

VWOA NEWSLETTER

Email Issue #27

2007



Tesla's patents and theoretical work formed the basis of modern Alternating Current electric power (AC) systems, including the Polyphase Power distribution systems and the AC motor, with which he helped usher in the Second Industrial Revolution.

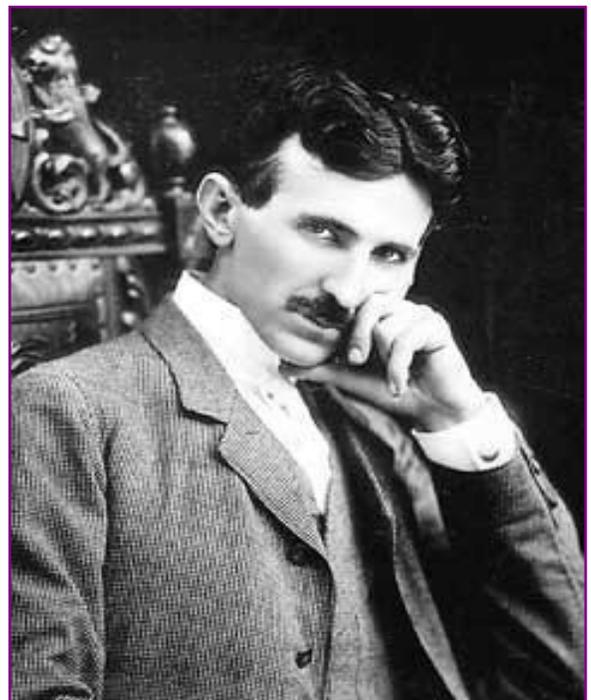
The **2007 VWOA AWARDS LUNCHEON** is planned for **Saturday, June 16, 2007** at the Top Deck of the Seamen's Church Institute in Manhattan.

This will be our 82nd Annual Banquet. Make sure you mark your own Appointment Calendar to put aside this date and make a Resolution and Reservation to attend.

Meet and greet some New and Old Friends at the Reception which starts at 1300 Hours.

William H. Terbo of the **TESLA MEMORIAL SOCIETY, INC.** will be the main speaker at the Luncheon. He is the closest living relative of Nikola Tesla.

Nikola Tesla, who was a world-renowned Inventor, Physicist, Mechanical and Electrical Engineer, is best known for his revolutionary work in, and numerous contributions to the discipline of electricity and magnetism in the late 19th and early 20th century.



Nikola Tesla
Born 7/10/1856 Died 1/7/1943

In response to my usual request to the VWOA Membership to hear from **YOU** and requesting that you dig into your memories and share them with the rest of your VWOA Members, I received this following letter and photographs from **Alan Craddock WB6DXZ**



Alan Craddock WB6DXZ

Dear Editor:

Your VWOA Newsletter story on the Storis reminded me of the days I spent on the Chevron tanker “Alaska Standard” in the waters visiting the small villages down the Aleutian Islands in 1972. Men do not belong in those waters in the Winter for sure, but the people living there are totally relying on the oil deliveries for their diesel generators for electricity plus heating oil, etc. Sometimes they were waiting on the dock for us. Anyway, that came later in my seagoing years.

I think it started with me reading an Ad about seeing the world as a Radio Officer, which looked like a good idea to me, so I hit the books and the code oscillator and practiced code from WCC 1:00 A.M. most nights. I remember the FCC building in San Francisco was quite imposing, but I made it through the theory but blew it with the sending part of the code. I made it OK about 6 months or so later with a lot of practice plus some time at Laney College in Oakland in a class run by Bob Shrader, a recent new member of VWOA. As I recall, there were 6 code Kleinsmichts running at various speeds. Each desk had a key and headphones so messages could be sent around just like the real thing. Also, there was tape readout so you could see how lousy your fist really was. I got my 2nd Class R/T license soon after, in 1968.

The first ship was the Lurline, Matson Company going from San Francisco to Los Angeles then to Honolulu. I remember the console looked pretty impressive after a code oscillator, but the Chief was a good guy to break me in. Continuous watches on that ship with a Chief and 3 Assistants. There was lots of traffic with all the passengers on board and pretty soon I felt fairly confident working with those pros at KPH. Had 5 trips on that ship, just a couple of weeks short for my 6 month endorsement. Didn't get another ship until September, 1972, which was with the MSC on the USNS Barrett.



Radio Officer Alan Craddock in the Year 1973 at PUSAN & VIET NAM

Flew out to Sasebo, Japan where the ship was refueling and on to Pusan, Korea. We took 2000 troops down to Cam Ranh Bay via Qui Non and then brought 2000 back going on leave. Each man was allowed a 4 foot square box in which he could take home with no question asked on entering Korea. One of the boxes fell overboard while loading and an Officer ordered a man into the water to sit on it until picked up. Those guys were tough. We had a 2 day turnaround with 5 days in Viet Nam and 5 in Pusan. I was well over the 6 months needed for the endorsement when the ship returned to Oakland, California in March of 1973.

While in Viet Nam, we night steamed up and down the coast to avoid swimmers attempting to blow up the ship. They had already sunk 2

ships at the dock and put the dock out of action. Grenades in the water almost got us. They were dropped by South Vietnam soldiers from boats and on dock to keep the swimmers away.

I started with Chevron in 1976 and served as a single operator on most of their domestic fleet. They had about 10 ships when I started and we worked out of Richmond, California and covered from Alaska to San Diego and Hawaii. It was a nice assignment with approximately 3 weeks at sea and one in port. We had 3 months on duty and 2 on vacation. Pay was good and the job got to be just like breathing. We saw some rough WX in the Gulf of Alaska at times and I agree that Kodiak is no place to live.

I retired in 1986 with a couple of relief jobs for Chevron after that. The last one was in 1989.

I'm enclosing some information on the SS Red Oak Victory, a ship launched from Kaiser Shipyards in Richmond, California in 1944, which is now owned and being restored by the Richmond Museum of History.. About 18 months ago, I went over to the Maritime Radio Historical Society at Point Reyes, California and talked to Tom Horsfall about restoring the FT 106 Console. He bought over Steve Hawes to work on it with him and they have done a great job on it plus assembling and installing most of the antennas as per originally on the ship.

Great pains are being taken to keep everything as original wherever possible.

Jean Moran handled the job of retrieving the original Call Letters of KYVM and also a Station License. We are now fully operational on commercial and amateur bands using K6YVM for amateur.

We have a Club aboard and meet at 10:00 A.M. on the 1st Saturday of each month. All are welcome. We have Pancake Breakfasts during the Summer months and send messages on the amateur network for the guests using the original console. The Maritime Historical Society is licensed for KPH and KSM and we communicate with them on 500 kc on occasion.

73, Alan Craddock WB6DXZ

ALAN CRADDOCK provides an S.S. Red Oak Victory description and Email attachment:

S.S. RED OAK VICTORY

Welcome to the S.S. Red Oak Victory, Launched in 1944, the ROV is the last surviving cargo ship built at the Kaiser/Richmond shipyards.

The Red Oak Victory served her country in three wars and has the unusual distinction of having been operated by the US Navy and the Merchant Marine.

Released by the Maritime Administration and conveyed to the Richmond Museum of History,

the ship is now being fully restored by a dedicated crew of volunteers.

The Preservation of this ship will provide a visual and physical link to our past and a lifetime maritime memorial to all who shared in the victorious work of this country during World War II and will be a floating museum and community center for all to enjoy.

Email attachment from John Reed to Gary Gelliotta:

Kudos to the Red Oak Victory Amateur Radio Club (ROVARC).

In September 2005, four members of the ROVARC began working to get the ship's original radio room equipment operation and licensed for commercial operation.

Alan Craddock bought together a team of Tom Horsfall, Steve Hawes and Jean Moran for the project.

After months of talks with the Federal Communications Commission (FCC), Jean was able to have the ship's Merchant Marine radio call sign (KYVM) reissued. While Jean was working on the commercial license procedure, Steve and Tom began repairing the FT-106 console that houses the ship's original radio equipment. All this equipment is now operational, including a separate Viet Nam era HP AM transmitter and receiver. On February 26, 2006, KYVM was official brought back to life with Morse code transmissions to and from historical radio station KPH, located in Bolinas,

CA. Since that historic date, KYVM has been on the air weekly with Alan Craddock, Steve Hawes and Tom Horsfall transmitting from the radio room of the S.S. Red Oak Victory.

During the first weekend in June of 2006, the ROVARC (using the call signs NY6CI & K6YVM) participated in the annual Museum Ships Amateur Radio Special Event sponsored by the USS New Jersey (NJ2BB). (NYCI was the ship's call sign when she was commissioned in 1944 as a US Navy Auxiliary Cargo Ship.) For the last four years the ROVARC has been the West Coast leader in contacts (QSOs) for afloat shipboard stations. This year was no exception, as close to 550 QSOs were made using the original WWII radio room equipment with Morse code mode. Two QSOs were made with the Viet Nam era Amplitude Modulation (AM) equipment. New for this year was a station, located under the forward 3"/50 gun tub, using a newer mode of computer communication called PSK-31 where about 80 QSOs were made. The aft Amateur Radio Room, located in the aft ammunitions compartment, made about 440 QSOs using modern SSB equipment.

A hearty "well done" to all for this excellent achievement.

73, Alan Craddock WB6DXZ

THE END

WVOA MEMBER NEWS

We at WVOA want to thank you for your favorable responses to your WVOA Email Newsletter.

We can only continue this form of Celebrating the Past if all of our WVOA Members make known some of their personal special events that contributed to their career in Wireless.

We want to hear from YOU. Dig into your memories and share them with the rest of your WVOA Members.

WENDELL'S NEWS CORNER

REFLECTIONS ON THE HERBERT HOLZBERG STORY

Life at sea by Herbert Holzberg PhD was a most interesting and entertaining real life story about the experiences of a merchant marine radio officer and his dealings with the men and officers of the ship's crew. It was an especially fitting and funny story for me since many of the events of his experience reminded me of some of my own when I was the radio officer on board merchant vessels.

While most of my experiences were quite ordinary and expected for my situation. I did sometimes run into guys like the new Purser of Mr. Holzberg's description. None, however, were "Holy Rollers" as best I can remember. His "penny pincher" captain, though, sounds like a man who had seen and felt too much

and too many of the experiences of life. Knowing something more about this captain's life, one could truly feel sympathetic and sorry for the old man. Fortunately for me, the many skippers under which I served as radio officer, I have to say that they were pretty swell guys. One skipper, though, did like his booze and the New York Yankees, but anyway he was an OK guy.

Mr. Holzberg's story began in about 1945. He was one of the truly old timers who was there when things were still pretty hot just around the time of the end of WWII. My story, though, as a sea going radio operator began in 1947 (covered in an earlier issue of VWOA newsletter). It is interesting to think that at some times in the 40's that we may have exchanged signals or weather reports and the like. There was one such incident in the 40's when we had a fire in hold # 1 (cargo space). There was furious scurrying about the vessel with men going up and down and around in great excitement. When I was finally made aware of the real situation, I became more calm and awaited instructions from the captain. After much effort by the crew and officers, and many radio messages to the home office, the fire was finally put under control. It was found and decided later that the heat generated within the stored wheat was the cause for the fire. There were local vessels in the area who may have been able to provide assistance but I can not recall if I was told to alert any who were in the area. Most

radio traffic was by high frequency through east coast stations to the home office. Who knows, maybe Herbert Holzberg was there. Somehow or other, I found out later that this event had made the news on national radio and television.

Even as the art and profession of the CW radio operator moves into history, we old timers still find it pleasant nostalgia to go back in our minds to the times and places when we were young. We still find it fascinating to hear a smooth fist tapping out the music that we still love so much. **Clay S. Scott**

This URL forwarded by **Walter Prang**
KZ5WP and quite interesting if you have not visited there before. It is from VWOA member **Jim Friel** and one of the links is to his time at WSL.

Sent: Friday, March 16, 2007 1:48 AM
Subject: K3SXA MARITIME MOBILE

> <http://www.qsl.net/k3sxa/>

Director **Herb Holzberg** recommends a visit to the following URL: **SOLDIER'S MUSEUM**
www.soldiersmuseum.com

A tribute to those unsung heroes whose selfless sacrifices kept the world safe for democracy and ensured the standard of living which we now enjoy.

WVOA Member **DAVID J. RING N1EA** brings to our attention an interesting URL which among other things deals with the remembrance of the 95th ANNIVERSARY OF THE SINKING OF THE TITANIC & THE HEROISM OF JACK PHILLIPS IS CELEBRATED IN A MARATHON RADIO LINK UP.

VISIT www.veyvalleyarg.org.uk

We at the WVOA Newsletter would like to hear from you and try to pass along to the rest of the WVOA stories of events that you have experienced and that you feel the rest of the membership would enjoy hearing about. Send us a picture or two and we will try to include it in one of our Email Newsletters.

We would prefer to hear from you by Email at:

ftcassidy@optonline.net

Or

wenben@nyc.rr.com

but if you must, send mail to:

WVOA

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