



Chelmsford Amateur Radio Society

Established 1936

Affiliated to the RSGB Club Call Sign: G0MWT
President: Harry Heap G5HF Chairman: John Bowen G8DET
Treasurer: Brian Thwaites G3CVI Vice Chairman Martyn Medcalf G1EFL

HAPPY CHRISTMAS to all our READERS



Newsletter No 513

Web Address: www.g0mwt.org.uk

December 2008

This Month's Meeting – Tuesday, 2nd December. 7.30pm at the Marconi Club. **Satellites on a Shoestring by Andrew Tyler, G1GKN.**

With the credit crunch and increased fuel bills who can afford that new all singing and all dancing IF DSP transceiver? (You know the one that makes your tea and toasts your cheese sandwiches whilst you are working that illusive VK6).

Andy's talk will show you how to open up the exciting area of space communication and it will cost most of you next to nothing as you probably already have the necessary equipment. But there is just one catch, it's called home construction. So if you want to have ago at expanding your hobby and are not frightened of a hot soldering iron then come along for what will hopefully be a light-hearted but serious look at amateur satellites.

Andy has arranged for a satellite to pass over Beehive Lane at about 8pm so there may even be a live demo !!

CARS will also have its now famous raffle where typically 12 (plus) prizes are given away.

Dates for your Diary

Mon, 24 th November	Dengie Quiz – Henry Samuel Hall, Mayland. Directions on Dengie Website – www.dhars.org.uk . CARS are entering a Team – contact a CARS Committee.
Sat. 6 th December	CARS Christmas Lunch at The Bell, Rettendon at 12.00 for 12.30pm Lunch.
Tues. 9 th December	CARS VHF Net on 145.375MHz at 8.30pm, Local
Wed. 10 th December	CARS Committee Meeting in Danbury Village Hall at 7.30pm – All Members welcome
Tues. 2 nd January	CARS Meeting. CQD, RMS Republic & Jack Binns by John, G8DET
Fri. 23 rd to Sun 25 th Jan	Extended weekend operating from Sandford Mill commemorating Jack Binns-1909.

CARS Christmas Lunch on Saturday, 6th December 2008. 12 for 12.30pm Lunch.

We are having our Christmas Lunch again at The Bell, Rettendon Common.

This is on the "Old A130" – Note, you cannot get to it from the New A130 except from the A12 or the Rettendon Turnpike exits. Like to join us? Download a Booking Form off the CARS Web Site and send it in with your cheque & we will see if we have seats available.

October is the start of the CARS Membership year – Subscription is the same as last year £12.00.

For those of you who forgot your cheque books – England still does (just) have a postal service.

Send your Cheque for £12 – adult Membership (16s and under are FREE) to

Mr Brian Thwaites, 118 Baddow Hall Crescent, Great Baddow, CHELMSFORD, CM2 7BU.

If you would like a receipt, please enclose a stamped addressed envelope with a 2nd class stamp.

Thanks to Geoff, G7KLV for sending the postal Newsletters – could it go by E-Mail?

Please inform Geoff, G7KLV by E-Mail of any changes to your call-sign, postal or E-Mail address, etc.

E-Mail him on g7klv@g0mwt.org.uk Thanks. Only by you sending Geoff your E-Mail address, can we ensure WE get it correct!

Club Nets: Tuesdays 8-30pm: (2nd) 145.375: (3rd) 28.375/1,947 (4th) 1.947: (5th) 145.375. All +/- QRM.
Net Controller for December is Patrick, M0XAP. Thanks to David, M0BQC for doing it in November.

Last Months Meeting:-

"The Titanic" by Terry White, G0BXL

Terry introduced himself as G0BXL and a member of the Harlow & District Amateur Radio Society and the Titanic Society. He also works for the St Clere Hospice and Essex Stroke Club. He is also involved with the Titanic Wireless Group from Godalming, in Surrey, who operate a special Titanic event every five years to commemorate Jack Phillips, the wireless operator on the Titanic, who was born locally. He uses the special event call sign GB90MGY (the Titanic's call-sign being MGY). The picture on Terry's QSL shows the authentic re-construction of the Titanic's wireless room used for the special Titanic event, the equipment being loaned from various museums.

Terry started his presentation by setting the scene as it was then. The potato was the staple diet throughout Europe but between 1852 and 1900 there were massive crop failures forcing people to leave their homes in search of a better life in America. By 1910, 62% of all Americans were migrants. At that time typical weekly wages were 90p for a manual worker and £1.50 for a railway clerk.

Before the outbreak of WW I the English ship building industry was in a poor way and the Government of the time realised that if hostilities did occur the country would be in a very bad way so they poured money into the ship building industry. New machinery was installed and although passenger ships were being built the Navy ensured that they could be easily converted in to troop carriers.

The Titanic was built in the Harland & Wolff shipyard in Belfast using some of this new equipment. Panels were made in pairs - one for each side of the ship. These were assembled using a water proofing compound and heated rivets were driven through the retaining holes and swaged over to form a heads. It is the quality of these rivets which modern science now questions. The ship had three engines, one centrally located and a smaller one on each side with a funnel for each - the fourth being used to ventilate the kitchens. The 29 coal fired boilers were stoked by 300 stokers. There was a coal strike at the time and the ship's bunkers were not fully loaded. Some of the coal was unsuitable, resulting in outbreaks of fire in the bunkers themselves.

The Titanic set sail and as it approached America seven iceberg warnings were received by Jack Phillips, the Marconi wireless operator. These were personally delivered to the bridge but the speed of the vessel was not slackened much, if at

all. The lookouts were exposed to the intense cold and were not provided with binoculars.

Terry's theory was that Captain Smith would run out of coal if he laid-to for the night, as the California had done, and would be late arriving in New York. He dismissed any ideas that the Company were out to set a record for the Atlantic crossing that was held by a smaller faster German ship at the time.

They struck an iceberg and started to take in water. CQD and SOS were sent alternatively. The California did not respond as it had shut down its wireless room, having been "told off" by the Titanic that it was interfering with the latter's traffic. The power of the Titanic TX was 10KW with a 7.5KW TX on board to be tested for the Navy.

Four supposedly watertight bulkheads were breached. There were only 70 lifeboats and 1,500 life jackets. It sank in 2hrs 40 minutes and although 700 was saved, 1,700 perished. The ship could have accommodated another 800 persons on board!

Terry showed us many photographs of Icebergs in various stages afloat. On the night of the disaster there was no moon and the sea was very calm. It was very difficult to see the icebergs which were rendered invisible because there were no waves breaking against them. The boilers exploded and the ship blew apart as she sank.

Captain Ballard of Woods Hole found the Titanic in the 1980s and this rekindled the public's imagination. His first dive confirmed its position and subsequent dives brought up a few relics. The French now own the diving rights and are systematically destroying it by removing vital parts.

After the refreshment break Terry drew the winning tickets for the superb raffle organised by Colin G0TRM, Jeremy M0DUT, Peter G0KSJ and Geoff G7KLV. Our thanks to all the organisers and supporters. Terry then answered questions.

"How did the Private Messages get to the Marconi Wireless Operators?" In reply Terry said that the Titanic had two pneumatic tubes between the wireless room and the Purser's office where the passenger would make out the Marconigram and pay the Purser, who would then put it in the tube. Incoming messages would go the opposite way. The Titanic also had a speaking tube to the bridge but custom dictated that the wireless operator took the message for the Captain to the bridge personally to ensure it was delivered.

Terry recommends watching the DVD and reading the book, both called "Into the Abyss".

Thank you Terry for a fascinating story, well told and illustrated - thank you so much.

John G8DET & Geoff G7KLV.

Feedback – The Great Eastern & Titanic.

My Great-Great Grandfather, George Beckwith was Engineer-in-Charge of both paddle and screw on the first Trans-Atlantic cable laying ship, the "Great Eastern".

If the Titanic had been built like her with a double skin she would not have sunk!
The Great Eastern did actually gash her side on a rock (Now called the Great Eastern Rock) but carried on to port ... with a slight list!
Good old Brunell!

BTW the Great Eastern was built as a passenger ship equipped with paddle - screw - and sails to go non-stop to Aussie with 4000 passengers. Proved not viable - most it carried was about 400 I believe.

Eric, G3MMX

Sandford Mill – CQD - Jack Binns – 1909. Advance Notice.

To commemorate the 100 th. anniversary of the first use of CQD at sea, Sandford Mill will be open on Friday, 23rd January from 9am to 5pm for the transmission of Morse only using GB0MWT. On Saturday 24th and Sunday, 25th January, Sandford Mill will be open for SSB & Morse from 9am to 5pm.
Saturday, 24th is also to celebrate SOS and is organised nationally by the RNLI.
Please put these dates in your diary.

AWARDS FOR ALL - LOTTERY AWARD

Chris, G0IPU started off an "Awards for All" Lottery application in 2004. For all sorts of reasons, including the fact that they changed the rules a number of times just before we submitted an application, it was not submitted until Trevor, M5AKA put it together at the end of July, 2008. Dr Geoff Bowles of Sandford Mill was our Sponsor and President Harry, G5HF our Senior Proposer.

Some 65% of all applications are returned within 8 days due to incorrect form filling – ours was accepted. The Lottery Commissioners met in mid October and CARS was allocated £10,000. Amazingly, we only found out about it from the press but the money did appear in our bank account!!

It is for 3 inter-related aims but mainly to purchase 2 new Rigs and Laptops for our Training Group

and a new Rig and Linear for the Radio Sport (Contest Group). The opportunity will be taken to purchase one Rig with D-Star so as to be up-to-date.

I would like to thank all those who contributed to the success of this venture – we were only just in time as the award is being changed (for the worse?). Also with the falling pound, prices are likely to go up for equipment not manufactured in the UK.

John G8DET.

At Last the New Sunspot Cycle!!

The website <http://spaceweather.com> reports that sunspots are emerging on the sun. The magnetic polarity of the sunspot identifies it as a member of new Sunspot Cycle 24.

Geoff G3EDM reports that the bands are slowly improving but he is worried that they may become swamped by many of the newcomers (G8s etc who can now use the HF bands). Having said that G8DET is not generally enamoured with "You are 5 by 9, QSL?" QSOs. The nicest contact heard outside Chelmsford & district was from Carlisle where M3LYO exchanged working detail and all sorts of interest about aerials etc with all he worked.

As an aside, Geoff says he has now had a QSO with 2,610 different Australian Amateur Radio Stations. Most "new" stations he works have only been licensed in the last 6 months. As Colin G0TRM said on the Tuesday Net "This deserves a "Wizard of Oz Award"!!

Visit <http://spaceweather.com/> for sunspot photos and updates. Note this is NOT a "www".

Trevor M5AKA & John G8DET & Geoff G3EDM.

E-Mail Received.

Dear John,
I was lucky enough to spend some time with CARS earlier this year (Jan/Feb) whilst undertaking the Foundation Course and exam. It has been good to hear about the progress of CARS throughout the year but we are currently based in Fuerteventura and will soon be heading out to cross to the Caribbean, so it is not really possible for us to 'join' CARS in any meaningful way. As it is not possible to carry out the Intermediate and Advanced Courses remotely, we are going to have to try and achieve these stages by waiting until our return to the UK at sometime in

the next few years. Thank you for sending the newsletters over the past months. We wish CARS all the very best for the future.
Kindest regards

Alan Martin M3?

PS If anyone wishes to send an E-Mail to Alan, contact me for his E-Mail address.

CHELMSFORD AWARD

Last call for the Chelmsford Award.

The 31st December 2008 signals the close of this exciting Award. We have collected quite a lot of money (amateur radio, not professional footballer's money). We will look for an appropriate time & place to pass the cheque to the Air Ambulance.

If you wish to be on the Awards list – get your skates on, please!

John G8DET.

Computing – Java.

One needs Java but do you have more than one copy? This is the question – it can wreck your computer if you do! Unfortunately with each new version, the old versions are not deleted and can be about 100MB each!

For XP users, look at: -
Start ->Control Panel->Add/Remove Programs & look for Java. Delete all but the most recent.

It is not recommended you update your version of Java if it is working OK. It is recommended you DISABLE Automatic Updates.

See: -
<http://www.webteam.bham.ac.uk/ucms/faq/javainstall.shtml>

Graham Leggett G7JYD.

Computing – Spam Removal

If you are SERIOUSLY bothered by spam, why not buy in a spam removal tool instead of going to the trouble and maybe expense of changing your E-Mail name or ISP?

It has been reported that one ex Marconi person recently began using an anti-spam product called ChoiceMail. He says "it has given me back complete control of my email. I literally do not get spam any more. Zero!"

ChoiceMail works on the basis that if someone wants to email you, you have the right to know

who they are and what they want. It accepts messages from anyone in your Address Book, as well as anyone you send a message to. Other senders receive an automatic reply asking them to verify their identity and provide a reason for contacting you. Spammers do not respond to this request, but real people do.

It costs \$40. See: -

<http://www.digiportal.com/>

Mel Frewin, SWL

December Sports Radio (Contests) from Steve, G4ZUL.

ARRL 160 Metre / CW

06/07 December,
Starts: 22:00 Finishes: 16:00 UTC. 42Hrs
Exchange: RST only.
Further information from www.arrl.org/contests

144 Mhz AFS Contest

07 December,
Starts: 09:00 Finishes: 17:00 UTC
Exchange: RS + Serial number + Locator
Sections: SF, O. (Special rulesS3)
Full rules from www.vhfcc.org

ARRL 10 Metre. SSB/CW

13/14 December, 48HRS
Exchange: RS(T) + Serial number
Further information from www.arrl.org/contests

2009 Sport Radio (Contests) in January

Each year in January the RSGB organizes two AFS contests, next year the anticipated dates are Sunday, 11th January, CW and Saturday 17th January, SSB. Each Contest is 4 hours in duration and runs from 14:00 to 18:00Z.

Please try and find some time to operate these contests, they are good fun, and with more CARS Members taking part I'm sure that we could achieve some good results.

For any further info please email Steve G4ZUL
contests2008@g0mwt.org.uk

Steve G4ZUL

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Training

CARS are running another 6 week evening Foundation training course at Danbury Village Hall starting Thursday 26th February.

Members can help by telling people about the course and by putting up posters in public places. We need everyone to help spread the word about the course in whatever way they can. For instance you could write a short item for your local community newsletter or local newspapers. We need to make the general public aware of the course.

A suitable poster for display can be downloaded from

<http://www.g0mwt.org.uk/training/poster2.pdf>

The current Advanced class is drawing to a close with the exam taking place on Monday 8th December. We wish all candidates every success.

For details of all CARS training courses contact Clive Ward G1EUC
Tel: 01245-224577 Mob: 07860-418835
E-mail: [training2008 \(at\) g0mwt.org.uk](mailto:training2008@at.g0mwt.org.uk)

HELP WANTED!!

Anglo European School, Ingatestone Second time of asking.

The Amateur Radio Club at the school was founded 3-4 years ago and has 10 members, but is now in need of help as a former licensed parent has left. They currently meet once a week at the school in Ingatestone (Wed 3:30 - 4:45pm) though this could be flexible. They would very much like to run their foundation course again as well. The club fits well with the schools international ethos and it would be a great shame to lose it. Interested?

Please contact The Editor or Murray G6JYB who have more info.

All About DSTAR Amateur Radio

Now that the new 70cm DSTAR repeater **GB7ZP** is operating in Danbury, many amateurs want to find out more about this new digital voice mode.

Christopher VE7ALB has made a video, which he has loaded to YouTube, that gives a straight forward explanation of DSTAR. You can watch it at

<http://uk.youtube.com/watch?v=eKRDggVtk7g>

Trevor M5AKA

ERO Receiver Standards Report

The newly issued EEC Report 127 on the impact of receiver standards on spectrum management gives examples of the problems found with Short Range Devices (SRD's) operating in 433/434 MHz.

The report was produced by the European Radiocommunications Office (ERO) and ANNEX 3 lists some of the problems found with licence exempt SRD's which operate in part of the Amateur Radio 70cm allocation from 433.050 MHz to 434.790 MHz.

The report 'The impact of receiver standards on spectrum management' can be downloaded from

<http://www.erodocdb.dk/Docs/doc98/official/pdf/EC-CREP127.PDF>

European Radiocommunications Office (ERO)
<http://www.ero.dk/>

Trevor M5AKA.

Historic Ship and Ship to Shore Recordings

As a link between the Titanic and CQD-Jack Binns, 1909 in January, please find below a fascinating collection of early ship and ship to shore recordings available on the web.

Radio Officers Recordings

<http://mikea.ath.cx/www.n1ea.coastalradio.org.uk/index.html>

Morse Code Recordings

http://mikea.ath.cx/www.n1ea.coastalradio.org.uk/morse_recordings.htm

Costal Radio Communications

<http://www.n1ea.coastalradio.org.uk/>

Trevor M5AKA

And Finally.....

John G8DET edited this edition. Material by; Murray G6JYB, Trevor M5AKA, Steve G4ZUL. Graham Leggett G7JYD, Eric G3MMX & Geoff G3EDM. Also Mel Frewin from Danbury. Titanic write-up corrected by Geoff G7KLV.

Items for the next Newsletter should be sent to the editor@g0mwt.org.uk by Thursday, 13th December as Christmas comes early!

Happy Christmas to all our Readers.