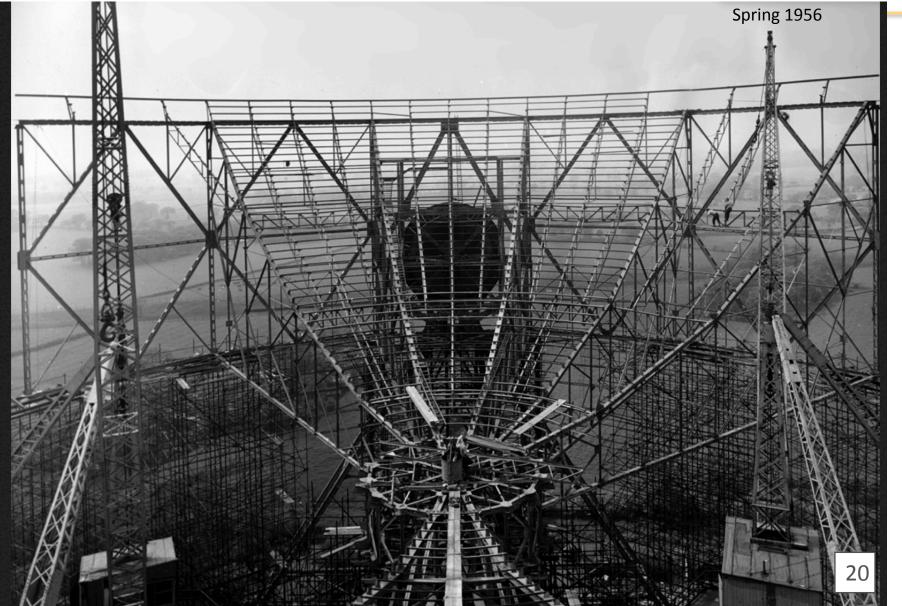


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#### MkI bowl framework



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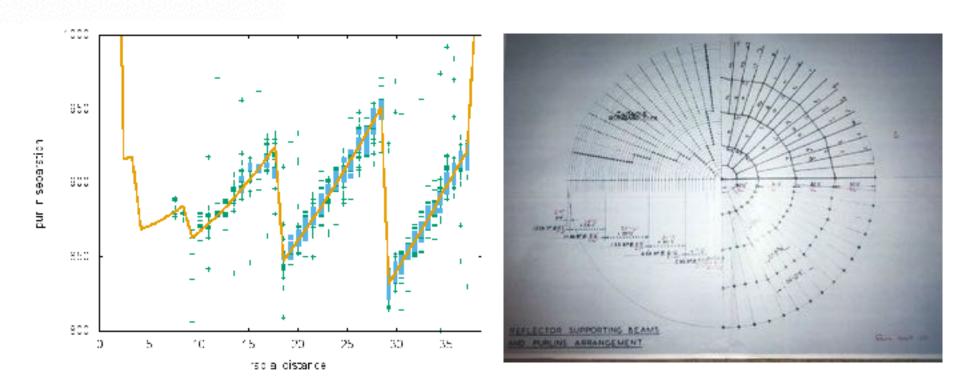
#### LiDAR Scan (Ogilvie Geomatics)







#### **Bowl framework layout**



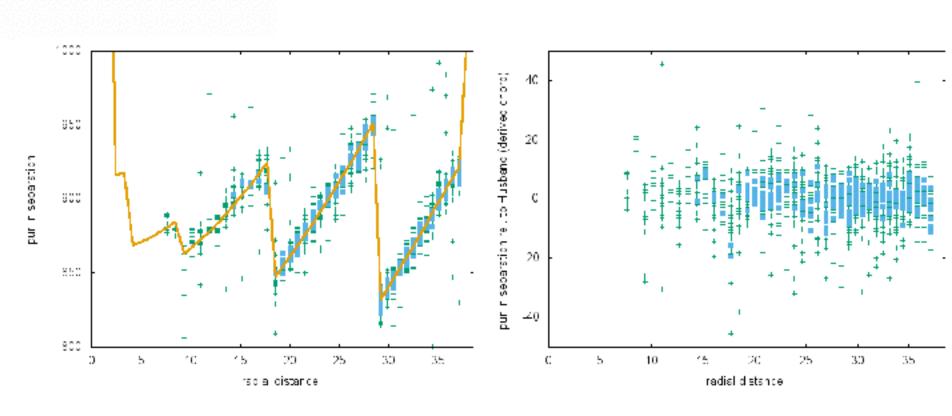
#### Recall original spec: 5-8 in. = 130-200mm

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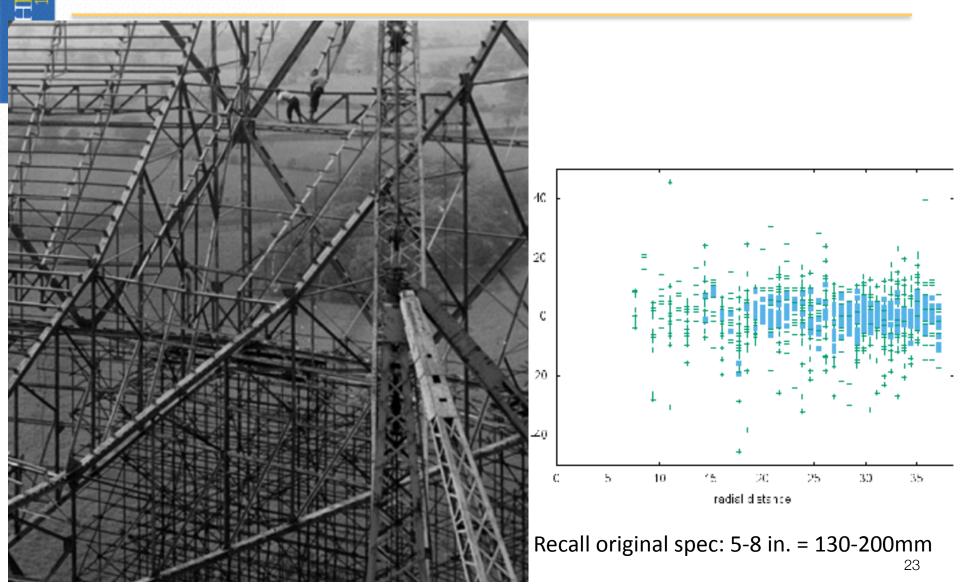


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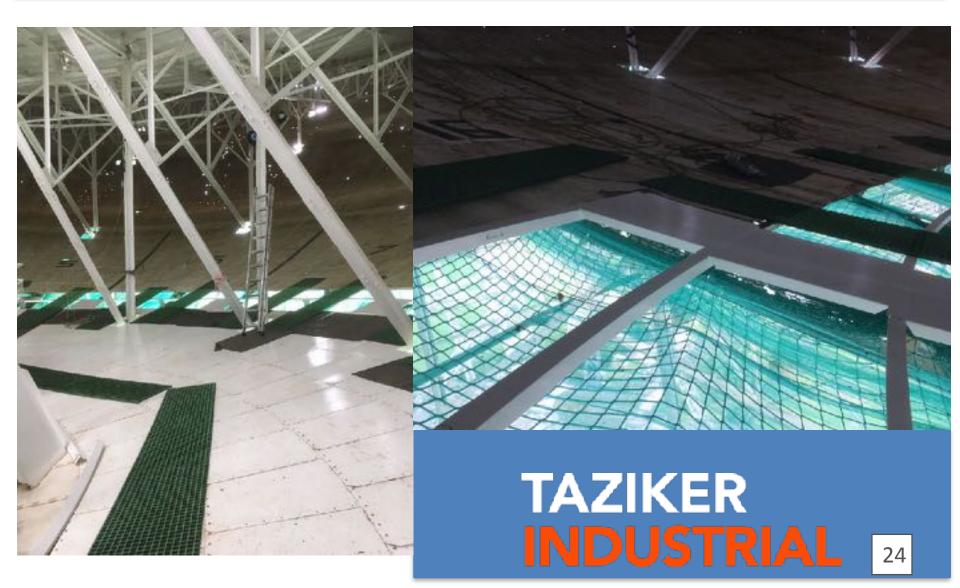


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#### Surface replacement 2018



#### Foundations

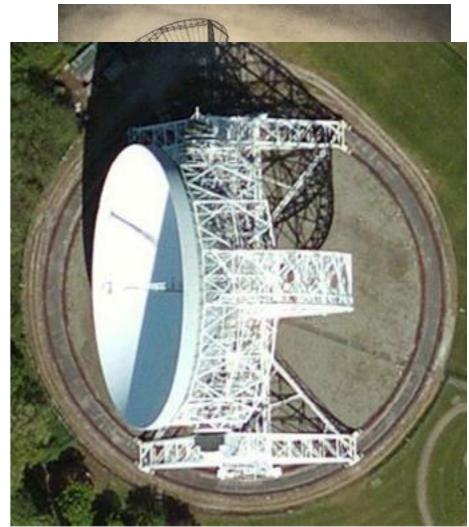
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- Foundations complete (last pile May 1952) before any redesigns
- Finished telescope 2000T
- Mk1A ~ 3300t but transferred load to new central track
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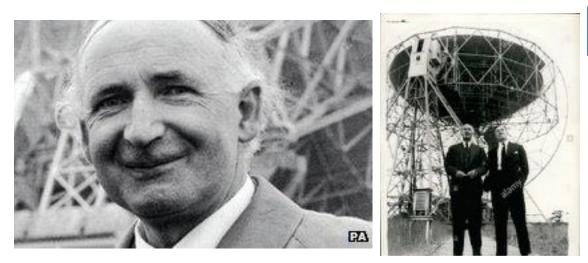


Observatory



#### Conclusion

- Telescopes have many histories: scientific, technological, personal, social, international
- This has been a v. partial engineering perspective, looking at changes in design, their motivation, implementation, and consequences, set against a complex background
- The Lovell (MkI/IA) Telescope [surface] is a unique case of design change during construction and major modification 12 yrs later to add a new surface ... and we have now replaced both 'old' and 'new' surfaces, as well as wide range of major and minor repairs
- In doing so, we continue to learn about and add to its fascinating history



Thanks to Phil Clarke and all the JBO engineering team James Peters @ John Rylands Archive





