



# 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



Newsletter No 515

Web Address: [www.g0mwt.org.uk](http://www.g0mwt.org.uk)

February 2009

This Month's Meeting – Tuesday, 3<sup>rd</sup> February. 7.30pm at the Marconi Club.

## Amateur Aerials – Whys and Wherefores by Tony, G4YTG

At the CARS AGM in October the Membership were asked what they would like to hear or get involved with during 2009 - a number asked for "Amateur Aerials" so tonight CARS own resident Aerial Expert, Tony, G4YTG will explain all.

Tony will include the G5RV and the Windom Antennas.

He will take questions as he goes and if he has time will invite the floor to an Open Forum.

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

### Jack Binns-“C.Q.D”-1909-R.M.S Republic

As part of this commemoration Sandford Mill will be open on Friday, 23<sup>rd</sup> & Saturday 24<sup>th</sup> January, 10am to 5pm, to transmit using Morse using the Special Event Call-Sign GB0MWT (this is because all messages were all sent in Morse 100 years ago). On Sunday, 25<sup>th</sup> January, 10am to 5pm, SSB will be used but if the Operator wishes to use Morse then it can be used.

### Dates for your Diary

Fri.23 <sup>rd</sup> to Sun 25 <sup>th</sup> Jan	Extended weekend operating from Sandford Mill commemorating Jack Binns-1909.
Sunday, 1 <sup>st</sup> February	Canvey Rally. Doors open at 10.30am. CARS & ERG have tables. <a href="http://www.southessex.ars.btinternet.co.uk/canveyrally.html">http://www.southessex.ars.btinternet.co.uk/canveyrally.html</a>
Tues. 10 <sup>th</sup> February	CARS VHF Net on 145.375MHz at 8.30pm, Local
Wed. 11 <sup>th</sup> February	CARS Committee Meeting in Danbury Village Hall at 7.30pm – All Members welcome
Tues. 3 <sup>rd</sup> March	CARS Meeting. “What has the RSGB ever done for me?” by RSGB President, Colin Thomas, G3PSM. All local Club Members are invited.

### October was 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 2<sup>nd</sup> class stamp.

If you have NOT paid your Subscription  
this may be the last CARS Newsletter you will receive!

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](mailto: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 February is Geoff, G3EDM. Thanks to Colin, G0TRM for doing it in January.

## **Last Months Meeting:- "Jack Binns-C.Q.D-1909-R.M.S Republic" By John Bowen, G8DET**

On the coldest night of the year a number of Members and visitors including ex ROs came to the Marconi Club to hear John, G8DET tell the story of Jack Binns & the RMS Republic in 1909. John said the story started with an E-Mail from Virginia, Grand-Daughter of Jack Binns.

On 22nd of January, 1909 the ship R.M.S Republic left New York and headed towards the Mediterranean with 410 passengers and a crew of 300. Early the next morning (23rd Jan) in very thick fog it was rammed broadside by the Italian Liner S/S Florida

The Marconi Wireless Operator, Jack Binns sent the code letters "CQD" created by Marconi for such an emergency in 1904 but not used before in need - this started a tremendous rescue at sea which caught the public's attention and saved in the end possibly 1,625 lives (with no further loss of live after the initial crash). It is still the largest transfer of passengers at sea.

To give the evening a "wireless" flair, Terry Green, G3GLL, a ships Radio Operator for many years, send the messages using a copy of a 1905 Morse Key (which had been presented to the Mayor of Chelmsford) and a demonstration "Spark Coil" - many members in the audience were able to follow the buzzing code.

Jack Irvin had the Graveyard shift from midnight to 8am and had just woke up because his fire was low & he was feeling cold - he heard the "CQD" call from the other side of the room as there was no traffic at this time (good timing - later & the MKC CQD call would never have been heard).

MSC replied: - "CQD SC K". Siasconset's call-sign being initially SC, but an M had been added at the 1st of January that year.

Captain Sealby of the Republic then sent a Steward to Jack Binns with the request to send the following message: -

"CQD (x3) de MKC (x3) REPUBLIC STRUCK BY UNKNOWN STEAMSHIP - LAT 40.17 - LONG 70 BADLY IN NEED OF ASSISTANCE K".

Siasconset repeated this message using its high power but adding "DO UTMOST TO REACH HER".

This message was picked up by at least a dozen ships, of which about 6 were in a position to help - problem was finding the Republic in the fog!

The Republic initially transferred all passengers to the Italian ship as it was not so badly damaged which took 2½ hours.

After searching for 12 hours and travelling some 200 miles in a square of 10 miles in very thick fog, the RMS Baltic found the Republic helped by over 100 messages from Jack Binns. It took on most of the crew of the Republic including Jack Binns who managed to get something to eat and a little sleep.

Having completed that task the worry was then that the Florida was starting to settle in the water so the Republic's passengers (for the second time) were transferred by rowing boat to the Baltic along with the Florida's own passengers. This took some 10 hours - 83 boats trips.

Most of the passengers on the Florida had escaped from Europe's largest Earthquake in Messina, Sicily which had killed well over 100,000 and seriously wounded 200,000.

The Chief Marconi Wireless Operator on the saving ship, R.M.S. Baltic, Henry J Tattersall was a Chelmsford man. From 1935 until he died in July 1980 aged 94, he lived in First Avenue, Chelmsford.

Next morning (24th Jan) at 10am the Captain of the Republic considered that the ship could be saved and requested 38 named crew to rejoin the ship - including Jack Binns who took fresh storage batteries with him.

Tugs appeared and put a line on the Republic with the Furnessia acting as a rudder and very slowly towed it towards New York. However at 5pm it was realised it would not make it so the steel ropes were replaced with Manila ropes, laid over wooden blocks. All the crew except Captain Sealby & Second Officer Williams took to the boats and rowed to the Gresham. At 8pm the ropes were cut with an axe and the Republic slid beneath the waves, stern first. Both Sealby & Williams were luckily plucked from the sea.

Two passengers on the Republic initially died with a third a few days later in a Brooklyn Hospital. 3 Crew died in the front section of the Florida.

In all some 1,660 passengers & 300 crew were saved because Jack Binns was able to get the "CQD" message to Jack Irwin, the Marconi shore operator at Siasconset on Nantucket Island, Mass who spread the word.

The French Liner "La Lorraine" acted as a superb "wireless relay" ship and this ensured that many messages which may have been lost were heard.

For further reading look at;  
<http://www.rms-republic.com/>

<http://www.jackbinns.org/>

As the result of researching the "Jack Binns rescue", a local hero was found. In June 1914 the "Empress of Ireland" was leaving Montreal on the St Lawrence River, Canada when it was hit, again in thick fog, by the Collier, SS Stortland.

Ron Ferguson, G4VF, a past CARS President sent the emergency code "SOS" which was picked up and acted upon by the Marconi shore station at Father Point. The assistant Operator was told to get in a boat which he did but Ron stayed for a few minutes until the power failed and his wireless room was awash. Grabbing a deck chair as it floated by, Ron was washed into the sea but picked up by the Collier, transferred to a nearby tug and using their wireless co-ordinated the rescue.

Unfortunately, of the 1,425 persons on board, 1,025 died - most trapped in their cabins as the ship sank in only 14 minutes. It is still Canada's worse sea disaster - the wreck is classified as a "Sea Grave".

John showed a photograph of a CARS Newsletter of CARS running GB2CCS in 1974, to celebrate 100 years after the birth of Marconi.  
Barry Tew, G3WFF – John Greenwood, G3KRZ – still a CARS Member - Roy Martyr, G3PMX and Ron Ferguson, G4VF, OBE.

After a successful Raffle, Murray, G6JYB told the audience about changes the "Band Plans" following the recent IARU conference at Cavtat in Croatia that he had attended.

He showed a preview of the new 7MHz bandplan (as per the back page) that comes into effect on 29-Mar-2009 - the date when the broadcasters vacate 7.1-7.2MHz and Amateurs become Primary. Other changes in the VHF bands include allocations for Digital Voice (eg D-Star).

They are in Radcom and are on the Web at: -  
<http://www.rsgb.org/spectrumforum/bandplans/>

**John G8DET.**

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### **Sandford Mill – CQD - Jack Binns – 1909.**

To commemorate the 100th Anniversary of the first use of CQD at sea, Sandford Mill will be open on Friday, 23<sup>rd</sup>, 9am to 5pm, & Saturday 24th January from 10am to 5pm for the transmission of Morse only using GB0MWT.

Saturday, 24th is also to celebrate SOS and is organised nationally by the RNLI.

On Sunday, 25th January, Sandford Mill will be open for SSB & Morse from 10am to 5pm.

Tell Gwyn, G4FKH for Friday & Saturday if you would like to operate using Morse by E-Mail at: -  
[g4fkh@btinternet.com](mailto:g4fkh@btinternet.com)

Tell Brian, G3CVI for Sunday if you would like to operate SSB by E-Mail at: -  
[bhthwaites@tiscali.co.uk](mailto:bhthwaites@tiscali.co.uk)

If you wish to Log or simply attend to assist with running the event – simply turn up – you will always be welcome.

**John G8DET**

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### **Batteries**

How do you know whether the AAA, AA, C & D Cells in your Handheld etc are going to last the night out? The answer I would suggest is with a fair amount of difficulty.

For my Birthday I have been given an Ansmann (German) processor controlled "Energy Check". This consists of a hand held Tester which will test one Primary or Rechargeable cell at a time. A row of 8 LEDs display the (alleged) capacity of the cell. It is a very accurate Voltage display and works on interpreting the (Off-Load) Voltage of the cell – it follows the "bath tub" curve.

Trouble is if the cell under test has a high resistance the Tester displays it as OK as it only takes a few hundred micro-amps – in BT jargon an "Off Load Test".

The writer would suggest FIRST using a small black square Tester which is sold by technical catalogues for about £5 and has a swinging arm. This has a small meter calibrated in red (Replace) & green (Good). With a little use one can judge the force the needle hits the back stop and where it finally displays. It puts a load of about 250mA on the cell as it measures its Voltage. THEN use the Ansmann Tester to see the % capacity of the cell assuming it passes Load Test above.

I set up a dozen or so test batteries and the Ansmann did NOT detect faulty cells - it said they had 75% capacity and in one case 100%. My little black Tester failed them.

However when my little black tester said they were OK the Ansmann then gave a good reading of the % capacity of the cell - in some cases it said it only

had 25% or even less capacity. It proves you need BOTH Testers. What do you think? Do you have a Fail Safe battery Tester?

**John G8DET**

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### **February Radio Sport (Contests) from Steve G4ZUL**

#### **432MHz AFS Contest**

08 February.

Starts 09:00 UTC

Finish 13:00 UTC

Sections: SF, O. (Special rules S3).

Please refer to the RSGB website [www.vhfcc.org](http://www.vhfcc.org) for full details of all VHF contests.

#### **CQ WW WPX / RTTY**

07/08 February, 48hrs

Exchange: RST + serial number

Categories:

Single operator (single band & all band)

Multi operator (single TX, Multi two, Multi TX)

Scoring: 3 points on 28, 21, 14MHz / 6 points on 7, 3.5, 1.8MHz if on different continent and if same continent then 1 point & 2 points respectively.

Prefix multipliers: The number of valid prefixes worked.

For full details please refer to CQ Magazine or [www.cq-amateur-radio.com](http://www.cq-amateur-radio.com)

#### **ARRL International DX / CW**

21/22 February, 48hrs

Exchange: RST + transmitter power.

Categories:

Single op. = all band, single band, high power, Low power, QRP.

Multi op. = single TX, two TX, multi TX..

Scoring: 3 points per QSO.

Multiplier: sum of states/provinces worked.

Final score: QSO points x multipliers.

Further information & rules from

[www.arrl.org/contests](http://www.arrl.org/contests)

#### **CQ WW 160 Metre / SSB**

27/2 to 01/3, 48HRS.

Exchange: RS + CQ Zone (14)

Categories: single op, multi op.

High power, low power, QRP.

Scoring: own country 2 points, other countries - same continent 5 points, other continents 10 points, maritime mobile 5 points.

Multiplier: sum of states/provinces/DXCC countries worked.

Final score: QSO points x the sum of all multipliers. Further information from

[www.cq-amateur-radio.com](http://www.cq-amateur-radio.com)

For any further information please email Steve G4ZUL [contests2009@g0mwt.org.uk](mailto:contests2009@g0mwt.org.uk)

**Steve G4ZUL**

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### **Slow Morse Transmissions**

Andrew, G0IBN has kindly said he will (work & others things allowing, e.g. TV) operate Slow Morse transmissions on 3,550 kHz at a nominal time of 2015 on each Wednesday and 2015 on every Sunday. Please "look out" for him. Please note the latest RadCom announcement is NOT correct!

**Andrew, G0IBN.**

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### **HF Broadband & Power Line Interference.**

Devices that try to use the electrical mains wiring to transfer data, video or provide Internet connections can ruin other peoples enjoyment of radio. There is a new video on "YouTube" showing the horrendous interference caused to peoples radio listening by Power Line devices (PLT/BPL) such as those used by BT Vision.

The video, by Joe G4PMY, shows what Power-Line Telecommunications (PLT) interference sounds like and what to do about it

Watch the video 'Power Line Signalling - The Death of HF Radio' at: -

[http://uk.youtube.com/watch?v=jGINOo\\_8JeU](http://uk.youtube.com/watch?v=jGINOo_8JeU)

Power-Line Telecommunications (PLT) is also known as "Broadband over Power Line" (BPL). Another term used is "Ethernet Over Mains".

UKQRM is the group fighting this radio interference: <http://www.ukqrm.org/>

UKQRM Yahoo Group

<http://tech.groups.yahoo.com/group/UKQRM/>

How to report PLT / BPL radio interference

<http://www.mikeandsniffy.co.uk/UKQRM/how2.htm>

**Trevor, M5AKA**

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### **Training**

The results for the Advanced exam held in December have been sent out to candidates. Our congratulations to those that passed and commiserations to those weren't successful

We are currently running a Foundation course at the King Edward VI Grammar School in

Chelmsford. Some difficulties have been experienced with the siting of the 2 metre antenna which resulted in a very poor signal to the East. As a result on the first two evenings we were unable to contact Bob M0DTA who had kindly agreed to act as an out-station for the students on-air VHF contacts. We got round the problem thanks to Stuart 2E0VZL who endured the freezing cold to provide a temporary station for students to work by using his handheld from the car park.

All those who have given up their time over the years to provide on-air contacts for our Foundation courses such as Brian G3CVI and James 2E0GUA deserve thanks. The candidates couldn't get their licence without them.

### New Foundation Course

We are running another 6 week evening Foundation Training Course at Danbury Village Hall starting Thursday 26th February and we still have a number of spare places.

Members can help us 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, so please do whatever you can. A poster for display can be downloaded from: -

<http://www.g0mwt.org.uk/training/poster2.pdf>  
 For details of all CARS training courses contact Clive Ward G1EUC  
 Tel: 01245-224577 Mob: 07860-418835  
 E-mail: [training2008@g0mwt.org.uk](mailto:training2008@g0mwt.org.uk)  
 The CARS training page is at <http://www.g0mwt.org.uk/training/>

### Propagation/Solar Activity

A nice sunspot group, number 1010, appeared for five days from Friday, January 9 through Tuesday, January 13. Daily sunspot numbers ranged from 11 to 20, and this one was another Cycle 24 appearance. The Cycle 23 sunspots seem to be gone, while the new solar Cycle 24 isn't picking up very quickly. 1010 was here for five days, following a whole solar rotation—27 days of no sunspots since 1009 was visible for just three days, December 10-12. Prior to that were 23 spotless days since seeing sunspot 1008, visible for eight days from November 10-17.

This minimum looks longer and lower than the last solar minimum. 11 years is an approximation, and in fact if you average all 23 of the previous solar cycles, the average number is less than 11 years.

Check <http://www.spaceweather.com/> also Propagation Forecast Bulletin ARLP001, at : - <http://www.arrl.org/w1aw/prop/2009-arlp001.html>

*Acknowledgement to ARRL Propagation de K7RA & G3EDM*

### Morse for Outer Space?

There is an interesting 'Morse' photo towards the bottom of the spaceweather.com web page: - <http://www.spaceweather.com>  
 Select 20 Jan 2009 from the Archive.

### Peter 2E0ZBU

### And Finally.....

John G8DET edited this edition. Material by; Murray G6JYB, Trevor M5AKA, Steve G4ZUL, Andrew, G0IBN & Peter, 2E0ZBU. Items for the next Newsletter should be sent to the [editor@g0mwt.org.uk](mailto:editor@g0mwt.org.uk) by Sunday, 15<sup>th</sup> February.

7 MHz (40m)	Necessary Bandwidth	UK Usage	FROM 29-MARCH 2009
7,000-7,025 kHz	200 Hz	<b>Telegraphy</b> , Contest Preferred Segment	
7,025-7,040	200 Hz	<b>Telegraphy</b> , 7,030 kHz - QRP Centre of Activity	
7,040-7,047	500 Hz	<b>Narrow band modes</b>	
7,047-7,050	500 Hz	<b>Narrow band modes</b> , automatically controlled data stations (unattended)	
7,050-7,053	2.7 kHz	<b>All modes</b> , automatically controlled data stations (unattended), (Note 1)	
7,053-7,060	2.7 kHz	<b>All modes</b> , digimodes	
7,060-7,100	2.7 kHz	<b>All modes</b> , digital voice 7070kHz, SSB QRP Centre of Activity 7090 kHz, SSB Contest Preferred Segment	
7,100-7,130	2.7 kHz	<b>All modes</b> , 7,110kHz - Region 1 Emergency Centre of Activity.	
7,130-7,200	2.7 kHz	<b>All modes</b> , SSB Contest Preferred Segment, 7,165kHz - Image Centre of Activity	
7,175-7,200	2.7 kHz	<b>All modes</b> , priority for intercontinental operation	
<b>Note 1:</b> Lowest LSB carrier frequency (dial setting) should be 7,053 kHz.			
<b>LICENCE NOTES:</b> 7,000-7,100 kHz Amateur and Amateur Satellite Service - <b>Primary User</b> . 7,100-7,200 kHz Amateur Service - <b>Primary User</b> .			