



Chelmsford Amateur Radio Society

Established 1936

Affiliated to the RSGB
President: Carl Thomson, G3PEM
Treasurer: Brian Thwaites G3CVI
Club Call Sign: G0MWT
Chairman: John Bowen G8DET
Vice Chairman Martyn Medcalf G1EFL



Newsletter No 554

Web Address: www.g0mwt.org.uk

May 2012

This Month's Meeting – Tuesday, 1st May, 7.30pm at the Marconi Club "The Future of the RSGB"

By the Chairman of the RSGB Board, Dr Bob Whelan, G3PJT

Dr Whelan will come from Cambridge and present his vision of the future of the RSGB – Bob has been a Member of the RSGB for 50 years so must have seen a number of changes to the hobby.



The meeting will then be open to invited questions and to receive CARS ideas about the RSGB. Please E-Mail your "Question" and "RSGB Suggestions" to Mark, M0IEO, at marksanderson5@sky.com

As this is a very prestigious event, local Amateur Radio Clubs are invited. Again, please contact Mark to ensure we have sufficient seating.

The new book written by Tim Wander, G6GUX "**Marconi's New Street Works, 1912 - 2012**" will be featured and will be on sale at a special price for CARS Members. A number of CARS Members and Marconi Veterans feature in it - A very good read.

CARS will have the famous Raffle run by Peter Graves, G0KSI. Please purchase a ticket or two - helps pay for the room and you may even win a lovely prize.

Dates for your Diary

Tues 8, 15, 22 & 29 May	CARS - Net Nights starting at 8.30pm local.
Wed 9 th May	CARS - Committee Meeting, Danbury Village Hall, 7.30pm. All welcome.
Sat 12 & Sun 13 th May	CARS - Operating from Stock Windmill using GB5SM. Mills On The Air weekend.
Sunday June 3 rd	W&S Open Day - See ERG+CARS Training
Tuesday 5 th June	CARS - Meeting – "Marconi - History - Opening of the World's First Purpose Built Wireless Factory in New Street, Chelmsford, 100 years ago.
Saturday 23 rd June	CARS Operating from Sandford Mill using GB100MWT to commemorate the opening of New Street and the International Wireless Conference visit 100 years ago.

To be/remain a Member of CARS, send a 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. May we remind you that if you have NOT paid your Subscription for this year you may be deemed to NOT be a Member of CARS and NOT entitled to a Newsletter etc.

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 callsign, postal or E-Mail address, etc. E-Mail him on g7klv@g0mwt.org.uk Only by **YOU** sending Geoff your E-Mail address, can we ensure **WE** get it right!

Club Nets: Tuesdays 8.30pm: (2nd) GB3DA: (3rd) GB3ER: (4th) 1.947/50: (5th) 28.375. All MHz +/- QRM.
Net Controller for May – Patrick, M0XAP – Thanks to Keith Haynes, G3WRO, Harlow for April.

Last Month's Meeting:- "Titanic Evening"

By John Bowen G8DET, Andy Tyler G1GKN, Peter Watkins M0BHY and Dave Ellis, G4AJY

In opening the Meeting, Chairman John G8DET reminded the large audience that on this evening CARS was commemorating the event 100 years ago whereby Marconi designed and built Wireless equipment in Chelmsford, together with Marconi trained Operators, saved 705 lives in mid-Atlantic. .

David Ellis, G4AJY then read his Poem called "CQD – SOS" for the RMS Titanic. Dave was a Radio Officer.

CQD SOS! Jack Phillips at the key. We're holed beneath the waterline, We're open to the sea.	CQD SOS! Stars and ice all round, We're stopped and sinking by the bow, No longer New-York bound.	CQD SOS! Save our souls this night! A dark, wet, icy grave out there, God help us in our plight.	CQD SOS! The band is playing now. "Abide with me, save me Lord." Though He alone knows how.
CQD SOS! Launch the lifeboats fast. We're going down, most will drown, The Rubicon is passed.	CQD SOS! Harold Bride is sending. The Morse key clicks and sparks abound, For many, life is ending.	CQD SOS! Forty six thousand tons Going to the bottom soon, To be with Davey Jones.	CQD SOS! The Captain gives the word - R/O's must abandon ship. But neither man concurd.
CQD SOS! Fifteen hundred dying. Seven hundred more are saved, Morse code salvation buying.	CQD SOS! Jack Phillips dead on station, But Bride is saved, a hero now, Before a grateful nation.	CQD SOS! The tragedy is finished; A grieving world, shocked and sad, So many lives extinguished.	CQD SOS! Good came from that dark day. Radio's now compulsory, Titanic showed the way.

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Marconi himself was invited to travel on the **RMS Titanic** but he was involved with a Law Suit in New York so he travelled three days earlier with his eldest son on the **Lusitania**. His wife was also then supposed to travel on the **Titanic** to be with Marconi in New York but the younger son developed a dreadful cold and she refused to "travel across the cold Atlantic with a poorly child". They waved to the **Titanic** from their lovely house on the Solent as it went past. It is also interesting to note that in 1918 Marconi was due to sail from New York on the **Lusitania** but was prevented from doing so by a legal problem – and the ship was torpedoed with over 1,000 lives lost.

Jack Binns, the Marconi Wireless Operator from the **RMS Republic** which was rammed by the **SS Florida** off Nantucket Island – which sank and 1,500 persons were saved - was requested by Captain Edward J Smith of the **Titanic** to be the First Wireless Operator on the new ship. This was blocked by Bruce Ismay, Chairman of the White Star Line on the basis of "I do not want anybody who has been involved with a ship that has sunk on the **RMS Titanic** – might bring bad luck". Jack's answer was along the lines "But surely I am just the Operator you need – I have been through a disaster before". – but It cut no ice.

Jack was brassed off with Marconi over this. He had also fallen in love with a young lady who was in New York. Marconi realised they had made an error and offered him the newly created job of "Travelling Inspector of Wireless" but to no avail. Jack tendered his resignation with Marconi and sailed three days earlier on the **SS Minnewaska** as a passenger from Liverpool to take up a Newspaper job in New York with the **Illustrated Messenger**. He had sailed six times on it as a Marconi Wireless Operator. Later in 1914 he did marry the lady and lived happily ever after.

As the Titanic set sail the forward wash caused a smaller liner – the **New York** – to break free from its moorings and head straight towards the **Titanic**. Only the very quick actions by a tug that happened to be nearby saved a collision – as it was it missed the **Titanic** by four feet!

When Titanic reached Cherbourg it was too big to berth so local Tender Boats were used to ferry passengers off and on to the ship. It then sailed to Queenstown in Ireland. Queenstown was renamed in 1920 to COBH which is to CORK - like Tilbury is the Pool of London. Again, it was too big to dock so local Tender boats were used.

It was at **Queenstown** that the Jesuit Priest, Father Browne got off after taking a whole load of photographs of life on the **Titanic** including what it is thought to be the only photograph of the Wireless Room with who I think is Father Browne in the chair – photo taken by Bride. He also took the last photo of the **Titanic** as it sailed away.

According to the One Show on Monday, 26th March someone enjoyed his company to the extent of saying "I will pay your passage, First Class to New York" – he asked his Order if he could go but they simply signalled "Get off the Ship".

Passengers sent their telegrams at the Inquiry Office, on the starboard side of the forward First Class entrance. The handwritten messages were paid for at the desk, at the rate of 12 shillings and sixpence for the first 10 words, and 9 pence per word thereafter (a substantial sum in 1912, although not for a First Class passenger...). Telegrams were taken to the radio room by the Purser, but incoming Marconigrams were sent to the Purser by pneumatic tube. At the end of the day, a balance was struck between the Purser's Clerk and the R/O's regarding the number of chargeable words sent. Incoming passenger messages were received by hand by the duty R/O, and typed on a telegram form by the other R/O. Passenger traffic was sent from the Wireless Room to the inquiry desk using the pneumatic tube. Messages concerning navigation were delivered personally to the Bridge. Similarly, messages for the Captain were delivered by the R/O's to the Captain's cabin, down the starboard passage of the officer's quarters.

John then read a Review of a book called '*The Other Side of the Night*' by **Daniel Allen Butler** while showing a photograph taken April 16th 1912, of Newsboy Ted Parfett of the London Evening News outside the White Star Offices on Trafalgar Square.

Next was Andy Tyler's PowerPoint presentation of the **RMS Titanic** story. This was shown to the accompaniment of music playing what is thought to be the last tune before the ship sank - a beautifully put together story.

The weather on that fateful night was "No Moon" but very clear skies with every star visible – no waves whatsoever – less than 3" high. A Naval type has suggested that there is a very fair chance there has never been a night like that since. Naval Lookouts rely on waves breaking on the Ice to show where it is – no waves – no position of the Iceberg.

Next was a PowerPoint presentation of a file obtained by Tony Gilbey, G4YTG in French and later corrected to English by Andy Tyle – again it graphically portrayed the story. The film music to the James Cameron film **Titanic** was played to this.

A photo was shown of the bow of the **Titanic** as it now rests on the seabed as found by Robert Ballard in 1985. It sunk, having glided very much like the American Space Shuttle and landed ½ mile away from the Rear Section, which went nearly straight down.

Peter Watkins then explained the many different parts of the Wireless Equipment as used on the **Titanic** from mainly photographs taken by him of the **Bill Waters Collection** now in Sandford Mill.

The **Magnetic Detector** was shown and its operation discussed - to see a real one you will have to go to the Oaklands Museum where an Ex Marconi one is on display – thanks to the General Manager of BAE Systems, Great Baddow.

The tragic story of the **SS California** was told – the rebuff which Jack Phillips gave to Evans basically sealed his fate. Although eight rockets were seen by the **California** no action to investigate was taken – Evans was left to sleep while 1,500 persons drowned.

Evans woke at 5am, shaved, dressed and switched on his Wireless. "What is happening?" asked Evans – "The **Titanic** sunk last night" said the **Frankfurt** – "Could not have – I worked it at 11.30pm " said Evans. "I am afraid that is correct" said the **RMS Baltic**. Evans informed the Bridge and the **California** made its way slowly towards the position given by the **Titanic** to everyone. It had to go around the Ice-field due to Icebergs lying between it and the position of where the **Titanic** floundered. It was past 8am by the time it got there – saw nothing – saw the **Mount Temple** and the **Carpathia** a few miles away and proceeded there – still nothing worth collecting. The **Carpathia** said "Going to New York with 700 plus persons – look around and salvage what you can". **California** collected nothing and after steaming around for a few hours travelled to Boston.

From Science Daily noted by Trevor, M5AKA: Corfield highlights the work of two metallurgists, Tim Foecke and Jennifer Hooper McCarty, who combined their own analysis with historical records from the shipyard in Belfast and found that the rivets that held the ship's hull together were not uniform in composition or quality and not been inserted in a uniform fashion. This meant that, in practice, the region of the **Titanic's** hull that hit the iceberg was 27% weaker than the main body of the ship. "No one thing sent the **Titanic** to the bottom of the North Atlantic. Rather, the ship was ensnared by a perfect storm of circumstances that conspired her to doom," writes Corfield. The analysis is dubious though as seafloor footage show the plates buckled but the rivets held

Watch David McCallum - **A Night to Remember (1958)** <http://www.youtube.com/watch?v=LUBMKxqmRto>

Thanks to all who contributed to this interesting evening. John G8DET.

CARS GB100MWT Operating to Commemorate the RMS Titanic.

CARS had requested from Ofcom the Special Event Station GB100MWT to commemorate the rescue of 705 persons from the RMS Titanic on 15th April 1912.

We were able to remind the World that the 'MWT' in the callsign stands for "Marconi's Wireless Telegraph". Chelmsford was Marconi's headquarters and manufacturing facility where all the wireless equipment and aerials on **RMS Titanic, RMS Carpathia** and all the other ships and shore stations involved in the rescue were designed and made. The Wireless Operators on the ships and the shore stations involved with the rescue were all Marconi trained personnel. For over 100 years Marconi's were responsible for many major inventions and advances in line and radio communications, radio and television broadcasting, aeronautics, satellite and radar.

CARS operated from Oaklands Museum, BAE Systems ATC at Great Baddow and Sandford Mill using a mixture of rigs and aerials.

The aerial at Oaklands was made and erected by Tony Gilbey, G4YTG and consisted of a 7MHz Trapped Dipole from a basic design by W3DZZ. It tuned up well but the Museum area was prone to a high level of RF background noise. Tony's FT101 seemed less prone to interference than the Club FT847 so that was used to work 100 stations on the day the RMS Titanic struck the iceberg 100 years before.

For Friday and Sunday at BAE Systems, Andy Tyler, G1GKN provided 80metre and 40 metre dipoles hung from the first platform of the Chain Home Tower at 20metres above the ground. Again these tuned up well and there was minimal background noise, providing hundreds of contacts, and helping RNLI charity fund raising. .

At Sandford Mill the 80metre Doublet slung over the pond was used by the Marconi Hut but Tony, G4YTG provided a ¼ Wave Vertical Ground Plane on 20metres with four wire radials for the CW room on the first floor.

Operators who spread the "Marconi Word" included (in random order) Murray Niman G6JYB, Andy Tyler G1GKN, Paul Tittensor G4PVM (visitor), John Bowen G8DET, Andy Kersey G0IBN, James Beatwell 2E1GUA, Gwyn Williams G4FKH, Tony Gilbey, G4YTG, Brian Thwaites G3CVI, Patrick M0XAP, John Yates G1UZD, Steve Cocks G4ZUL, Peter Sipple M0PSX, Mark Sanderson M0IEO, Luke Halsey M6LNT, David Davies G3SVI, Geoff Mills G3EDM, Peter Franklin G1FOA, Charles Shelton G0GJS - sorry if I have forgotten anyone.

Over a 1,000 contacts were made to many Countries, which have resulted in a lot of requests for the GB100MWT QSL Card designed by John G1UZD. These will be available by June. Many other Special Event Stations were on the air throughout the World.

CARS Publicity Team, David G3SVI and Myra M0MYR Davis attended many of the Titanic Events and were able to engage with the public and dispel ideas that the cellphone is supreme – *Morse is faster than texting – Cellphones cannot talk to the ISS – cannot work when the network is down.*

Joel G0URK introduced himself and family to John, G8DET as wishing to join CARS after a while working difficult shift patterns. He has bought a new Vertical Aerial, Linear Amplifier and has applied to Ofcom to run a D-Star simplex node in Chelmsford.

John G8DET

Strictly Morse Code for dancing judge Len Goodman

The Ulster Star newspaper reports that **Strictly Come Dancing** judge Len Goodman paid a visit to Lisburn to learn all about Morse Code for a new documentary. Len, who is well known for his appearances on the hit BBC1 series, filmed a three-part documentary to commemorate the 100th anniversary of the sinking of the Titanic. Note – these were very good – far better than the four-part ITV Series that cost £10 Million!

As part of the documentary, entitled '**Titanic and Me**', Len wanted to learn all he could about Morse Code and how the radio operators on the **Titanic** made use of it. Jim Henry from the Lagan Valley Amateur Radio Society, which is based just outside Lisburn, was on hand to teach Len everything he needed to know.

"The Lagan Valley Amateur Radio Society was formed about 33 years ago by a group of licenced amateur radio (not CB) operators," explained Jim. "It is a small but very active club. Members are engaged not only in World-wide communications with other amateur radio operators, but also actively involved in experimenting and testing new forms radio communication, constructing radios and antennae (aerials), and harnessing the power of the internet to support our radio activities.

Read the full Ulster Star article at: <http://tinyurl.com/StrictlyMorseCode>

or in full http://www.lisburntoday.co.uk/news/local/strictly_morse_code_for_dancing_judge_len_1_3001096

Trevor M5AKA

This Month's Radio Sport (Contests) - All in Local times.

05 May – 432MHz Trophy – 14:00 to 22:00 UTC

16 May - RSGB Club – DATA – 20:00 to 21:30 Local

24 May – RSGB Club – CW – 20:00 to 21:30 Local

07 May – RSGB Club – SSB – 20:00 to 21:30 Local

19/20 May – 144MHz May Contest – 24 Hours

26/27 May – CQWW – WPX – CW – 48 Hours

For further information please email Steve G4ZUL

contests2012@g0mwt.org.uk

Steve, G4ZUL

CARS Propagation Forecast for this Month.

Asia: Dhahran around 20.00 on 18.1 MHz for 85 per cent of days, with poor signals.

Oceania: Sydney around 20:00 on 7.0 MHz for 62 per cent of days, with poor signals.

Africa: Johannesburg around 20:00 on 10.1 MHz for 91 per cent of days, with fair signals.

S. America: Rio de Janeiro around 22:00 on 10.1 MHz for 86 per cent of days, with poor signals.

N. America: Saskatoon around 06:00 on 14.1 MHz for 74 per cent of days, with poor signals.

Reports are reaching CARS that some Bands are picking up after the Sun Spot event.

Gwyn, G4FKH

President Jottings – May.

Our congratulations and thanks must go to all those members who produced such an interesting evening last month. A tremendous effort must have been made in the research for material for the evening.

The results of our 80Metre activity period in January are as follows; -

1 st	Brian	G3CVI	running less than 10w	50 points
2 nd	Patrick	MOXAP	running more than 50w	19 points
3 rd	Carl	G3PEM	running between 10 and 50 watts	12 points
4 th	Colin	GOTRM	running between 10 and 50 watts	6 points

I was disappointed not to receive any Short Wave Listener entries. Conditions during our two operating periods were not ideal. The first period fell in the middle of an AFS contest and the 80m band was wall to wall with G stations. The second period was subject to a radio black out due to solar activity with only 6 G stations on the band (3 of those were club members) and no other activity between 3.6 and 3.8 MHz. 80 metres did not pick up for about 2 to 3 days afterwards.

Finally the Society thanks goes to all of our Members who organised and Operated in our Special Event Station **GB100MWT** during April, from the reports a good time was had by all.

A REMINDER

The **Constructor's Competition** is scheduled for the **August** meeting so there is just time to start a project or carry out the finishing touches to the current project.

Carl G3PEM. President.

Falklands Conflict – 1982

About this time 30 years ago a Task Force set sail for the Falkland Islands – Vice President Geoff Mills, G3EDM was in contact with Radio Amateurs “down that way” and this is his account.

Way back before the Argentine military forces invaded the Falkland Islands, in the Southern Atlantic Ocean, I used to speak on SSB (single sideband) to a number of Falkland hams on a regular basis. At that time there was a weekly, if not a daily, net on the lower end of the 20m SSB section of that band. A number of the members of that net were Scottish hams as the Islands were jokingly referred to as being offshore from Scotland. In reality, thousands of miles south from the Scottish mainland.

I was speaking to a ham in Goose Green at the time the first wave of Argentinean planes attacked the Islands. This ham passed the comment that he thought they were on their way to Port Stanley, the capital of the main island. During the war my nephew, Lt. Keith Mills DSC, and twenty-two Marines were put ashore in South Georgia at Grytviken to make contact with Cindy Buxton and her companion, Annie Price, who were exploring and photographing wildlife in the mountains there. Cindy, I believe was a relative of Scott the Antarctic explorer. Also the Marines were there to protect the unused whaling station at Leith near Grytviken.

At Grytviken the Marines fought a losing battle with personnel disembarking from an Argentinean Frigate. Outnumbered, and after exchanging small arms fire, they eventually surrendered, without loss of any Marines, but not before rendering the helicopter brought with the Frigate useless with their anti-tank gun. For the three

weeks afterwards my late brother Alan, G3NNF, and myself kept daily contact with a ham, CX1DDI, in Montevideo to find out where the captured Marines were being held. Also I was being rung by landline from a newspaper reporter in Newcastle, UK for a daily update. At the end of these three weeks my brother and I received a message from the Uruguayan ham that Keith and his Marines had been released. A half an hour later the Foreign Office rang my brother to tell him that Keith had been released. So ham radio triumphed over the bureaucrats!

After the Falklands war my nephew, Keith, was best man at the wedding of the Governor's daughter in Port Stanley. Prior to that we had a sked with Keith because we were expecting him to visit a ham in Port Stanley from the Marines' ship called Endurance. After having been in contact with the ham for several hours David eventually turned up at his shack. He had not come ashore earlier because the radio operator on board had told David that there was no propagation to the UK. The ship's operator had learned from the government radio station in Port Stanley that they were unable to contact the UK although they were running a few kilowatts. Just shows that ham aerials can outperform high power commercial stations when transmitting low relative power. At the time I was running a homebrew transceiver, the HW100, and an h/b linear amplifier, the SB200 from Heathkit on 21 MHz. All thermionic valve rigs, in those days, that kept the shack nicely warm!

After the Falklands war my Nephew received his Commendation for his exploits during the campaign from Her Majesty, Queen Elizabeth II, at Buckingham Palace.

Further details of the South Georgia operation and the reason for the Marines being there is described at <http://www.britains-smallwars.com/Falklands/South-Georgia.html>

Geoff Mills G3EDM

CARS Operating Commitments during May, 2012.

Saturday, 12th and Sunday 13th May – Stock Windmill – Windmills on the Air – GB5SM.

This will be a SSB station using the CARS Special Call-Sign, GB5SM. Public FREE.

This one of the few working Windmills and you can climb it under the supervision of CBC and Friends of Stock Windmill. 10am to 5pm each day. More details from Patrick, M0XAP E-Mail xaps@aol.com

Your Committee requests your attendance as an Operator, Logger, Host or simply your support.

John G8DET

Congratulations for being long term Members of the RSGB - April Newsletter.

Unfortunately I managed a few errors! Please see E-Mail from distant lands from John Greenwood, G3KRZ.

"Another missive from the colonies!

G3PEN has not been a member of the RSGB for 55 years, only 54. G3PEM is not listed as being a member for 50 years: however, G3PFM is. Last, but not least, G3KRZ (not given an honourable mention!) has been a member for 56 years. Trust you guys in Caesaromagus are all OK.

Regards, John G3KRZ"

I also missed CARS Hon Member, Don Beattie, G3BJ for 50 years – sorry.

And so say all of CARS!

2012 Games Operating Restrictions

From 28th June until 23rd September there will be significant restrictions in the 430, 2300 and 3400 MHz bands, see <http://tinyurl.com/OlympicRestrictions> More details next month.

Trevor M5AKA

And Finally:-

John G8DET edited this edition. Material by Trevor M5AKA; Steve G4ZUL; Gwyn G4FKH; Murray G6JYB; John, G3KRZ; Geoff G3EDM, Geoff G7KLV, Mark M0IEO, Bob G3PJT and Carl G3PEM.

Closing date for the next Newsletter – Friday 18th May 2012.