

VWOA NEWSLETTER

Email Issue #65

Francis T. Cassidy Editor

2012



Where is the AMBROSE???

That was the frantic call from our VWOA Treasurer J. Michael Shaw to the other VWOA Directors on January 2, 2012 at 1500 hours.

I went to South Street Sea Port and our AMBROSE is no longer there.....gone, disappeared, not moved to another spot, just gone. A girl at the ticket counter said it was moved a week ago but had no idea where.

I drove up the Hudson from the battery to 40th Street and didn't see it docked anywhere.

Was it dry docked in Jersey? Was it sold?
Did it sink?

I wanted to take inventory of our equipment and test the ships antenna as part of my 600 meter experimental radio group project.

All the VWOA Directors pitched in and President Alan Ehrlich was the first to respond.



“The Save our Seaport group has taken some photo's of Ambrose (L.S. 87) being towed from her pier 17 dock to Caddells Dry Dock in Staten Island.”, said Alan.

Your Editor said, “Go to the following URL to read about the Ambrose Light Ship which was recently removed from the South Street Seaport location.”

<http://saveourseaport.wordpress.com/>

It is a very comprehensive review of the Ambrose Status.

WOW, what happy update news for VWOA to start the new year of 2012. Mike Shaw promised he would keep close track of the progress on the evaluation of the AMBROSE LIGHT SHIP and report to our VWOA Members what was taking place.

In our last VWOA Newsletter we asked:

Please help us continue this effort by sending your personal, military, Merchant Marine or Wireless experiences to the Editor, as we start a *Series of Getting to Know Our VWOA Members* in the coming VWOA Newsletters.

The response was encouraging!

K8LEN

PATRICK M O BRIEN
4054 S GOSS SCHOOL RD
PEKIN, IN 47165
USA

First licensed in 1958 as a Novice, active on 80/15 mtrs. Upgraded to Technician for a number of years on six and two meters ssb. Still active on six meters. Up graded to general, licensed past 53 years. Served in Military US Army(Vietnam) TET offensive, US Coast Guard, Radio Op, for 7 years, stn on USCGC Duane, USCGC Balsam,USCGC Ironwood, Adak Isand, USCG Radio Stn Portsmouth Va, USCGC Northwind, NorthPole opsnext service Kentucky Air Ntl Guard, Radio op., Retired 1991, 22 years as a radio operator. Commercial Radio Operator WFN inland Marine, Active CW, RTTY, PSK OLIVIA, HELLS, SSTV, JT-65,MT-63 ,75 meters AM, . Member VWOA, DAV. FISTS, SKCC, OOTC, Active on CQ100, HAMSPHERE, on the web. . QSL via e-qsl, direct, buro. .cu on the air.73 POB/k8len

From: Ben Russell, N6SL

Subject: Experiences on land and at sea 1942 -1994.

Benjamin (Ben) J. Russell was born in Covina California July 13, 1927 but raised in Baton Rouge Louisiana where his father was a professor of Geology at Louisiana State University (LSU). In 1940 built my first receiver just in time to learn about the attack on Pearl Harbor. In 1942, while in High School, was offered a job as a Control Room Operator at Radio Station WJBO in Baton Rouge. Shortly afterwards, passed the FCC 3rd class radio telephone license with the broadcast 91C endorsement so was able to move to the transmitter and learn about the RCA 5DX equipment. At age 16, through self study using the "blue books" by Nielson and Hourning (SP?) managed to pass FCC elements 1, 2, 3, and 4 to get a First Class Radiotelephone license. I learned code by recording parts of WSC press at 78 rpm and playing back at 33.3 rpm using scrap segments of large discs. Graduated from High School in 1944 and started at LSU in Electrical Engineering. As I was approaching 18, decided that it would be more profitable to get my telegraph license and go to sea on merchant ships rather than being drafted at \$ 21 per month.

Just before my 18th birthday, I had the Radio Telegraph Second Class license and joined the ROU in the New Orleans office. They sent me to the Coast Guard for Z and E papers and then to a Convoy School to learn war time

procedures. In July 1945 joined the SS Joseph N. Nicollet/KOTB as second operator and made several trips to Europe and the Caribbean. In 1946 the ship was involved in a collision in New York Harbor with a British ship SS Bayono. We deposited over 3000 tons of raw sugar in the Hudson River and the ship was taken to the bone yard. Immediately, the ROU assigned me the SS Sea Dolphin/ANLD which was on the South and East African run. This was a great ship with a super 500 Kc antenna. Later the Sea Dolphin went into the yard in Baltimore to become the SS Robin Hood. I joined the SS Flying Arrow/ANLV and made another South African run and built a 1 watt 10 meter rig with a single crystal and got W5LTX/MM on the air. Conditions were excellent and managed to QSO the states from South African and Indian Ocean waters nearly every day. I signed off from the Flying Arrow in 1947 and resumed by studies at LSU. During the time at school I continued working at the local 5 KW radio station and then took liberty ships during summer vacations for grain runs to Europe. In January of 1951 received BSEE degree from LSU and shortly afterwards entered the U.S. Marine Corps. One interesting assignment was at W6IAB, Camp Pendleton, where we sent over 7000 messages a month to Japan and Korea. Station had two rhombic antennas and surplus military plus home built rigs. I built the Central Electronics SSB kit and a linear amplifier using an Eimac 450th.

When released from active duty in 1953 I went to work for Northrop Aircraft Co. in Hawthorne California as an Associate Engineer and continued until 1969 doing antenna work for aircraft, ground point to point HF and spacecraft system designs. From 1969 to 1972 I worked for a small Geophysical Company performing Harbor sub bottom studies in Brazil, Norway, and the Phillipenes. Went back to Northrop in 1972 in time to bridge retirement credits and remained until 1982 taking early retirement as Manager of Electromagnetic Engineering. Meanwhile I obtained my First Class Radio Telegraph License with Ships Radar and 6 months at sea endorsements and U.S. Coast Guard Radio Officer License. Tropical Radio/WNU offered me a job as an operator and enjoyed sending marine traffic. Later, I visited the ROU in New Orleans to see about joining again and was told "you are too old and shipping was slow." Shortly thereafter, was offered a job by Ingram Shipping to take a new ship out of NASCO, San Diego. I remained on the MV Eileen Ingram for a year and then another year on the MV Hunter Armistead. Then worked for Reynolds Metals on the SS Inger/KCSA and did vacation relief on the SS Tonsina/KJDG. In 1983 went to work at Grumman Aircraft on Long Island as an EMI/EMC engineering specialist for about a year. One night I was in QSO with Dave Riley AA1A/MM who was aboard the MV Sea Venture/WJMV. Dave let me know he was leaving the ship and

suggested I contact the company. I spent the next 8 years on the MV Sea Venture/WJMV working 60 day rotations hauling chemicals from Texas to New England. I quit sailing in 1994 with the advent of the GMDSS system and resumed retirement.

Since 1994 I have been keeping a group of CW schedules:

Wednesday 8 PM Eastern, QCWA CW net on 7035 KHz,

Thursday 11 AM Eastern, SOWP CW net on 14055 KHz.

Thursday 7 PM Eastern, Side Swiper Net on 7044 KHz.

Thursday 8 PM Eastern, SOWP Net on 7052 KHz.

All amateur stations are welcome to check into any of the above nets.

73, Ben, N6SL



Ben Russell N6SL

To: Francis Cassidy
Subject: VWOA Newsletter #64

Dear Sir,

Thank you for the email. I have not seen it before but enjoyed it immensely. I am 87 years old and have been a member of VWOA for years. I know a number of the names in the letter personally as I worked at WSL as an operator for years.

73 and regards,

Jack Lally

From: Steve Gregory

Date: November 26, 2011 12:00:52 AM EST

To: "Wendell R. Benson"

<wenben@nyc.rr.com>

Subject: Re: Thanksgiving Holidays

Reply-To: Steve Gregory

Greetings Wendell,

Just wanted to take a few minutes and wish you and your family and Frank and his family a wonderful Thanksgiving. Hope you had a good day.

Been active on 80 M SSB but prefer CW Op.
Take care and have a good weekend.

73

Stephen J. Gregory

WA6FEJ



James Jolly 90th Birthday Celebration

With love and pride the family of James A. Jolly, PhD is celebrating his 90th birthday. He and his loving wife Rose, married for 66 years, have three children, Mayeve, David and Heidi, seven grandchildren and seven great-grandchildren.

Dr. Jolly retired as a full Professor from CSU Sacramento, having also taught at the Naval Postgraduate School. He earned his undergraduate degree in physics from the University of Pacific and his MBA and PhD from the University of Santa Clara. His academic career was enhanced by more than 20 years of business experience as a manager of research and development activities in the Silicon Valley at Eitel-McCullough and Varian Associates.

Dr. Jolly's consulting and research has included work for the National Science Foundation, the National Academy of Science, the US Navy and the Department of Commerce. He is the author of more than 50 articles and books in the field of electronics, management and research application. Jim Jolly was born in Oceanside, California and grew up in the central valley as one of nine children in a farming family. He is particularly proud of his service in WWII as a Merchant Marine radio officer on ships in the Atlantic and Pacific. He continues to be an active Amateur radio operator having received his license W6RWI in 1939. He is a member of VWOA, ARRL, QCWA, and a senior life member of IEEE

His children have wonderful memories of growing up with a loving, caring and dedicated father.

Happy Birthday to a great husband, father and American Citizen!

Sent: Monday, November 28, 2011 10:30 AM
To: gerconaty
Cc: [Benson Wendell R](#)
Subject: VWOA

Wendell Benson, Membership Secretary gave me your Email to him on the subject of the Wireless Operators Monument which is normally in Battery Park, New York City. The Battery Park is presently under renovation by the City of New York and the Monument has been put in storage until the renovation of that part of the park is started.

We do have a Paul Conaty, Radio Officer, S.S. Elma Tres listed on the Monument. His ship went down in the Atlantic Ocean November 26, 1981.

Is this the relative you are looking for?
If so, I will go through the records of our VWOA and provide you with any that I find that are relative to his listing on the Monument.

Francis T. Cassidy
VWOA Chairman

Date: Mon, 28 Nov 2011 20:42:39 -0500
From: ftcassidy@optonline.net
Subject: Fw: VWOA
To:
CC: MDMacMahon; wenben

I have reviewed the VWOA files and found the following which I highlighted in Yellow the written material on the Elma Tres:
The VWOA Secretary at the time of presenting the Award did not keep a file on who Accepted

the Scroll, so I have included a copy of what the Marconi Memorial Scroll of Honor looks like.

The Photo of the Bronze Plaque on the VWOA Monument in Battery Park is not a good one of the area on which Paul Conaty is memorialized. I will keep looking for a better image.

The Bermuda Triangle in the Atlantic Ocean is famous for disappearing ships with little or no information recovered. Such is the case with S.S. Elma Tres.

If you go to URL:

<http://www.vwoa.org/Registry/Power%20Point%20IntroductionJan08.pdf> you will see in a

series of 10 PDF files, what the VWOA Monument looked like before being put in temporary storage by the New York City Conservatory Group who is renovating the Battery Park location.

Hope this helps you realize that your Brother will always be remembered in New York City, by VWOA and the many tourists who visit the Battery Park.

We at VWOA will advise you when the Monument is being reinstalled in Battery Park.

Sincerely,

Francis T. Cassidy
VWOA Board Chairman

Sent From: Geraldine Conaty
Sent: Tuesday, November 29, 2011 6:02 AM
To: Veteran Wireless Operators Ass. ftcassidy
Cc: mdmacmahon;
Subject: RE: VWOA

Thank you all so much for your mails and attachments all of which are of the utmost interest to myself and my family. It is wonderful to think that our brothers name is on the Memorial in New York and hopefully we will get there to visit some day when it is back in Battery Park.

It is all particularly poignant as we have just passed the 30th Anniversary so we are again grateful and appreciative of your efforts
Regards

WENDELL'S NEWS CORNER

From: Dick/K6KSG

Sent: Tuesday, January 03, 2012 8:58 PM

To: [Radio Officers](#)

Subject: [Radio Officers, &c] Marine CW

Back in the mid 1980's when the big company's were gearing up to eliminate the radio officer, I wrote to the FCC and requested that the radio officers remain on the vessels as electronic technicians as well as having a professional communicator on board. The FCC wrote back and basically told me I was old fashioned and CW would be a thing of the past.

When I became the president of our company union, I worked along with the lawyer for ARA in New York. We fought as much as possible to maintain a billet for the radio officer aboard US ships. Since I worked for Exxon at the time I realized that they had tremendous influence with the FCC as well as the US coast guard.

Exxon as with other major shipping company's basically wrote the laws to remove the radio officer.

As we all know life is full of change and when we are confronted with change, most do not like it. With satcom, sitor, and navtex that pretty much replaced us, it is sad to see a well oiled system such as we had world wide with CW be thrown out the window.

This was another issue I brought up to the FCC. SOLAS CW MF and HF communications has been in effect for close to 100 years. Keep it as a secondary system in the event of a failure with the more modern systems. Have one day a week to send and receive traffic via CW to keep it operational. As we all know technology marches on, but don't throw out a system that has worked for years. Your probably saying to yourself, sending/receiving traffic one day a week, the shore stations would go broke. If the governments would subsidize the shore stations it might have worked. I know I know BIG GOVERNMENT. What kind of price do we put on life, SOLAS? That was the primary reason we were on the ships in the first place.

Just my thoughts.

73

Dick/K6KSG

From: "stig jokinen"

Date: January 14, 2012 3:24:51 PM EST

To: "Wendell R. Benson"

Subject: ka
Hello Wendell!
I wish things are well!
Finally the winter has reached these latitudes.
First snow came a week ago.
Children have longed for snow and now we got
approx 4 inches of that matter.
Personally I'm glad that it took so long. Last
winter begun in late October and lasted until
early April with 3 feet of snow at the most.
Living on the countryside that meant a lot of
snowjob for me. Besides that, I'm glad that the
light is coming back and days are getting
longer.
U might have googled on the finnish coast
guard, my former employer, but nevertheless I
attach a link to their homepage.
By the way, I like the activity of R/O:s on the
google forum. Pse tell Mr. Ring that I'm very
glad for the mail summary I'm getting almost
daily.

73
de
Stig-Olof+

http://www.raja.fi/rvl/home.nsf/pages/index_eng

Following from VWOA Member Frederick Raab
on 500 kHz Status:
Sent: Sunday, January 01, 2012 2:43 PM
To: [Radio Officers & Google Group](#)
Subject: [Radio Officers, &c] Amateurs on 500
kHz

January 1, 2012
Greetings:
Happy new year to all!

Regarding the experiments that have been
run... The objective of our experimental license
was to pave the way for a new amateur MF
allocation. To date, our accomplishments
include:

(1) Ordinary amateurs with ordinary
equipment can operate and make contacts on
these frequencies. This point is one reason we
retained the 20-W ERP limit throughout the
several modifications of the license.

(2) There is interest well beyond our group of
experimenters, as shown by the 10,000
reception reports filed on our web site.

(3) We have logged over 100,000 hours of
transmission but received not one interference
complaint.

(4) Several tests have shown that we can use
the ground wave as well as the sky wave to
communicate reliably at distances up to 150
miles or so on a 24/7 basis. The 500-kHz
ground wave is a new propagation mechanism
not available on any other amateur band and
will make possible reliable emergency
communication at regional distances.

(5) Some of the "ground-wave" tests used a
portable antenna that can be deployed rapidly
to establish an emergency-communication
node.

(6) Modern digital modes (PSK-31 and MSK-31) have been used successfully.

(7) We have demonstrated that an amateur can operate in close physical proximity to stations in other services (NDBs) by maintaining a small frequency separation.

(8) By operating in the band from 510 - 515 kHz, the WE2XGR operators have demonstrated that amateurs can share the same frequency band with other services (NDBs) with reasonable geographic separation.

(9) The higher power (200+ W ERP) used by the WE2XGR operators has not caused harmful interference nor generated any complaints. Regarding amateurs on 500 kHz. As VK4DU has pointed out, this is a moot question. We amateurs would have preferred a band from 493 to 510 kHz. We liked the historic aspect and thought amateur protection of this band would guarantee a place for heritage stations like KPH and WNE to continue operation. However, back in September there was no government support so amateurs withdrew this method from the WRC process. The two remaining active "methods" include bands between 461 to 487 kHz. While we may be successful getting an allocation at these frequencies, we won't be on 500 kHz. My guess is that after WRC the current allocations will be harmonized.

The IMO plans to use 495 - 505 kHz for their new SYNOPTIC digital-data system, and will seek to prohibit any other signals in that band. We tried to save the band, but the IMO has too many friends.

73, Fritz, W1FR
Frederick H. (Fritz) Raab, Ph.D.
GREEN MOUNTAIN RADIO RESEARCH CO.
77 Vermont Avenue, Fort Ethan Allen
Colchester, Vermont 05446 USA

We sadly report that we have received notice recently of the following SK VWOA Member:

Alexander S. Hadad Age 85, died peacefully in Santa Clara on January 30, 2008 surrounded by his loving family.

Born in Toronto but a US citizen, he joined the US Merchant Marines in 1941 at the start of WWII, training at Gallups Island near Boston as a radio operator, and subsequently traveling on various Liberty ships worldwide.

Communications became his life, working first at TWA as a flight radio officer and then Philco/Ford Aerospace in the military space program, until he retired in 1985.

He held an Extra Class amateur radio license and belonged to the Society of Wireless Pioneers. He volunteered for the Santa Clara

County Office of Emergency Services and San Jose Family Camp. He was an active member of Gallups Island Radio Association and Silicon Valley Merchant Mariners.

He is survived by his wife of 59 years (Marian), son Allan (wife Debbie), and daughter Elaine.

A memorial service will be held Tuesday, Feb. 12 at 11:00 am. at Darling Fischer chapel, 231 E Campbell Ave., Campbell. In lieu of flowers, donations are appreciated to the US Merchant Marine Just Compensation Committee, PO Box 1705, Santa Rosa, CA 95402.

Published in the San Jose Mercury News on 2/8/2008.

We at the VWOA Newsletter would like to hear from you and try to pass along to the rest of the VWOA 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