

HAM DATES:

INDIAN RIVER CO.

June 1, 8, 15, 22, 29, 2020
Emergency Net, 7:30pm
146.640 (107.2) repeater

June 2, 9, 16, 23, 30, 2020
Indian River Co. ARES NET
7:30pm, 145.13 (107.2) repeater

June 11, 2020
Vero Beach ARC Meeting
7:30pm, ZOOM (request invitation)

June 25, 2020
Indian River Co. ARES
7:30pm, ZOOM (request invitation)

ST LUCIE CO.

June 2, 9, 16, 23, 30, 2020
Ft. Pierce ARC Rag chew, Traders, Tech NET 8pm, 147.345 (107.2) repeater, Echolink: 2004 (W4AKH-R)

June 3, 2020
St. Lucie Co. ARES NET
7:30pm, 147.240 MHz (107.2) repeater

June 4, 11, 18, 25, 2020
Port St. Lucie ARA Rag chew, Traders, Tech NET 7:30pm, 146.955 MHz (107.2)

June 10, 2020
Ft. Pierce ARC Meeting on the Air, 7:30pm, 147.345 (107.2)

June 17, 2020
St. Lucie Co. ARES Meeting on the Air, 7:30pm, 147.240 repeater (107.2)

June 24, 2020
Port St. Lucie ARA Meeting
7:30pm (check PSLARA website)

MARTIN CO.

June 1, 8, 15, 22, 29, 2020
Rag chew, Traders, Tech net
7:30pm, 145.150 MHz (107.2)

June 11, 2020
Martin Co. ARES 7:00pm
(check MCARA website)

June 25, 2020
Martin Co. ARA Meeting
7:00pm (check MCARA website)

Treasure Coast Ham News

VOLUME 1, ISSUE 4

JUNE 2020

Hurricane Season Preparedness for 2020

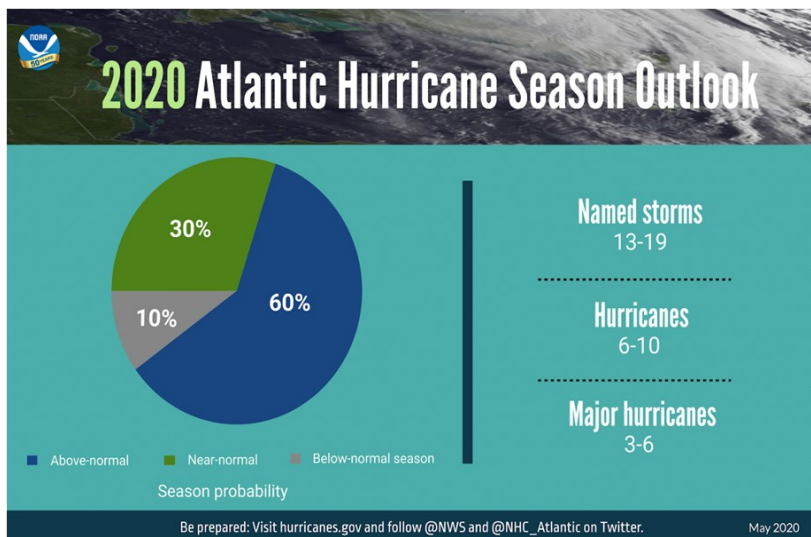
As we all know, the traditional Hurricane Season runs from June 1 through November 30 each year. Typically, here on the Treasure Coast, we see the greatest activity late in the season from August through October.

An above-normal 2020 Atlantic Hurricane season is expected, according to the NOAA Climate Prediction Center. The forecast is for 13 to 19 named storms, of which 6 to 10 would reach hurricane strength, including 3 to 6 major hurricanes (Category 3,4 or 5 with winds exceeding 111 mph). In the event a major hurricane threatens the area, the

Saint Lucie County Office of Emergency Management will arrange for the opening of shelters for those who need to evacuate their homes. Other area counties will likely do the same.

Now is the time to get prepared by making sure you have everything on hand to either evacuate or shelter in place for a minimum of 72 hrs. At a minimum this includes cash, canned or non-perishable food, water, prescription medications, first aid supplies, flashlight or lantern with batteries, battery operated radio and an ice chest. Amateur radio operators should also check portable equipment, batteries and/or generators.

INSIDE THIS ISSUE: VE AMATEUR RADIO LICENSE TESTING * FT. PIERCE HAMFEST UPDATE * INTERNET EQUIPMENT BUYING TIPS * NEW HAMS CORNER: ANTENNA PROBLEMS * NEEDED: TREASURE COAST HAM DOCTORS * HAM RADIO TRIVIA * VOIP HURRICANE NET * BEYOND THE HAM BANDS * CARTOON CHALLENGE * DX NEWS * SHORT TAKES * FIELD DAY * COVID-19 SPECIAL EVENT * KD4ZBP (SK) * A RESCUE AT SEA * FOR SALE * FINAL THOUGHTS





If your club is testing, please let us know the location, date and date and examination results



VE Amateur Radio License Testing

First the Bad News

Because of the suspension of license testing due to restrictions imposed to combat the spread of the COVID-19 virus, we are not aware of any new amateur licenses issued in our area in the past month.

Now the Good News

Amateur Radio License Testing is about to resume in Saint Lucie County!

The VE team of the Port Saint Lucie Amateur Radio Association has scheduled a license examination session for Saturday, June 20, 2020 at 9:00 AM.

The session will take place at the Buffalo Chophouse restaurant located at 918 SW Gatlin Blvd in Port Saint Lucie. The restaurant is located on the south side of Gatlin Blvd, just west of the Port Saint Lucie Blvd intersection. It is directly across the street from the Aldi's grocery store on Gatlin Blvd.

Directions: From Port Saint Lucie Blvd turn west onto Gatlin Blvd. Then make an immediate left at the first street, which is SW Brighton St. Then turn left at the first

driveway into the small strip mall.

From I-95 get off at the Gatlin Blvd exit and head east for roughly two miles. Watch for the Aldi's grocery on your right and make a right turn onto SW Brighton St. Then turn left at the first driveway into the strip mall.

Testing for all three license levels will be available. Don't forget that the current question pool for the Extra Class exam expires at the end of June, so if you are planning to upgrade your license to Extra you will want to do it soon.

Walkups for this examination session will be accepted as long as space is available. If you are certain you plan to attend it may be wise to [RSVP](#) so we can be sure to have a seat available for you.

We will conduct the examination session in compliance with all social distancing and governmental guidelines in effect as of the scheduled exam date. So you will want to be prepared and bring along a facemask.

For additional information or to RSVP please contact:

Bob Brown, AI4BB
PSLARA VE Liaison
772-201-5485
brownpsl@comcast.net

Thank You Buffalo Chophouse

We owe a big THANK YOU to Debbie Butel, the owner of Buffalo Chophouse, for allowing us the use of her facility for the upcoming exam session. Should you happen to be in the area and hungry for a good lunch or dinner, stop by the Chophouse and enjoy a delicious meal. Debbie's menu includes lots of traditional favorites plus a few exotic choices not frequently offered in the Treasure Coast area.

For further information on VE testing please contact:

Vero Beach ARC
Bud L. Holman
(772) 559-3342
budholman@earthlink.net

Ft. Pierce ARC
Jess Porter
w4dns@arrl.net

Port St. Lucie ARA
Robert Brown
(772) 201-5485
brownpsl@comcast.net

Ft. Pierce Hamfest Possible Date Change

The Ft Pierce Hamfest is scheduled for Saturday, August 15th, 2020 at the Indian River State College, 3209 Virginia Ave, Fort

Pierce, FL. Time: 8:00 am - 1 pm (6:00 am setup). Talk-in: 147.345, PL tone 107.2. However, pending IRSC's

opening schedule, the hamfest date may change.

STAY TUNED for further details.

**Fred Lloyd, AA7BQ
founder of QRZ.com
gives tips on how not
to get ripped off
when buying ham
radio equipment via
QRZ and the Inter-
net.**

*Car washes are
hard on antennas.*

*Always remove your
antenna when go-
ing through a car
wash.*

Buying Ham Radio Equipment via QRZ and the Internet

A scammer usually creates an email address that looks like a callsign, such as aa1ax.aa1ax@gmail.com, and there is usually a dot (.) in the mailbox name.

NEVER, NEVER send money to a bank account, and never send money to a recipient having a different name than the callsign holder.

Beware of any seller who will not talk to you on the phone.

Pay attention to GRAMMAR in the email communications. Scammers can have poor English skills. Their ad copy may have been written by some-

one else and subsequently pilfered by a scammer.

Beware of any seller who has just joined QRZ and shortly thereafter offers a late model, expensive radio for sale.

Carefully scrutinize photos, and blow them up to see if any identifying information has been "photoshopped" to alter the image. This can include the name, callsign, etc. in the photo, or information on passports and drivers licenses.

Ask for references, i.e. the names of other hams who the seller knows, and then CON-

TACT the references.

Ask for a fresh photograph of the item being offered, with an identifying background.

NEVER SEND MONEY VIA BANK OR WIRE TRANSFER. These types of transactions are one-way. There is absolutely no way to get your money back if something goes wrong. Never send money via Western Union or overseas. The FBI can't help you when you've sent money to someone living overseas.

Don't count on any help from law enforcement in the event you are victimized.

New Hams Corner: Antenna Problems

Dolph, WA2NTW, offers some advice for those with magnetic mount antennas attached to the roof of their car.

You have a great magnetic mount antenna atop your car. It provided great performance for many months, but suddenly you can no longer hear the repeater. You key the mike and make a call, but can't seem to get a response.

Something is obviously wrong, but what could it be?

Begin by inspecting your antenna. Is it still there? I have seen instances where the set screw has come loose and the rod (vertical) portion of the antenna is missing. I have also seen instances where the complete antenna was missing! This can happen if the coax connection to the antenna base works loose over

time. Then one day while driving down the interstate at high speed a gust of wind blows the antenna and base right off the car.

Also, avoid hitting low hanging signs at drive-thru windows; and be aware of low clearances such as parking garages. Hitting obstacles can take a toll on your antenna. Inspect it after hitting any obstacle.

More difficult to diagnose is a problem with the coaxial cable between the antenna and the radio.

Consider how you ran the cable when you mounted the antenna. Most people just run it through a door opening. This is perfectly fine as long as the door is not used often. But constantly opening and closing the door will bend the cable and weaken it.

Eventually this can cause a break in either the center conductor or the shield. Once either conductor breaks the result is intermittent antenna performance or no performance at all.

An ohmmeter can be used to check coax integrity. Check center conductor and shield individually. Both should measure close to zero ohms end-to-end. Then measure resistance between the center conductor and shield. Any reading between center conductor and shield indicates a short in the cable. Either an open or a short will result in sub-par antenna performance.

One last word of caution: Operating with a damaged antenna or coax cable could damage your radio.

Be safe out there!

Needed: Treasure Coast Ham Doctors



Treasure Coast Ham News staff often receives requests for assistance for a variety of radio related issues.

The subject of these requests run the gauntlet, ranging from new licensee requests for assistance selecting and programming handheld transceivers, to experienced hams requesting assistance with antenna choices, particularly in

gated communities. We reply to these requests and questions as best we can. If a question is beyond our knowledge base we attempt to forward it to a product expert for a reply.

To make knowledge easier to share with hams experiencing challenges, we want to develop a list of "experts" in various subjects that the ham community can reach out to directly for assistance.

Our intent is to develop a comprehensive list of subject matter experts (or Elmers as they are known

in the ham community) and publish the list in a future issue of **Treasure Coast Ham News**. When we get our web site up and running we will also include the list there. For starters, here are some topics for which Elmers are needed: HF, mobile & handheld radio selection, antennas & tuners, amplifiers, DMR, code plugs and Chinese radios.

If you are willing to become a *Treasure Coast Ham Doctor* let us know by sending an email to tchamnews@gmail.com. Be sure to identify the topic or topics you can help with.

"TC Ham News is emailed to almost 200 local hams and shared with a number more."

"We know many of our readers have knowledge that can help others, so please send that email today."

Ham Radio Trivia

Answer to last month's question:

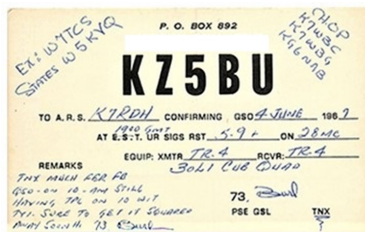
Last month we showed you an image of a QSL card with the country name blanked out. The call sign on the card was VQ1JR. We gave you a hint that it was an African country that no longer existed, having been absorbed into Tanzania (prefix 5H and 5I) in 1974. We asked you to name the former country. Your choices were:

- A. Tangier
- B. Ifni

- C. Zanzibar
- D. Farquhar

The correct answer was: **C. Zanzibar**

For his month's trivia challenge we are showing you another QSL card with the country name blanked out and ask you to guess the name of the country.



The format of this call sign closely resembles current United States call signs. The KZ5 prefix ceased to be a valid DXCC entity on October 1, 1979. What DXCC entity once held the KZ5 amateur prefix?

- A. American Sector of West Berlin
- B. Canal Zone
- C. Dry Tortugas
- D. Bikini Atoll

Answer will be revealed in the next issue.

(Thanks Bob, W7MAE, for suggesting this question.)

"Brush up on your radio knowledge and skills."

VoIP Hurricane Net

In addition to Echolink / IRLP resources, the Hurricane Net maintains a monitoring watch on the following modes of communication using DSTAR, DMR and APRS:

D-STAR Reflectors:
XRF757A, XRF735A, XLX307D and XLX049D

D-STAR Smart Groups:
DSTAR1, DSTAR2, DSTAR3

and DSTAR4
DMR Brandmeister: (BM) 31012
DMR Plus: Talkgroup 320 (on the IPSC2-QuadNet Server)
Yaesu System Fusion: 37099
Wires-X room: #45058
APRS: KC5FM
Winlink: KC5FM@winlink.org

Stations outside the affected area who would like to listen into the VoIP Hurricane Net can use any of the following systems for listen-only purposes and can connect on either

VOICE OVER INTERNET PROTOCOL WEATHER NET

Serving National Hurricane Center
www.voipwx.net



Echolink or IRLP:
NEW-ENG3 Echolink conference node: 9123/IRLP 9123

Stations outside the affected area who would like to listen into the VoIP Hurricane Net can use any of the following systems for listen-only purposes on All-Star by dialing *33009123.

Beyond the Ham Bands: Part 2 Shortwave Listener

In the last issue of *Treasure Coast Ham News* we briefly explored the utilization of HF frequencies for commercial shortwave broadcasting and maritime communications. In this month's discussion we will take a brief look at HF communications in the aeronautical industry.

Commercial Aviation

Commercial aviation includes both cargo flights, such as those operated by FedEx and UPS, and scheduled passenger air carriers. Similar to the maritime industry, commercial aviation utilizes both VHF and HF frequencies for communication. In the continental United States, most communications between aircraft and air traffic control occur on VHF frequencies. But when aircraft head out over the ocean they quickly fly out of VHF range, so HF communications must be used.

Just as amateur radio is assigned certain bands or ranges of frequencies, aeronautical radio is similarly assigned bands. Frequency allocations and assignments within the aeronautical bands are regulated by the ITU and member countries so as to not cause interference.

East coast oceanic air traffic is controlled by the New York Air Traffic Control Center. All commercial air-

craft flying between east coast cities and the Caribbean Islands and South America maintain continuous HF communications with air traffic control in New York. We are fortunate here in south Florida. Our proximity to the ocean allows us to easily monitor these communications.

The frequencies utilized for ground-to-air communications change often as atmospheric conditions change. In times of storms and unsettled atmospheric conditions frequencies can change from one hour to the next. Some aircraft in-route frequencies commonly heard in South Florida include 5.550 MHz, 6.586 MHz, 8.918 MHz and 11.396 MHz. Start your monitoring with these frequencies. You will quickly learn additional frequencies as conditions change and aircraft are instructed to move to different frequencies. USB mode is used for all aeronautical HF communications.

You may be wondering, "What will I hear?" The answer is that each flight transiting to or from the Caribbean Islands and South America must check in with air traffic controllers every thirty minutes while flying over water.

You will hear the cockpit crew call New York Center and identify by flight number. When acknowledged by New

York Center the crew will report their current position, speed and estimated position at next check in. New York Center will read back the report to confirm accuracy and may pass additional information to the crew, such as a frequency change or a weather update.

Occasionally an aircraft will call New York Center between regularly scheduled check-ins. They do this most often to request a course deviation around a storm, or to report turbulence and request an altitude change. The air traffic control center may also contact an aircraft between scheduled check-ins. They do this to modify the plane's flight plan or to provide updated weather information.

Should you tune to the suggested HF frequencies and hear nothing but dead air, do not fret. Due to the COVID-19 crisis, there is not a lot of international air traffic flying these days, so communications on the HF frequencies is sparse at the present time.

For those interested, additional commercial aviation frequencies, both HF and VHF, can be found at this [Ham Universe](#) web page. It is anticipated that HF communication usage by commercial aviation could be phased out in favor of satellite communications over the next five to ten years. So listen and enjoy these comms now while you still have the chance.

(to be continued next issue)

Cartoon Challenge

Last month we asked you to vote for your favorite caption for the cartoon image shown nearby. Well the voting is over and the top vote getters are (in no particular order):

- "This is much more fun than mowing the grass."
- "I wish QSO's with my wife were this much fun."
- "I just heard tonight's Powerball jackpot is up to 275 rolls of Angel Soft toilet paper."

Thanks to all who voted. Watch for another caption challenge in a future issue.

No contest this month, but we still need to include a bit of humor. Look at the photo to the right. Does it look like the interior of a car belonging to someone you know?

Drop us a line at tchamnews@gmail.com and tell us what you think.



2020 Field Day, June 27-28, 2020



ARRL Field Day is one of the biggest events on the amateur radio calendar, with over 36,000 participants in 2019, including entries from 3,113 radio clubs and emergency operations centers.

In most years, Field Day is also the largest annual demonstration of ham radio, because many radio clubs organize their participation in public places such as parks and schools.

With one month to go before 2020 ARRL Field Day, June 27 –

28, the ARRL Programs and Services Committee (PSC) has adopted two temporary rule waivers for the event.

For Field Day 2020 only, Class D stations may work all other Field Day stations, including other Class D stations, for points.

Field Day rule 4.6 defines Class D stations as “Home stations,” including stations operating from permanent or licensed station locations using commercial power. Class D stations

ordinarily may only count contacts made with Class A, B, C, E, and F Field Day stations, but the temporary rule waiver for 2020 allows Class D stations to count contacts with other Class D stations for QSO credit.

In addition, for 2020 only, an aggregate club score will be published, which will be the sum of all individual entries indicating a specific club (similar to the aggregate score totals used in ARRL affiliated club competitions).

For Field Day 2020 only, Class D home stations may work all other Field Day stations, including other Class D stations, for points.

Global COVID-19 Radio Event Set for June 6 - 7

Stations bearing call signs that promote “stay-at-home” messages and the value of social distancing and isolation have sprung up during the COVID-19 pandemic, with some 150,000 messages of support shared around the world.

An [on-air gathering](#) over the June 6 - 7 weekend will offer a further opportunity for stay-at-home stations and radio amateurs to share greetings in a contest-like framework, looking toward the day that restrictions will ease, eventually making the stay-at-home injunction obsolete.

The patron of the STAYHOME radio [campaign](#) is Finland's Foreign Minister Pekka Haavisto, and the worldwide activity has the endorsement of the International Amateur Radio Union (IARU) President Tim Ellam, VE6SH/G4HUA, and the United Nations Amateur Radio Club.

“Amateur radio operators across the world are experiencing something we have never seen before, with the current COVID-19 pan-

demia,” Ellam said. “In times like this, on-the-air activities can benefit our communities and ourselves. Events such as this are important to improve operating skills.” Ellam expressed thanks to the national regulators in



more than three dozen countries that made special stay-at-home-suffix call signs available for amateur use.

Sponsoring the event and campaign are the Finnish Amateur Radio League (SRAL), in cooperation with Araucaria DX Group (ADXG) of Brazil, and Radio Arcala (OH8X) in Finland.

UN Amateur Radio Club President James Sarte, K2QI, reports 4UIUN will be on the air to support the global STAY HOME movement, as will sister stations 4UIGSC (as 4U9STAYHOME) and 4UIA (as 4U2STAYHOME).

Special event station W2I/STAYHOME, helmed by Ria Jairam, N2RJ, and Peter Dougherty, W2IRT, will also be on the air operating CW, SSB, and FT8 simultaneously. (Jairam is ARRL Hudson Division Director.)

The STAYHOME event gets under way at 1000 UTC on Saturday, June 6, concluding 24 hours later. Bands will include 80, 40, 20, 15, and 10 meters, with CW, SSB, and digital (FT4/FT8 only). Exchange is a signal report and operator age, except for FT4/FT8 reports. Awards and certificates in the various operating categories will be available.

[Email](#) for more information.

“more than three dozen countries have made special stay-at-home-suffix call signs available for amateur use.”



DX News

DX OPPORTUNITIES

COLOMBIA, HK. Members of the Liga Colombiana de Radioaficionados (LCRA, HK3LR) support the current pandemic restrictions with the call sign 5JSTAYHOME. QSL via HK3LR.

INDIA, VU. Subbu, VU2NSL operates the COVID-19 special event call sign AT9SS until July 28. QSL via LoTW or VU2NSL direct.

ROMANIA, YO. YO1STAYHOME and YO19STAYHOME are QRV until September 5.

SPECIAL EVENTS

SOUTH AFRICA, ZS. Special event station ZS1820S celebrates arrival of the first British settlers to the South African Cape 200 years ago. They are QRV throughout 2020. QSL via ZS2EC (d/B), LoTW, & ClubLog.

Jun 6-Jun 7, 1630Z-2130Z, W5KID, Baton Rouge, LA Amateur Radio Club. 14.250, 14.035, 7.225, 7.035. QSL USS KIDD Amateur Radio Club, 305 S. River Rd, Baton Rouge, LA 70802. Operation onboard the USS KIDD (DD -661), WW II Fletcher Class

destroyer. For information: qrz.com/db/w5kid

Jun 6-Jun 7, Museum Ships Weekend. USS Nautilus SSN 571 Groton, CT. 28.400, 14.280, 7.250, 3.870. QSL Bureau to K3LBD; direct to Generations Amateur Radio Club, 110 Vinegar Hill Rd, Gales Ferry, CT 06335-1713. Nautilus information: <http://www.usnautilus.org/>. Museum ships information: www.qrz.com/db/nls

Please send DX info to: tchamnews@gmail.com

(From **ARRL DX Newsletter**)

Short Takes

FT8 Info – Gary Hinson, ZL1IFB, has written an excellent, easy to read, primer on FT8 operating. The document is full of tips and should be of value to both new and experienced FT8 operators. View or download a copy from <http://bit.ly/FT8OP>

SDR Radios – Here's a link to an excellent discussion of SDR radios by Dr. Ulrich Rohde. It was presented at an IEEE forum in December, 2019. https://www.ab4oj.com/sdr/sdr_rohde_njit_041219.pdf

NTE Electronics has released the latest version of their popular cross reference software program, QUICKCross™. <https://www.ntecinc.com/quickcross/>. This is the industry's most comprehensive electronic cross reference software available today!

From **Peter Parker VK3YE/ AK3YE** – If you're on Facebook here are some groups that may be of interest.

Ham Radio Homebrew: <https://www.facebook.com/groups/Ham.Radio.Homebrew/>

Amateur Radio QRP: <https://www.facebook.com/groups/qrpradio/>

Portable antenna tips and techniques: <https://www.facebook.com/groups/1200545163358449/>

Magnetic loop antennas: <https://www.facebook.com/groups/861746933918546/>

Note that some groups are public while others are private, so you may need to apply and answer a question or two to prove you're not a spammer.

Clifford Haycock, KD4ZBP (SK)



(From Bob, W7RCW) "Clifford was from Ft Pierce and was a past member of the FPARC. He retired from teaching in the local school system and became a full-time RVer. Many of the old-timers will remember him."

Cliff's wife wrote, "Would you please let the Ham world know that KD4ZBP became a silent key today. You knew that Cliff was in bad health. He was in the hospital and then a Rehab facility. This morning I received a call that he passed away during the night. I will miss him very much. I am fortunate to have two helpful children. Mark lives here in Tucson and has been so good in the past few months. And right now, our daughter and husband are here on vacation. We all had a chance to say "I love you" to Cliff two days ago via a video call. I will remain here at our home in Tucson. And I am okay. I knew this was going to happen soon, but it is still a shock. I thank you for posting this sad news. Hugs, Virginia (XYL)"

In the Days of Spark - A Rescue at Sea

Around the turn of the century, radio was generally considered a "new-fangled" invention by the few people who had even heard of it. Still fewer people displayed an active interest in radio - which was then called wireless. Nevertheless, its value was not overlooked by safety-conscious people in the marine industry and the various radio pioneers.

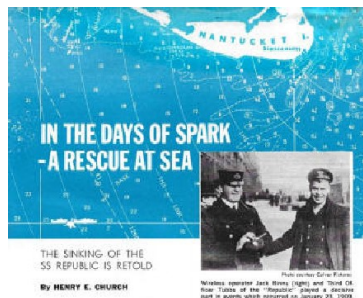
Behind the scenes, powerful transmitting stations were built in strategic locations along the shore, and more and more ships were outfitted with transmitting and receiving equipment. But, more than any other single event in its short history, an accident which occurred in the early hours of January 23, 1909, dramatically shaped radio's destiny and enlightened the world to its existence and potential.

The American-owned White Star liner Republic, under the command of Captain Inman Sealby, departed from New York City in the late afternoon of January 22 bound for Gibraltar. Shortly after clearing Sandy Hook, she was enveloped in a blanket of fog, and the automatic fog horn was switched on. Jack Binns, the only radio operator aboard, busied himself with routine traffic. At midnight, after switching off his radio equipment, Binns retired to his cabin for a few hours of sleep.

Meanwhile, at the Siasconsett wireless station on Nantucket Island, Jack Irwin had just relieved Jack Cowden for the midnight to 8 a.m. watch. The

Republic was the only ship in transmitting range at the time. Later, still early in his watch, Irwin exchanged messages with the La Touraine and the Baltic as they came into range. He knew the Republic had only one operator aboard who would most likely be in his bunk, so he settled down with a book to wait the night out. No other ships were due within range before dawn.

At the same time, through thick fog and darkness, the Italian liner Florida steamed toward New York Harbor with her



cabins filled to capacity with immigrants, refugees of a Messina earthquake. No radio was aboard, and Captain Angelo Ruspini was unaware that his ship was on a collision course with the Republic.

When Captain Sealby heard an approaching fog horn, he ordered the Republic's engines shut down. Jack Binns was awakened from his light sleep by the absence of engine noise when suddenly the sound of tortured metal filled the air, followed by a jarring shudder which sent him sprawling to the deck. Regaining his footing, he rushed to the radio cabin only to find it badly damaged. He

closed the transmitter key. The spark was there! But the ship's main electric generator ground to a halt before Binns could get a message out. Switching to storage batteries, he was concerned that his sending range was now reduced to between 50 and 60 miles, but his fingers began tapping out CQD (the SOS call-sign of the day).

The Florida, which had sustained a crushed bow but apparently was still afloat, drifted back into the fog.

At Siasconsett, Jack Irwin was dozing when the early morning cold brought him abruptly to wakefulness. A few minutes later he heard a weak CQD, followed by MKC - the Republic's call-sign. He answered immediately.

With radio contact established, Binns reported that the Republic was sinking rapidly 26 miles southwest of Nantucket. Irwin acknowledged the message and asked Binns to remain at his post until help could be summoned.

After answering Irwin's general call from the powerful Siasconsett transmitter, the La Touraine and the Baltic changed course and headed for the stricken ship. The nearest of the two, the Baltic, was 64 miles from the Republic, and her top speed of 22 knots compounded with the fog made rescue seem impossible.

The Republic, drifting hopelessly and sinking about a foot an

(continued on page 9)

Shortly after clearing Sandy Hook, she was enveloped in a blanket of fog, and the automatic fog horn was switched on.

In the Days of Spark - A Rescue at Sea (continued)

(continued from page 8)

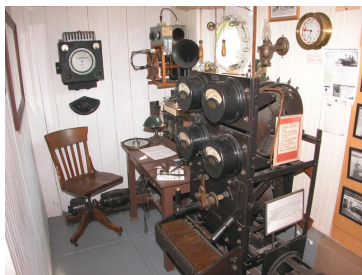
hour, drifted close to the Florida. Two anxious hours were spent by both crews as they transferred the passengers from the Republic to the smaller ship. There was much concern because the damaged Florida became dangerously overloaded.

By noon, on January 23, Binns judged the Baltic to be within ten miles of the Republic by the strength of her radio signals. The rescue ship, running in soupy fog, had to reduce speed to prevent running into the Republic, and signal bombs were decided upon for final guidance. By 6 p.m., the last of the Republic's bombs was detonated, but it went unheard by the would-be rescuers. Only one bomb remained on the Baltic.

Radio communication permitted the chronometers on the Baltic and the Republic to be synchronized. On the sinking ship, the quartermaster stood ready to give the signal the instant the last bomb was detonated. His arm fell and 45 crewmen, including Binns who had been called away from his radio, strained their ears to hear the explosion. About five seconds later Binns, whose long hours of listening to weak and fading signals had sharpened his hearing, and Third Officer Tubbs, standing beside him, thought they heard a muffled sound. Taking a chance, Binns rushed to the radio cabin to give instructions to the rescue ship based on the bearing estimated by himself and the Third

Officer. About 15 minutes later, the Baltic came into sight and hove to beside the sharply canted deck of the Republic. With the exception of Captain Sealby and Second Officer Williams, the Republic's crew was transferred to the Baltic.

The Florida was located shortly afterward, and in rain, darkness, and heavy sea swells, the Republic's passengers were taken aboard the Baltic without loss of life. Only three passengers and two crewmen from the ships involved in the collision had been killed, crushed by the initial impact.



As the dawn of January 24 crept into the sky and the rain which cleared the fog away ceased, a veritable armada of ships stood by to give assistance. The Baltic, with the limping Florida and several other ships in her wake, set out for New York harbor. The rescue had been accomplished against almost insurmountable odds.

A last attempt was made to save the Republic by towing her to the shallows off Nantucket Island. This operation was doomed to failure because of the large volume of water weighing her down and adverse currents in the area. She disap-

peared into the murky waters before reaching her destination. Captain Sealby and Second officer Williams were rescued as the ship went down.

The role that radio played in this rescue was publicized around the world, and Jack Binns stepped ashore to find himself a hero. He later became, successively, flying and radio instructor for the Canadian Flying Corps and Radio Editor for the New York Tribune. Siasconsett grew to become one of the most important radio stations on the Atlantic seaboard. Among its distinguished alumni of operators is David Sarnoff, now a brigadier general and Chairman of the Board for the Radio Corporation of America.

The rescue of January 23-24, 1909, may sound like a work of fiction, but what might the outcome have been if neither the Republic nor the Florida had radio facilities? Or if the collision had occurred a few short months earlier, before the Republic was equipped with radio? The collision, similar to that of the Andrea Doria and Stockholm some 47 years later, might have gone down in history as one of the great maritime disasters of our time.

In the Days of Spark - A Rescue at Sea was written by Henry E. Church and published in the November, 1966 issue of Popular Electronics magazine.

(Photos courtesy of Culver Pictures)

The role that radio played in this rescue was publicized around the world.

Ham Items For Sale – Have something to sell or trade? Send us a description and/or picture to have it listed. Looking to buy something? Provide a description.

COMPLETE DX ANTENNA SYSTEM FOR SALE AT 1/3 OF COST

W2FKF (Fred) is moving to an Assisted Living Community, hence the sale.

TOWER: Consists of a 33 foot, heavy duty galvanized steel, U.S. Tower, Model TMM433 HD, with a 7 ft. galvanized reinforced steel mast. No guying is necessary. It cranks down to 12 ft. Included is a HAM III rotator, updated and professionally refitted with new HD parts to HAM IV specifications, and has a "quick connect" feature for electrical control connections. CDE direction control with 1 touch button automatic direction movement, modification included. Coax and rotor cable included. (\$400) There are four coax standoff guides. Package (tower, rotator, & controller): **\$2,200**

ANTENNA: Hygain, Model 204 BAS, 4 element 20M monobander, with Y1-5K high power 5KW current-type balun. Used to work (and confirm) 339 countries. All but North Korea. This antenna system also has been used to work over 220 countries on each of 10, 12, 15 and 17 meters by using the antenna tuner in my Yaesu 1000D barefoot (200W). Antenna: **\$350**

LINEAR: Clean Heath SB220 with all Harbach modifications and a new-old stock, extra 3-500G tube. FRB 757 YAESU Relay Box, needed from Transceiver to Linear SB220 is included. Output easily exceeds legal limit. One 5-inch muffin fan (whisper quiet) also included. Linear: **\$1,100**



FOR SALE

SPECIAL - ALL ITEMS - PACKAGE DEAL PRICE: \$2,900.00 - FIRM

Note: All equipment was bought new by me and is in excellent condition except standoff guides, which are adequate.

All instructions and information included, as well as installation directions.

Raising fixture available for use

You take down and transport it.

STOP BY AND SEE IT IN ACTION WITH DX. HAVE YOUR QUESTIONS ANSWERED. BEST TIME FOR PROPAGATION IS 9 A.M. TO NOON. PLEASE, SERIOUS PROSPECTIVE BUYERS ONLY.

CALL FOR APPOINTMENT.

FRED, W2FKF
Palm City, Florida
772-286-2822



Ham Items For Sale – Have something to sell or trade? Send us a description and/or picture to have it listed. Looking to buy something? Provide a description.

ICOM IC-7300 – HF SDR Transceiver. Almost new with light use and in absolutely perfect condition. Comes with everything that it came with when purchased - never used the Mic. It's a great rig and easy to see why ICOM has been so successful with this unit. Book also included, "The Radio Today Guide to the ICOM IC-7300". Upgrading to a 200w Yaesu. Current new price is \$1,099. Will sell to a club member for \$875. 410-310-6315 (cell) / email – mail@mciardi.com. Michael, W4PPM.

KENWOOD TS-830S – Hybrid HF Transceiver. Great 8 out 10 condition with original manual. Highly regarded as one of the best vintage rigs. Purchased 2 years ago from previous owner who had it partially refurbished by Dick Housden, W0NTA.

Among the work performed: Replaced high voltage capacitors, screen/driver supply capacitors, shaft coupler between the RF board and the final amplifier, final amplifier cathode resistors and the screen resistors. RF board completely rebuilt and unit aligned. \$350. 410-310-6315 (cell) / email – mail@mciardi.com. Michael, W4PPM.

KENWOOD SP-230 – Speaker. Great condition with original factory box. \$100. 410-310-6315 (cell) / email – mail@mciardi.com. Michael, W4PPM.

KENWOOD MC-50 – Cardioid Dynamic (Desk) Microphone. Excellent condition. \$60. 410-310-6315 (cell) / email – mail@mciardi.com. Michael, W4PPM.

NOS Tubes – (2) RCA 6146B and (1) new NEC 12BY7A and (1) used 12BY7A – All for \$50. 410 310-6315 (cell) / email – mail@mciardi.com. Michael, W4PPM.

All items subject to prior sale.

FOR SALE

Final Thoughts: The editors intend to reserve the last page of **Treasure Coast Ham News** for use by the readers. With your help this page will include:

For Sale Section – Have something to sell or trade? Send us a description and/or picture to have it listed on this page. Looking to buy something? Provide a description and we will print it.

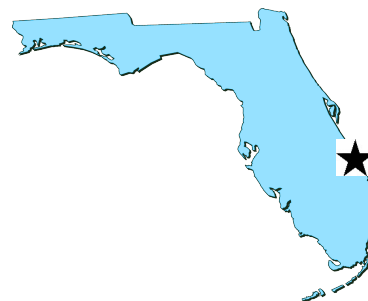
QSL Card Section – Most hams enjoy viewing QSL cards, especially those with colorful pictures. Send us scans of your favorite QSL cards. Maybe the first card you ever received. Or perhaps your favorite card; or your personal card. We will include some in each issue as space permits.

Station Photos – Send us a photo of your station or antenna farm. If possible, include yourself in the photo.

We will include photos each month as space permits.

Send your submissions for the Reader Page to tchamnews@gmail.com. This is your page. Help make it a success by submitting your photos, QSL cards and For Sale listings.

That's all for now. See you next issue!
73, The Editors.



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