



Chelmsford Amateur Radio Society

Newsletter

October Meeting

Tue 1-Oct-2019, 7:30-10:00pm
Oaklands Museum, Moulsham Street

Annual General Meeting

By CARS Members

IMPORTANT POSTS TO BE FILLED; TREASURER, MEMBERSHIP SECRETARY, TRAINING MANAGER

October is AGM time!

There will be the annual reports from the Club's officers, the opportunity to hear about our progress over the year and the activities in which CARS took part. Voting will take place for members to choose both new and standing members of the Committee.

See inside for the full AGM calling notice

In addition to reports and elections, there will be an opportunity for members to voice their suggestions for future events and overall running of the Society.



After the break there will of course be the usual much renowned CARS raffle. This will be followed by a further presentation taken from the RSGB Archive files regarding Marconi's Transatlantic Transmissions.

At the next meeting members will have the opportunity to stand for election and put their ideas into practice. Please contact any committee member or Secretary Colin G0TRM (before the day).

**Volunteers Needed: The CARS AGM in October will see some key volunteers retire.
Please do think about stepping forward !**

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Club Diary

Tue 1-Oct-2019	CARS AGM – volunteers needed!	Chelmsford – Oaklands Museum, 7:30pm
Thu 17-Oct-2019	Essex Repeater AGM inc raffle & goodies	Danbury Village Hall – 7:30pm for 8pm start
Tue 5-Nov-2019	LF/MF & WSPR talk – Andy Tyler G1GKN	Chelmsford – Oaklands Museum, 7:30pm
Tue 3-Dec-2019	Xmas Talk 'Marconi in Italy' & Xmas Social	Chelmsford – Oaklands Museum, 7:30pm

Club Nets

CARS meets for talks/events on the first Tuesday of the month. The subsequent Tuesdays have club radio nets as follows:-

- 2nd Tuesday in the Month – VHF**
 The CARS VHF FM Net uses GB3DA from Danbury starting at 8pm (local).
 GB3DA is 145.125MHz Input and 145.725MHz Output - and CTCSS-only (110.9Hz), 2min timeout
 If for any reason GB3DA is not available then 145.375 Simplex will be used. Vertical aerials are best for this
- 3rd Tuesday in the Month - UHF**
 The CARS UHF FM Net uses GB3ER from Danbury and starting at 8pm (local).
 GB3ER is 434.675MHz Input and 433.075MHz Output - and is CTCSS-only
 Vertical aerials are best.
- 4th Tuesday in the Month - HF**
 The CARS 80m Net on "3756kHz" Night, SSB and starting at 8pm (local).
 Horizontal aerials are best. The idea is to enable distant CARS Members to join the Net.
- 5th Tuesday in the Month (when there is one!) - MF**
 This is the CARS Top Band Net on 1947/1950 kHz +/-QRM, LSB and starting at 8pm (local).
 Horizontal aerials are usually used for this Net. A reminder - limit your power to a max of 30 Watts, please.

Training & Morse Classes

Following a really busy period especially for Foundation and Intermediate training – a break will enable us to revise material for the new RSGB 'Syllabus-2019' which came into effect on Sept 1st.

As per the AGM notice, after a hugely active and successful run, Peter MOPSD is retiring as training manager, so we are on the lookout for a new and enthusiastic postholder

Meanwhile in September Morse Classes restarted at Danbury - coordinated by Andy Kersey G0IBN

Web: www.g0mwt.org.uk/training



Follow @TrainWithCARS



Follow @ChelmsfordARS

AGM Notice**IMPORTANT POSTS TO BE FILLED; TREASURER, MEMBERSHIP SECRETARY, TRAINING MANAGER**

The CARS Annual General Meeting will take place on Tuesday October-1st at Oaklands Museum starting at 7.30pm. Presentation of Certificates for the Construction Competition and the M1FDE Shield will be awarded to the winners during the meeting. There will be the annual reports from the Club's officers.

Voting will take place for members to choose both new and standing members of the Committee. ((Nominations for new committee members should be passed to our Chairman or Secretary as soon as possible)). Nominations can also be accepted on the night.



- Pauline Davies M0XPK will be standing down from the Committee and from the posts of Treasurer and Membership Secretary.
- Peter Davies M0PSD will be standing down from the Committee; and from the post of Training Manager.

As stated the following positions will become vacant and need to be filled!

Treasurer.....Membership Secretary,

...also Training Manager; Newsletter Editor and 8 Ordinary Committee members.

In addition to reports and elections, there will be an opportunity for members to voice their suggestions for future events and overall running of the Society.

After the break there will of course be the usual much renowned CARS raffle. This will be followed by a further presentation taken from the RSGB Archive files regarding Marconi's Transatlantic Transmissions.

Thinking of joining the CARS Committee?

- Would you like to help in planning the Club's future activities?
- Are you good at helping organise public events?
- Do you have a 'special interest' you would like to introduce to CARS?

At the next meeting members will have the opportunity to stand for election and put their ideas into practice. Please contact any committee member or Secretary Colin G0TRM (before the day).

Colin G0TRM, For CARS 21st September 2019

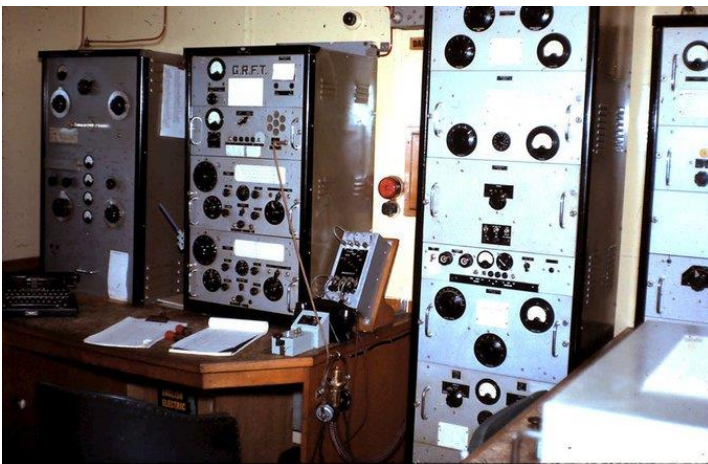
September Meeting: Life as a Radio Officer

Local CW enthusiast Dave Ellis G4AJY served in the Merchant Navy as a Radio Officer for eight years in his younger days. He is frequently asked what he had to do to become an R/O, what the R/Os job was like, and what life was like after leaving the sea.

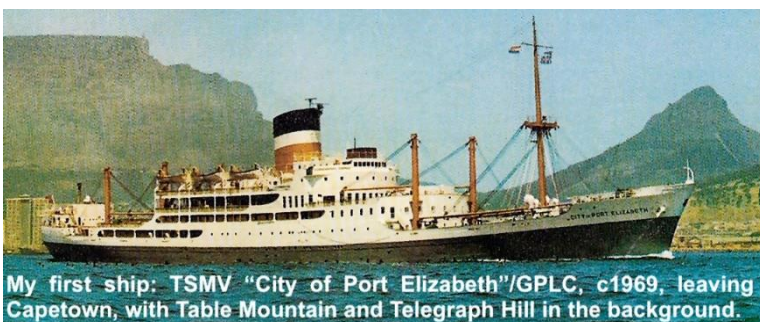
In a talk entitled "My Time as a Radio Officer" Dave covered these questions and much more with some great tales covering his Training for the Job; Duties at Sea; Trips and Travel and Life after the Sea.

Qualifications started with a minimum entry level of 20wpm Morse which after two year of experience and 25wpm could get you to a higher grade first class position as Chief Radio Officer. However lots of other skills were needed inc maths, physics, electronics, propagation et – much like a Full exam today with with far more regulations and a 25wpm typing test as well. Dave summary was 5 written exams of 3 hours each (5Qs for 8) and 75% pass mark , perfect Morse and a fault finding test

Once in service, there was a watch-keeping roster which was a combination of shift patterns and the need to monitor distress frequencies at regular times inc CW on 500kHz at 15 and 45 mins past the hour; and 2182kHz AM at 00 and 30 mins – as marked on a radio room clock



A ships radio room and a clock with the quarter hour emergency watches marked in colour



My first ship: TSMV "City of Port Elizabeth"/GPLC, c1969, leaving Capetown, with Table Mountain and Telegraph Hill in the background.

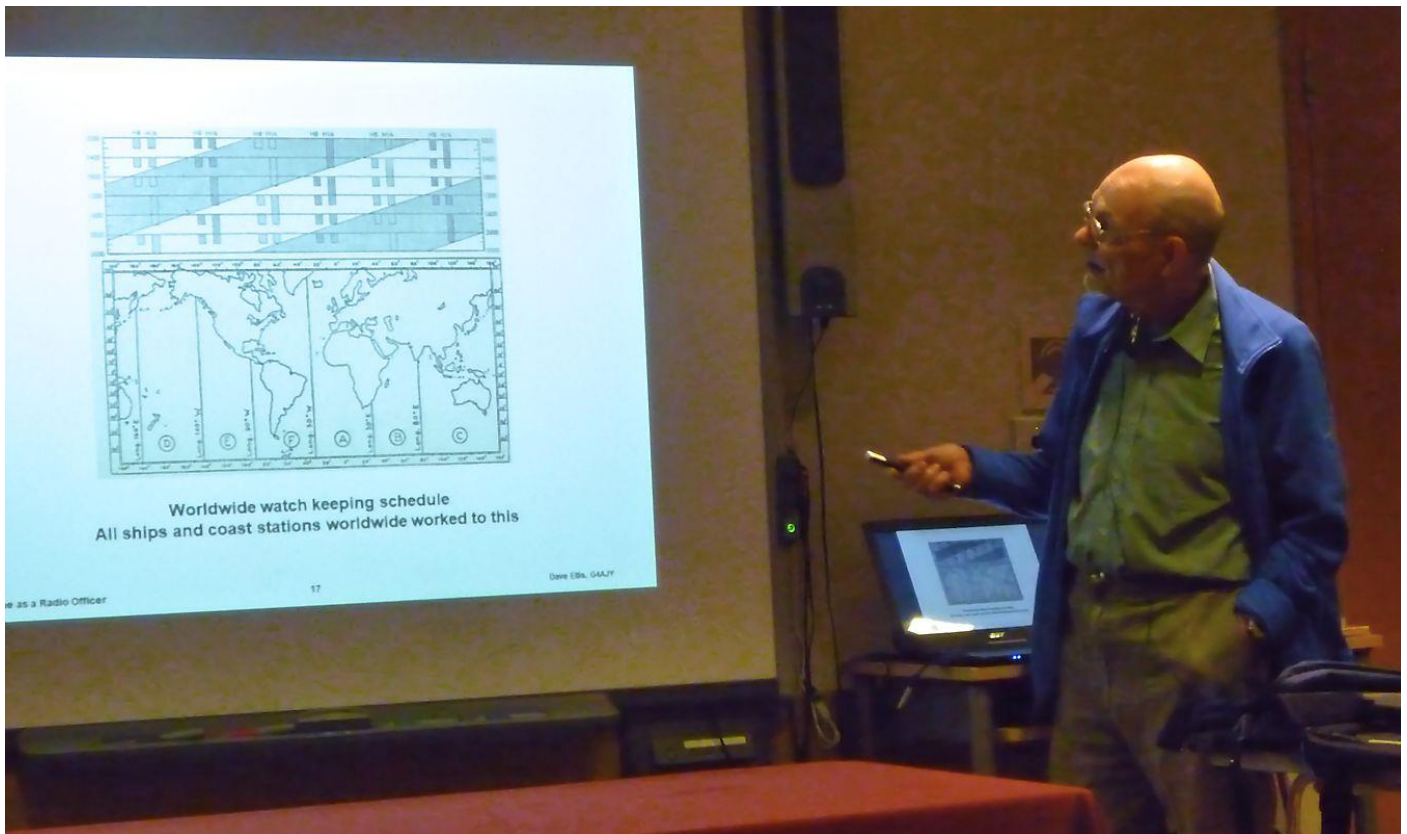


Some of Dave's ships – the City of Port Elizabeth and the New Zealand Star

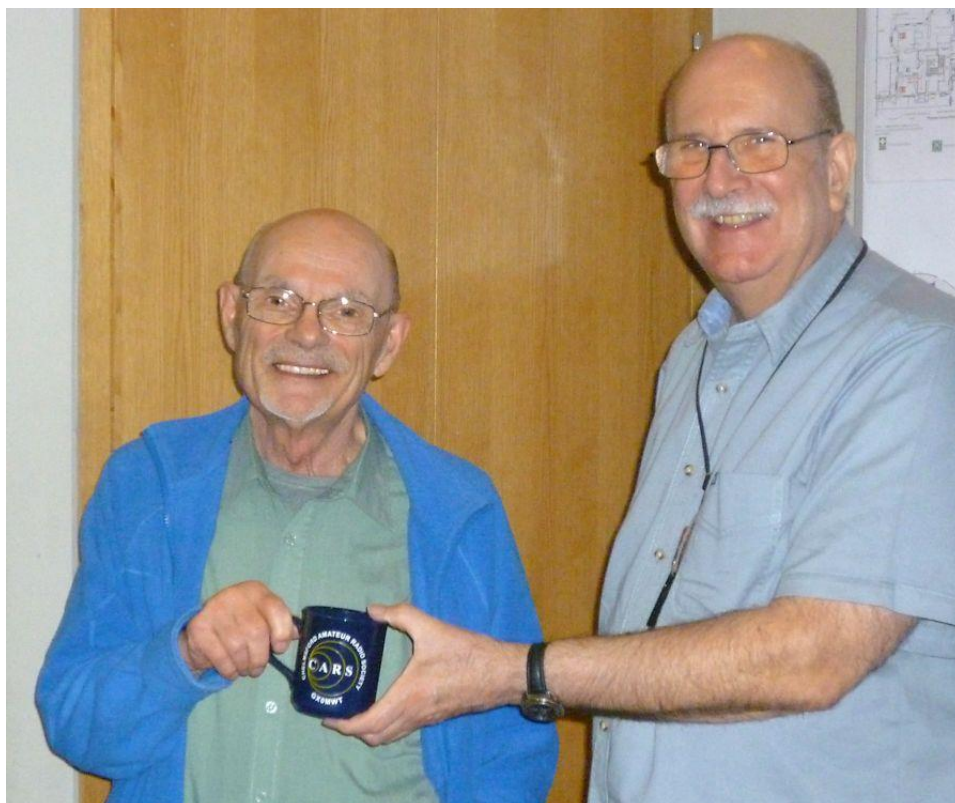
After life at sea Dave had a varied career – inc ITT and Marconi Basildon, Ford R+D at Dunton.

Dave commented on how the 100-year reign of R/Os ended in 1998 when the maritime safety laws were changed to allow ships to automate their communications and safety using satellites and computers. Indeed 500 kHz fell so silent, amateurs were nearly given it in 2012 (when we got 472-479 kHz).

Following the break and raffle, Dave was presented with his speaker's mug by CARS Chair Elliott.



Dave presenting – this is the global watch-keeping schedule



Dave Ellis receiving his speaker's mug - from CARS Chair Elliot 2E0JSE

Callsign History

(reproduced from SWM, April 1949)

Little do some of the newcomers know about our prefixes, and how many changes they went through before we arrived at the system which every good amateur now knows off by heart. No mean feat of memory, by the way, to remember some 250 of them with hardly any conscious effort, but lots and lots of people can do it.

In the very early days of Amateur Radio (just after the 1914-18 war) the British amateurs were distinguished by the initial figure "2". No "G", of course. The "2" was doubtless allotted because there was, and still is, a horror in some circles of using "0" or "1", which might be mistaken in writing for the letters "O" and "I".

So all British amateurs were "2's", which is why the Old Timers who busted the very first DX records all hold calls like (to quote a few) 2NM, 2KF, 2SZ, 2OD, 2WJ, 2JZ, and so on.

As the number of British licences increased the authorities for some reason omitted to use "3" and "4", so the next series was the "5's", followed by the "6's".

Searching round Europe, therefore, circa 1925-27, one heard 2's, 5's and 6's from Great Britain; 8's from France; 0's from Holland; I's from Italy; 4's from Belgium; 7's from Denmark. Swedish stations had calls like SMZZ, SMZV, and so on, starting from SMZZ, and working backwards. Their figures, denoting districts, were put in afterwards. Spanish stations were EAR1, EAR2, and the like.

Then the prefix scheme was started, owing to the fact that American and Canadian stations were being so well received in Europe that they had to distinguish themselves by using the letters "U" and "C" respectively. So in came a system of somewhat unofficial single-letter prefixes - F for France, B for Belgium, D for Denmark, H for Switzerland, L for Luxembourg, N for the Netherlands, and so on. At the same time stations in other continents were beginning to overlap; Brazil, for instance, used B, Chile used C.

Next, at the instigation of the IARU, each *continent* adopted a prefix in front of the country prefix. So we quite unofficially became EG; France EF; the United States NU, Canada NC; Brazil SB, Chile SC; Australia OA and New Zealand OZ (O for Oceania); India AI, China AC; and Africa, finding Asia already using "A", had to use "F" as the continental prefix, which gave us FO for the Union of South Africa, FK for Kenya, FE for Egypt, and so on.

All this was quite clear and free from overlap, but it was unofficial...

So, in 1928-29, at one of the periodical high-power conferences, amateur stations throughout the world were given official prefixes, derived from the blocks of call-sign letters allocated to each country. And then, for the first time, W was heard from the USA, VE from Canada, VK from Australia, and, in fact, the prefixes became what they are today except for the various individual alterations and modifications that have taken place from time to time. The interesting thing is this - if you hark right back to the time when Europe had no prefixes at all, and note the Belgian 4's, the Italian I's, the Dutch 0's, the French 8's and the Swiss 9's, you will see that these, at least, have persisted right through to the present day.

Shortwave Magazine Vol VII, April 1949, pp134-135

Interesting Historical Web Sites...

Following an email from Murray containing an interesting PDF (Wireless_History_600BC-1901_09-30-2015.pdf) charting the history of Radio from 600 BC to 1901, I looked back through my collected sites and found one or two or my own which just be of interest to others. (Well they interested me.)

First an American based web site that covers communication and much else from 1200 BC to almost today, with many Highlighted names for further reading. (Some of which work.)

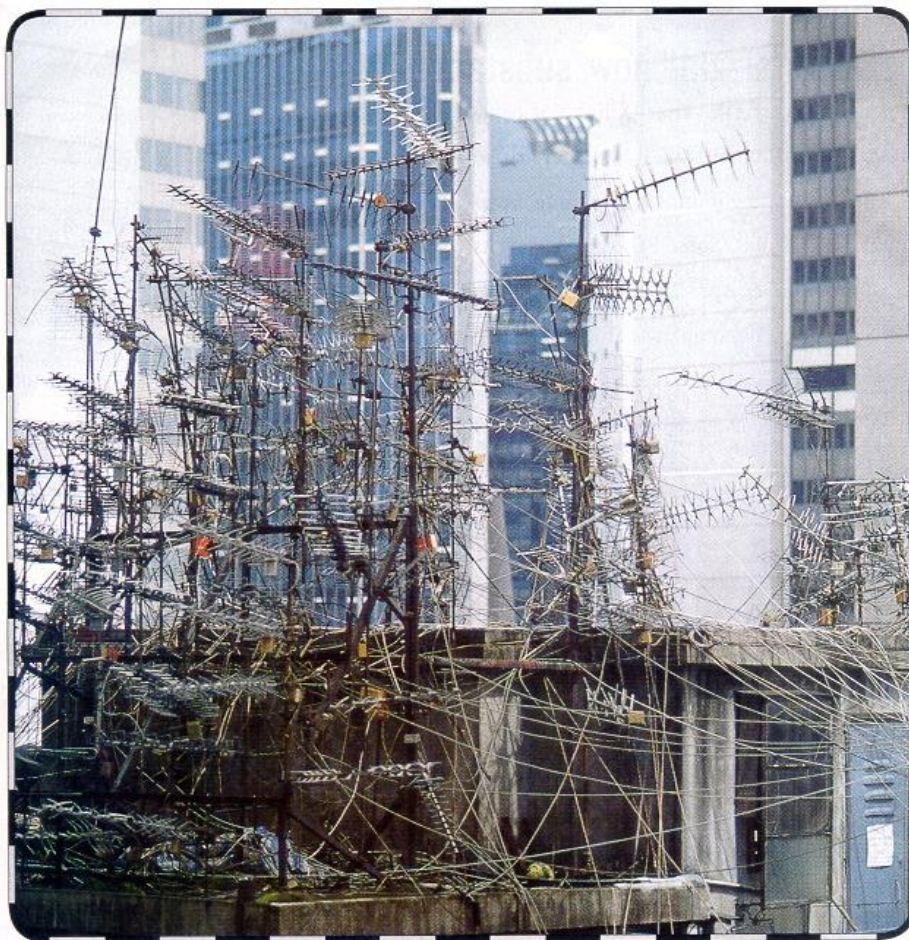
<http://ac6v.com/history.php>

The second site is: The Ultimate Guide to all things Mechanical. If you need to know how something works it might well tell you. (Beware it is quite a long item. (Correction: very long.)

<http://160592857366.free.fr/joe/ebooks/Mechanical%20Engineering%20Books%20Collection/THEORY%20OF%20MACHINES/MECHANISMS%20AND%20MECHANICAL%20DEVICES%204e.pdf>

Hope you find something of interest, Colin G0TRM

Voice, data, and video all flying through the air.
What could possibly go wrong?



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