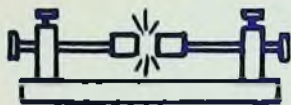
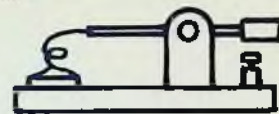


Spark-Gap Times



Published By
The Old Old Timers Club



NUMBER 25 VOL. 5

CHATTANOOGA - TENN.

FEBRUARY 1965



DO YOU RECOGNIZE THIS MEMBER OF THE OLD, OLD, TIMERS CLUB?
(For the correct answer turn to page one)



*Bye
Bye
Birdie*

Efficient filters and selected injection frequencies make the NEW SR-46 and SR-42 VHF transceivers virtually immune to FM and TV interference.

Interference-free reception is only one of many advantages in the new SR-46. Complete six meter band coverage is another. Or full two meter coverage, if you prefer, in the companion SR-42 unit. Both give you double the usual bandspread, through use of dual tuning ranges. A neutralized nuvistor front end boosts sensitivity, and eleven tuned circuits increase selectivity while suppressing interference. Push to talk, of course.

Thorough field testing, before production, by hundreds of operators, assures you of years of trouble-free performance. It all adds up to your top VHF value. See the SR-46, or the SR-42, at your distributor today.

FEATURES

Frequency Coverage: 50 to 52 Mc and 52 to 54 Mc (144 to 146 Mc and 146 to 148 Mc in the SR-42). **Power Input:** 10-12 watts. **Power Supply:** 115 VAC and 12 VOC (vibrator and line cord optional extra). **Transmitter Crystals:** high frequency type; provision for four (one furnished), plus external VFO, switch-selected from front panel. **Tubes:** 10, plus zener diode oscillator control and four diodes (11 tubes, 2 zeners and four diodes in the SR-42). **"S" Meter** automatically switches to RFO. **Cabinet:** "snap-off" type for easy access. **Size:** 5½" high, 12¾" wide, 8¼" deep. **Shipping Weight:** 17 lbs. **Amateur Net Price:** \$189.95.

New SR-46

SIX METER VHF TRANSCEIVER
and SR-42 for two meters

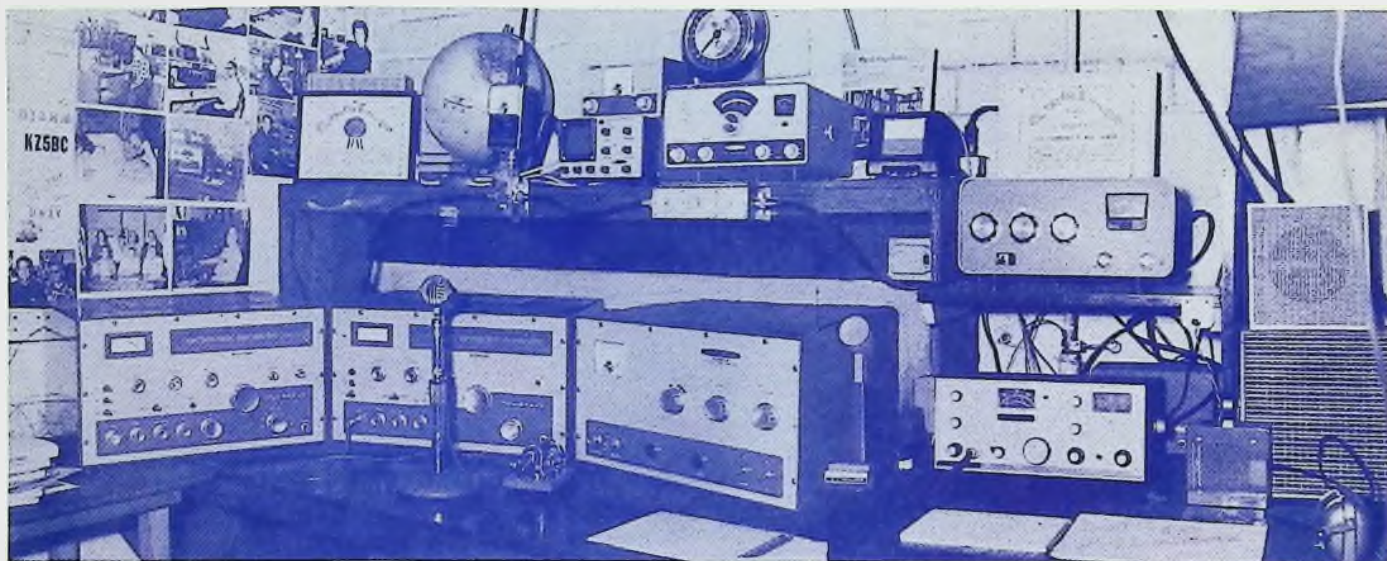
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He is none other than our Blue Book Editor & Publisher, W8HR - Clarence Robert Roy (Rob-Roy) Canton, Ohio Above is a picture of the shack -(as of Jan. 1 1965) and to the left as he appears in every day life; after the photographer finished retouching out all the wrinkles. Operates on ten, twenty and eighty - CW, AM, SSB. Likes to rag chew with the OOT'S, XYL'S & QCWA'S The first call was BHM (because it sounded so very musical on CW) in New York State. then 8BHM - - - moved to Ohio, and become W8HW - then to W8HR. Has retired this year, at 72 - but still puts in some time at the place of business, taking care of the books and doing the art work. That is, when the XYL and he is not on vacation, somewhere in the North American Continent, two or three times a year visiting some of the wonderful friends they have made through Amateur Radio. How about giving Bob a call whenever you hear him on the air? Operates twenty SSB/mobile when on vacation.

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MOST OOTC MEMBERS KNOW LESTER A. BENSON, NEW W4ZB. ABOVE IS A PICTURE OF LES' DREAM STATION. LES AND BILL WOODS, W4AL, BRADENTON, FLA., INVENTED THE BENWOOD ROTARY QUENCHES GAP BACK ABOUT 1916 (I THINK). THIS STATION IS AT PAMPANO BEACH, FLA.

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<u>APPOINTMENT OF CONSTITUTION REVISION COMMITTEE</u>	
* * * * *	
NOTICE IS HEREBY GIVEN OF THE APPOINTMENT OF A COMMITTEE TO CONSIDER WHAT	
CHANGES (IF ANY) SHOULD BE MADE IN THE CONSTITUTION. AN OCCURRENCE THIS	
PAST YEAR, THE PASSING OF EARL WILLIAMS, W2EG, DISCLOSED THAT THE CONSTI-	
TUTION DID NOT PROVIDE THE METHOD FOR REPLACING AN OFFICER OF THE CLUB.	
THIS SITUATION HAD NEVER ARISEN BEFORE. THEN TOO, IF THE COMMITTEE THINKS	
THE "BLUEBOOK" AND OUR JOURNAL "SPARK GAP TIMES" ARE FIRMLY ENOUGH ESTAB-	
LISHED THEIR COST MIGHT BE SPELLED OUT IN THE CONSTITUTION. THE COMMITTEE	
WILL BE MADE UP OF THE FOLLOWING MEMBERS:	
JOHN HERLAND, W2MDB, CHAIRMAN	
WILLIAM MCKEE, W1KC	
ROBERT SEED, W1PJM	
KEN THOMPSON, W1PS	
* * * * *	

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EDITORS OPINION

FIRST OF ALL I MUST RESTATE SOME FACTS ABOUT "SPARK-GAP TIMES". MAYBE SOME OF THE MEMBERS HAVE FORGOTTEN THEM AND THERE ARE SOME NEW MEMBERS WHO HAVE COME IN RECENTLY—OR SINCE I MENTIONED THEM. "SPARK-GAP TIMES" IS MAILED TO THE MEMBERSHIP ON A DONATION BASIS. THAT IS, IT IS MAILED TO THE MEMBERS WITH THE HOPES THAT THEY WILL "DONATE" THE SUBSCRIPTION PRICE OF \$2.50 PER YEAR. WE SENT OUT INVOICES WITH THE DECEMBER ISSUE AND HAVE HAD VERY LITTLE RESPONSE!

SOME OF THE MEMBERS WERE WONDERFUL ABOUT IT AND SENT IN THEIR CHECKS FOR MORE THAN ONE YEAR (IN 1964) AND THEY HAVE BEEN DULY CREDITED. IF YOU WERE ONE OF THESE MEMBERS WHO HAS DONATED—DISREGARD THIS WHEEZE.

SOME MEMBERS ARE ON A PENSION INCOME AND HAVE TROUBLE MAKING ENDS MEET. IF YOU CAN'T AFFORD THE \$2.50, DON'T SEND IT AND WE HOPE ENOUGH MEMBERS CAN DO SO TO SUPPORT THE PUBLICATION.

OF COURSE CLINE, W4PPZ, YOGB-1, WAS RETIRED AND DID HIS OWN TYPING AND PRINTING. YOGB-11 IS NOT RETIRED AND DOES NOT HAVE TIME TO DO THE TYPING AND PRINTING EVEN IF HE COULD. THEREFORE HE HAS TO HIRE THESE THINGS DONE AND THEY COST ABOUT \$100. THEN THERE IS THE FREIGHT AND POSTAGE ON ABOUT 550 COPIES WHICH AMOUNTS TO ABOUT \$60. THEN WE HAVE TO BUY THE PAPER WHICH COSTS \$30 TO \$35. THAT'S \$200, WITHOUT THE COVERS AND HALFTONES WHICH ROBBIE W8HR, HAS BEEN DONATING TO US PROBABLY WORTH AT LEAST \$125 BY PRINTSHOP PRICES. WE HAD HOPED TO BE PAYING ROBBIE FOR THE COVERS AND HALF TONES, (HIS COST AT LEAST) BUT THE TREASURY ISN'T BUILDING UP THE WAY WE THOUGHT IT WOULD.

THE TROUBLE IS THAT THE MEMBERSHIP ISN'T DONATING AND THERE ISN'T ENOUGH INCOME COMING IN TO WARRANT PUBLICATION OF "SPARK-GAP TIMES" THE WAY WE'RE DOING IT. MAYBE WE ARE TOO HIGH ON THE "HAWG". WE CAN DROP BACK TO A NEWSLETTER PUBLICATION IF THAT IS ALL THE MEMBERSHIP CAN AFFORD. WE ARE GOING TO HAVE TO DO SOMETHING AFTER THE APRIL ISSUE. SO-O-O-O IF YOU CAN AFFORD TO DONATE—DO SO—IF YOU CAN'T DON'T! WE'LL SEE HOW THE CHECKS COME IN AND BE GOVERNED ACCORDINGLY.

OUR NEW SECRETARY-TREASURER, EUNICE W1MPF, IS DOING A MARVELLOUS JOB. THERE WAS A WHOLE OF A BACK-LOG OF BILLS, MEMBERSHIP APPLICATIONS, THE BANK ACCOUNT HAD TO BE TRANSFERRED AND RE-ESTABLISHED, BANK SIGNATURE CARDS HAD

TO BE SENT BACK AND FORTH, AND ALL THE RECORDS, PINS, CERTIFICATES, STATIONERY, ETC.—IN NEPTUNE. MERRILL BEAM, K2BX, HAS BEEN KIND ENOUGH TO SHIP THE RECORDS, ETC., TO EUNICE AS BEST HE COULD. OUR HEART-FELT THANKS GOES TO YOU MERRILL FROM ALL THE MEMBERS. IT SURELY PUT A CRIMP IN OUR OPERATIONS FOR ABOUT THREE MONTHS. IN ABOUT ANOTHER MONTH, OR WHEN EVER EUNICE HAS ALL THE RECORDS AND MATERIALS, WE PREDICT SHE'LL BE ONE OF THE BEST SECRETARIES THE OOTC HAS HAD.

YOGB-11 HAD A NICE LETTER FROM ED RASER, W2Z1 IN WHICH HE MADE THE FOLLOWING SUGGESTION: "AS OOTC HISTORIAN I HAVE A VERY COMPLETE LIST OF OLD TIME CALL LETTERS AND RECORDS. I WILL BE GLAD TO MAKE CALL LETTER "LOOK-UPS" FOR THE MEMBERS AND ANYONE WHO WILL ENCLOSE A SELF-ADDRESSED STAMPED ENVELOPE WILL RECEIVE AN ANSWER." ED HAS A VAST AMOUNT OF DATA ON ALL WIRELESS SUBJECTS DATING BACK TO 1900 AND HE WILL BE GLAD TO MAKE IT AVAILABLE TO THE MEMBERS. JUST ADDRESS ALL INQUIRIES TO ED RASER, W2Z1, AND HE WILL GIVE YOU THE DOPE IF YOU ENCLOSE A STAMPED ENVELOPE SELF-ADDRESSED.

YOU MEMBERS WHO RECEIVED YOUR 50 YEAR SEALS AND RIBBONS TO GO ON YOUR CERTIFICATES SHOULD THANK OUR GOOD VICE PRESIDENT, JACK DUNN, W6WPF, FOR HE IS THE ONE WHO SENT THEM OUT TO YOU. YOGB-11 DIDN'T HAVE A THING TO DO WITH IT. JACK HAS BEEN DOING A WONDERFUL JOB WITH THE AWARDS AND OUR HAT IS OFF TO HIM; NICE GOING JACK—THE MEMBERS APPRECIATE YOUR GOOD WORK!

MEMBER C. P. SWEENEY, W2DXX, WROTE EUNICE AS FOLLOWS (EXERPTED): "WITH RESPECT TO THE SUGGESTIONS FOR A SPECIAL BAR OR MEDAL FOR THE 50 YEAR MEMBERS I WOULD LIKE TO SUGGEST THAT IT BE GOLD. GOLD IS ALWAYS ASSOCIATED WITH ANY 50TH ANNIVERSARY. I WOULD RECOMMEND AN ENTIRELY NEW MEDAL AND NOT JUST A BAR, THE LATTER IS A NUISANCE. IT WOULD ALSO BE NICE I THINK IF IT WERE MADE A LITTLE LARGER THAN THE PRESENT PIN AND PROVISIONS MADE FOR HAVING YOUR CALL PUT ON IT. I REALIZE THAT THIS WOULD RUN THE COST UP CONSIDERABLY BUT I THINK THOSE OF US IN THE 50 YEAR CATEGORY WOULD MANAGE TO SCRAPE UP THE DOUGH TO SPLURGE JUST THIS ONE MORE TIME." WHAT DOES THE MEMBERSHIP THINK ABOUT THE GOLD MEDAL SUGGESTION?

73's
BERT, W4MF

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LETTERS

YOCB 11

DEC. 23, 1964

I APPRECIATE VERY MUCH MY 50 YEAR AWARD AS I'M SURE ALL THE GUYS WHO HAVE LIVED LONG ENOUGH TO EARN ONE HAVE TOO.

I NOTICED ON THE BOTTOM OF PAGE 28 OF THE DECEMBER 1964 SPARK-GAP TIMES THAT K6EA, HOWARD SEEFRED, HAD DIED IN 1964. I AM CERTAINLY VERY SORRY TO HEAR THIS. ALTHOUGH I NEVER MET HIM, I'V WORKED HIM MANY TIMES AND FEEL THAT HE WAS A DEAR OLD FRIEND. THE CALL SHOULD BE W6EA, OF COURSE.

YOU REMEMBER, OF COURSE, THAT HOWARD AND HIS BROTHER, WHO DIED ABOUT 1942, RECEIVED THE FIRST SUCCESSFUL TRANSCONTINENTAL MESSAGE ORIGINATED BY H. P. M., AND LAST YEAR I GOT THE BRILLIANT IDEA OF GETTING HOWARD TO SEND BACK TO ME OVER THE AIR THE SAME MESSAGE HE RECEIVED AND THE CALL LETTERS OF THE STATIONS IT WAS HANDLED THROUGH, AND I MADE A TAPE OF IT, WHICH TREASURE VERY HIGHLY. ACCORDING TOE HOWARD THE MESSAGE WAS RECEIVED AT 9:05 P.M. ON DECEMBER 4, 1919 AND CAME FROM LOUIS FALCONI, THEN SIGNING LF INSTEAD OF 5ZA.

HOWARD RETAINED HIS MAGNIFICENT OLD SLOW, STEADY SPARK SWING TO THE LAST, AND HIS TRANSMITTER LOADED UP PECULIARLY SO THAT HIS TONE SOUNDED SOMETHING LIKE AN OLD ROTARY SPARK GAP SLOWING DOWN EACH TIME HE PUSHED THE KEY.

SINCERELY,
T. FRANK SMITH, W5VA
AND W5AI

YOCB 11

DECEMBER 15, 1964

I AM IN MY THIRTY-FIFTH YEAR OF SERVICE OF SALEM FIELDS AND BETH-EL CEMETERIES IN BROOKLYN, NEW YORK.

HAVE LISTENED TO MANY THOUSANDS OF SERVICES AND MEMORIALS OF ALL DESCRIPTIONS, BUT, THE MEMORIAL FOR SILENT KEYS IN THE DECEMBER ISSUE OF SPARK GAP TIMES IS JUST ABOUT THE MOST IMPRESSIVE AND BEAUTIFULLY CONSTRUCTED GROUP OF WORDS IN MY MEMORY.

IT IS INDEED SO MEANINGFUL AND DESCRIPTIVE, THAT I JUST HAD TO DROP YOU THESE FEW LINES.

73s
HENRY HOROVITZ WA2MMN

YOCB 11

DECEMBER 17, 1964

WELL THE FIFTY YEAR SEALS WENT OUT TODAY TO 23 MEMBERS OF THE CLASS OF 1914 SO GUESS THAT THIS WILL BE A CHRISTMAS PRESENT TO THOSE MEMBERS WHO ARE ELIGIBLE FOR THEM.

SOME OLD GRIND HERE. PLENTY OF COLD WEATHER IN THE A.M. BUT WARMS UP A LITTLE DURING THE DAY TIME. GUESS I SHOULD NOT BE GRIPING ABOUT COLD WEATHER WHEN I LOOK AT SOME OF THE TEMPERATURES AROUND THE MID-WEST AND OTHER POINTS BUT HECK IF I DON'T HAVE SOMETHING TO GRIPE ABOUT MAMA WILL THINK I AM SICK.

STILL AWAITING THE PLEASURE OF NAVY MARS. HAVE NOT HAD ANYTHING FROM THE GREAT WHITE FATHER IN WASHINGTON AS YET. GOT A NOTE FROM ONE OF THE OPS AT THE PRESIDIO OF SAN FRAN, (ARMY MARS) THAT MY RECORDS HAD BEEN TRANSFERRED TO NAVY MARS BUT NOTHING MORE.

HAVEN'T HAD A CHANCE TO PEEK IN ON THE 14.295 NET FREQ. THIS WEEK SO FAR AS HAVE BEEN TAKING CARE OF SOME BUSINESS AND GETTING THE FOLKS ALL FIXED UP WITH DENTAL WORK AND REPAIRS TO THEIR EYEGGLASSES BUT WILL HAVE A CHANCE THIS A.M. TO GIVE A LOOK-SEE.

GUESS THAT'S IT FOR THIS TIME SO WITH THE VERY BEST OF XMAS AND NEW YEARS GREETINGS TO YOU AND YOURS.

73 & 3Ø
JACK
18123 MARILLA ST.
NORTHRIDGE, CALIFORNIA, 91324

YOCB 11

DECEMBER 17, 1964

AM GETTING A FEW MORE REQUESTS FOR MEMBERSHIP BLANKS ETC., AND WOULD LIKE TO KNOW HOW YOU WANT THEM HANDLED.

HOPE EVERYTHING GOING ALONG MORE SMOOTHLY NOW.

SEASONS GREETINGS AND HERE'S FOR OUR BEST YEAR YET DURING 1965.

73
BILL MCKEE, JR. WIKC
240 MORELAND ST.
WORCESTER 9, MASS.

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YOCB 11

...LETTERS CONTINUED...

YOCB 11

DECEMBER 18, 1964

IT IS ABOUT TIME I WROTE YOU A FEW LINES, WE HAVE BEEN WORKING SO MUCH OVERTIME THAT MY TIME IS NOT MY OWN. FIRST ABOUT THE FEB. COVER. I HAVE OFTEN WANTED TO INJECT A LITTLE BIT OF HUMOR INTO THE COVER, BUT YOU DO NOT FEEL LIKE USING ANY OLD TIMER FOR IT, BUT SEEING YOU SUGGESTED MY PIX. FOR FEB. I CAN ENCROACH ON MYSELF SLIGHTLY. I HAVE A PIX. HERE OF MYSELF THAT WAS TAKEN BY W8YAB's XYL, SHE HAS TAKEN A GOOD MANY PRIZE WINNING PHOTOS. THE PIX. I WOULD LIKE TO USE IS ONE THAT HAS TAKEN FIRST PLACE IN OVER 14 SHOWINGS IN PHOTO COMPETITION, HAS APPEARED IN SEVERAL MAGAZINES BOTH IN U.S. AND EUROPE, AND A BIG WRITE UP IN TINKEN POLLER BEARING Co.'s MAGAZINE THAT APPEARS IN 12 FOREIGN COUNTRIES WHERE EVER TINKEN BEARINGS ARE MADE - SO IT MUST BE OK TO USE. WE COULD USE THE CAPTION - CAN YOU GUESS WHO THIS OLD TIMER IS OR HIS CALL? IF YOU CAN'T SEE PAGE THREE. THEN ON THIS PAGE PHOTO OF MY REGULAR SELF AND A PHOTO OF THE STATION, WITH A SLIGHT BIOGRAPHY ETC. MAYBE IT WILL BREAK THE ICE, TO HELP WITH GETTING SOME REAL FRONT PAGE DECORATIONS. WHAT DO YOU THINK OF THE IDEA?

MOSLEY'S ADV. DID NOT TURN OUT TOO BAD FOR REDUCING THE NUMBER OF COLORS TO TWO.

DROPPED A LETTER OF CONGRATULATIONS AND PRAISE TO WIMPP ON HER NEW JOB. THOUGHT IT MIGHT HELP A LITTLE.

I CAN'T SEE WHY I CANNOT LAND INTO CHATTA. I HAVE, 1 KW HERE ON AM SSB & CW AND A TOP RECEIVER WORK SSB-75 ALL AROUND YOU BUT NEVER W4MF. I HEARD YOU ON OUR ONE TIME SEHED, BUT NO CONTACT.

I KEEP BANGING AWAY AT THE TYPE, FOR BLUE BOOK, ALL MY SPARE TIME BUT CAN'T SEEM TO MAKE THE HEAD WAY I SHOULD. MAYBE I EXPECT TOO MUCH BUT IT IS A LONG DRAWN OUT JOB. IF THE PLATES HAD BEEN GUMMED UP OR PRESERVED AS THEY SHOULD, THE JOB WOULD HAVE BEEN CUT IN HALF. AS IT IS, WELL WE ARE GAINING, BUT IT SEEMS LIKE OUR MEMBERS ARE LIKE SOME OF MY CUSTOMERS (NUFF-SED) WELL 1965 MIGHT MAKE THINGS BETTER AND EASIER, I AM TURNING OVER THE BUSINESS TO ONE OF MY BOYS THAT HAS BEEN WITH ME ABOUT 10 YEARS AND KIND OF SEMI-RETIRING - OF COURSE I'LL BE THERE TO HELP HIM WHEN NEEDED, BUT HAVE TO CUT DOWN ON THE HOURS, MY HEALTH IS BEGINNING TO SHOW THE LONG HOURS.

THE WIFE AND I ARE NOT GOING TO FLORIDA THIS SPRING, BUT WE ARE GOING TO TENN., AS WE MUST HAVE A VISIT WITH W4MF. WE SLIGHTED YOU LAST TIME (DARN THE RAIN).

THANKS FOR THE PAT ON THE BACK ABOUT THE CHRISTMAS COVER AND EVERYTHING. JIM (MY SON) TOLD ME I OVER STEPPED MYSELF ON THE QUALITY OF THE HALFTONE AND ART WORK, HE PRINTED THEM. I WONDER WHAT THE OWNER OF THE PICTURE THINKS OF THEM?

SKED WITH VE 1 LAND HERE EVERY NOON ON 20. TODAY WAS 93 DAYS WITHOUT A BREAK, HOPE TO MAKE IT 100 - KEEPING TRACK OF WEATHER AND CONDITIONS AT BOTH ENDS TO SEE WHAT HEPPENS IF A BREAK IN THE SKED OCCURS.

WELL OT I AM RUNNING OUT OF GAB SO WILL SAY BYE FOR NOW.

W8HR

Rob Roy

YOCB 11

OCTOBER 26, 1964

I WAS DEEPLY SHOCKED FRIDAY WHEN I HEARD OF EARL WILLIAM'S DEATH. WE WERE VERY GOOD FRIENDS, IN FACT, WE HAD 733 CONTACTS ON 75.

LAST FRIDAY MORNING I MAILED EARL A CHECK FOR \$15.00 THAT WAS TO PAY FOR AN OOTC MEMBERSHIP FOR A FRIEND IN CLEVELAND AND EARL WAS GOING TO MAIL HIM AN APPLICATION MARKED PAID WITH A NOTE TELLING HIM IT WAS A CHRISTMAS GIFT FROM ME.

IT ALL SOUNDS SO COMPLICATED THAT I AM GOING TO STOP PAYMENT ON THE CHECK AND IF EARL'S MAIL IS FORWARDED TO YOU, PLEASE RETURN THE CHECK. WHEN OOTC HAS A NEW SEC-Y-TREAS. I'LL TRY TO ARRANGE IT THROUGH HIM.

YOURS SINCERELY

HARRY L. STEFFAN W8RHZ

TWINSBURG, OHIO

YOCB 11

OCTOBER 12, 1964

REC'D MY FIRST COPY OF SPARK GAP TIMES LAST SAT. AND ENJOYED IT A LOT. ENCLOSED IS A CHECK FOR \$2.50 FOR MY FIRST YEAR SUBSCRIPTION. I REALLY THOUGHT IT WAS INCLUDED IN THE \$15.00 FEE WHICH TURNED OUT TO BE \$17.50. IT WAS NOT CLEAR TO ME WHETHER THE BLUE BOOK WAS INCLUDED OR NOT. AS A SUGGESTION, I THINK IT WOULD BE BETTER TO STATE THE PRICE OF THE DIFFERENT THINGS MORE CLEARLY INCLUDING THE INITIATION FEE. PLEASE TAKE THIS AS IT IS MEANT INSTEAD OF THE WAY IT MAY SOUND.

73

CAMPO, CALIF.

PAUL HAIR W6NS

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YOCB 11

...LETTERS CONTINUED...

YOCB 11:

NOVEMBER 13, 1964

IF YOU CAN FIND THE SPACE IN SOME FUTURE ISSUE OF SGT YOU MIGHT TRY TO REPRODUCE MY PICTURE SO IT CAN BE CUT OUT AND PASTED IN THE SPACE MARKED "NO PICTURE AVAILABLE".

SINCE YOU HAVE BEEN HAVING A LOT OF CODES IN SGT LATELY, I THOUGHT YOU MIGHT BE INTERESTED IN A COPY OF THE JAPANESE CODE WHICH I HAD TO LEARN AND USE WHILE IN THE O.S.S. DURING THE LAST WAR.

BEST REGARDS,
BEN JACKSON, W6JF
P.O. Box 186
DANA POINT, CALIF.

SEE ARTICLE FOR CODE

YOCB 11:

DECEMBER 2, 1964

EMILY AND I WISH TO THANK YOU FOR YOUR KIND REMARKS RE HER SCRIPT IN THE "DOWNEAST" MAGAZINE. SHE GOT QUITE A FEW LETTERS SO FAR, VERY COMPLEMENTARY. ONE WAS FROM ADM. ROEDER THE DIRECTOR OF NAVAL COMMUNICATIONS, AND LOUISE DUNLAP, WRITER FOR "BOB HOPE SHOWS". PEOPLE SHE NEVER KNEW. DOWNEAST MAGAZINE GOES EVERYWHERE IT SEEMS.

I AM WRITING EDITOR OF "DOWNEAST" TODAY AND I AM SURE HE WILL LET YOU PUBLISH THE STORY AND SAY IT CAME FROM "DOWNEAST" MAGAZINE. THERE IS MORE DETAIL IN THE BOOK, MANUSCRIPT ABOUT NAVAL RADIO BAR-HARBOR. I ALSO GOT PERMISSION FROM GEO. STERLING AND FCC TO PUBLISH SOME OF THE RADIO INTELLIGENCE STORIES THAT I PARTICIPATED IN WHEN I WAS WITH "RID".

YOU SURE WILL GET FIRST COPY OF BOOK WHEN IT COMES OUT. I AM ENCLOSED AN EDITORIAL I CUT FROM STATE OF MAINE NEWSPAPER, IT WAS IN OTHER PAPERS TOO. SO I JUST DO THE TYPING, HL

EMILY IS DOING A STORY RIGHT NOW FOR "DOWNEAST" AT THEIR REQUEST. IT IS ABOUT THE NEW SAILING VESSEL, BLUENOSE. SHE WAS BUILT IN NOVA SCOTIA AND EMILY HAS ALL THE PHOTOS, ETC. WILL SEND YOU A COPY OF MAGAZINE, IT IS REALLY GOOD. SHE MAKES THE SAILING VESSEL ALIVE, LIKE IT HAD A HEART, ETC. I WILL TRY TO GET HOLD OF A STORY I WROTE FOR US NAVY IN THEIR COMMUNICATION BULLETIN, (THE FIRST FACSIMILE SENT ACROSS THE ATLANTIC). IT WAS PUBLISHED IN THEIR AUGUST ISSUE. YOU CAN USE IT IF YOU WISH. THERE ARE 3 PRINTS WITH IT.

WE WERE SORRY TO HEAR ABOUT "EARL" PASSING ON. HE WAS A SWELL FELLOW, I WORKED HIM MANY TIMES ON THE AIR AWAY BACK.

I HOPE EMILY KEEPS UP HER INTEREST IN WRITING. IT IS VERY HARD TO GET HER GOING,

SHE IS MORE INTERESTED IN DOING THE HOUSE CHORES.

THE 2ND PART OF THE BOOK IS ABOUT HAM-RADIO ON A SMALL SCALE. SHE DID A GOOD JOB ON THAT ALSO. SHE HAS MARCONI AS HAM NUMBER ONE AND THEN ENDS UP WITH RADIO-HAMS WORKING SOME PLANET IN THE YEAR 2020 AD AND SOME MOBILE SPACE-SHIPS HI. SHE HAD SOME REFERENCE TO "ARRL" AND WE SENT COPY TO THEM FOR PERMISSION TO USE IT. THEY SAID THE STORY WAS WONDERFUL AND SENT US PHOTOS OF WIAW AND MAY PRINT IT IN "QST", AFTER BOOK COMES OUT.

I WILL TRY TO LOCATE COPY OF MY STORY IN THE NAVY COMMUNICATION BULLETIN ABOUT THE 1ST FACSIMILE SENT ACROSS THE ATLANTIC IN 1921. THERE ARE 3 PHOTOS WITH THIS ONE. I COULD ALSO SEND YOU PRINTS FOR THE BAR-HARBOR RADIO STORY.

DON'T YOU THINK THERE HAS BEEN ENOUGH PRINTED ABOUT CHARLEY ELLSWORTH THE OLD WIRELESS MAN? SOME OF THE MEMBERS MIGHT SAY, "ALL I CAN SEE IN SGT IS CHARLEY ELLSWORTH."

YOU SURE ARE DOING A SWELL JOB ON SGT AND DESERVE A LOT OF CREDIT. THANKS AGAIN FOR YOUR KIND REMARKS AND YOU WILL HEAR FROM US SOON AGAIN. WE BOTH SEND OUR BEST WISHES, WE REMAIN,

SINCERELY,

CHARLEY ELLSWORTH, W1TU

YOCB 11:

JANUARY 25, 1965

MIGHTY NICE TO HEAR FROM YOU AND THANKS FOR THE GOOD WISHES. AS YOU KNOW I HAVE HAD A STROKE AGAIN AND AM INVALID BUT CAN GET ON 75 AND 40 METERS SSB AT TIMES DURING DAY, BUT NOT AT NIGHTS.

HAVE HAD TO RESIGN MY JOB WITH QCWA DUE TO DOCTOR'S ORDERS AFTER 17 YEARS, BUT AFTER ALL LET SOMEONE YOUNGER DO IT NOW, I'M 70 AND ABOUT TIME I DID GIVE IT UP.

YES, WE SURE MISS THOSE SK'S. WE HAVE A LOT TOO IN QCWA AS WELL I KNOW. OUR NEW EXEC SECY IS W2JE AND HE'S LEARNING BUT YOU CAN'T DO IT ALL IN A MONTH AFTER 17 YEARS' WORK.

AS YOU KNOW I HAVE HAD 5 HEART ATTACKS AND 2 STROKES WHICH LEAVES MY LEFT SIDE IN BAD CONDITION BUT I'M LIVING WITH IT. GLAD IT'S NOT THE RIGHT SIDE OR I WOULD BE OFF THE AIR ENTIRELY. HI.

PLEASE EXCUSE POOR TYPING IT'S HARD WITH OLD MILL AND ONE HAND. 73,

YOURS,

RALPH G. BARBER
W1ZM/W2ZM

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FEBRUARY 1965

YOCB II

...LETTERS CONTINUED....

YOCB II

CHRISTMAS EVE, 1964

WHAT A WELCOME SURPRISE CHRISTMAS PRESENT YOU FELLOWS COOKED UP FOR ME THIS YEAR! WITH SUCH THREE FAMOUS SIGNATURES TOO! THIS TREASURED DOCUMENT WILL BE SUITABLY FRAMED TO ADORN THE SHACK WALL ALONG WITH MANY OTHER EVIDENCES OF A LONG AND VARIED HAM CAREER. THANKS LOADS FOR YOUR THOUGHTFULNESS.

WHILE THE SUBJECT OF AWARDS IS ON THE TABLE, PERMIT ME TO SUGGEST A NEW ONE; ONE WHICH I CLAIM SOLE ELIGIBILITY..UNLESS PROVED WRONG...RESTS HERE AT THE W2IR QTH. YOU WILL RECALL THAT BETWEEN 1954..WHEN I JOINED OOTC.. AND 1959..WHEN FATHER BECAME A SILENT KEY, WE WERE A FATHER-AND-SON TEAM IN OOTC. MY CLAIM IS THAT THIS IS A RECORD WHICH WE HELD EXCLUSIVELY FOR THOSE FIVE YEARS;..WHICH HAS NEVER BEEN EQUALLED OR APPROACHED BEFORE OR SINCE. CAN YOU HELP ME FORMALLY ESTABLISH THIS CLAIM AS AN INCONTROVERTIBLE OOTC HISTORICAL FACT?

THE NUMEROUS SCHEDULES OF MY DIVERSE AND BUSY LIFE HAVE OBSCURED THE RAPID FLIGHT OF TIME, SO THAT AS I PAUSE MOMENTARILY TO TAKE STOCK, I BEGIN TO REALIZE SOME STARTLING OBSERVATIONS. FOR EXAMPLE, NOTE THE ENCLOSED LIST OF THE 31 RADIO-OPERATOR LICENSES I HAVE HELD IN MY 50 YEARS OF HAM EXPERIENCE. THE FAMILIAR NAMES OF THE DIFFERENT ISSUING OFFICERS BRINGS BACK NOSTALGIC MEMORIES OF BYGONE ERAS MOST OF US KNEW WELL.

GOING AT FULL SPEED AHEAD AT THE SCHENECTADY AMATEUR RADIO ASSOCIATION, INC., IS THE K2AE MEMORIAL IN FATHER'S HONOR. THE FIRST SIX AWARDS WERE TO: W2GTB (TVI COMMITTEE); W2EFU (TRAFFIC HANDLING); W2GTC (COMMISSARY); W2ODC (MOBILE ACTIVITIES); W2FBS (CUSTODIAN K2AE; SPEAKER); K2HNW (AREC); THE SEVENTH AWARD IS ANTICIPATED NEXT JUNE. EACH AWARD COMPRISES AN ARTISTIC DOUBLE-SCULPTURED 3" BRONZE MEDAL; A 13/16" 14KT GOLD LAPEL-BUTTON MEDALLION; A FRAMED CITATION; AND A CASH HONORARIUM. IT IS DEVELOPING REAL INCENTIVE.

THIS YEAR AT CORNELL UNIVERSITY I HAVE ALSO ESTABLISHED A MEMORIAL FUND IN HONOR OF FATHER. HE WAS CORNESS 1890E--I WAS CORNELL 1924E. THE FUND INCOME PERPETUALLY PARTICIPATES IN THE SUPPORT OF THE OLIN LIBRARY WHERE WE HAVE A COMPREHENSIVE COLLECTION OF OUR FAMILY PAPERS PRESERVED (CRH #2341).

ARL 58; 73

BILL

WM. G. BROUGHTON, W2IR

YOCB II

DECEMBER 11, 1964

IT WAS AWFULLY NICE GETTING YOUR NOTE AND I WOULD HAVE ANSWERED SOONER BUT I HAVE BEEN IN THE HOSPITAL MOST OF THIS WEEK HAVING A CHECK-UP WHICH, THANK GOODNESS, HAS TURNED OUT VERY, VERY WELL.

OF COURSE I LIKED THE ENCLOSED COLOR SHOTOGRAH SHOWING YOUR STATION. IT LOOKS AS YOU CAN IMAGINE, JUST ABOUT LIKE MY OWN. I HAVE ONE IN CHICAGO LIKE THIS AND ANOTHER IN MIAMI BEACH, FLORIDA, AT WHICH LOCATION I OPERATE AS W4AK.

A VERY FINE TENNESSEAN, W4GL (DICK ADCOCK) HAS HELPED ME A LOT IN SQUEEZING THE MAXIMUM OUT OF THE EQUIPMENT AND ANTENNA SYSTEM SO THAT I HAVE BEEN ENJOYING SOME FINE DX WHEN I HAVE BEEN ABLE TO GET DOWN THERE. LOOK FOR ME SOMETIME ON ALMOST ANYWHERE ON 20 METER PHONE AND CW.

THANKS AGAIN, BERT, AND BEST WISHES. KEEP UP THE GOOD WORK.

SINCERELY,
BILL H.

YOCB II

NORTH NORMANDIE
HOLLYWOOD CALIF.

JUST A NOTE TO TELL YOU ALL HOW MUCH I APPRECIATE BEING A MEMBER OF THE OOTC AND A DOUBLE THANKS FOR THE FIFTY YEAR BLUE RIBBON STICKER. MY RADIO LIFE HAS BEEN RATHER STRETCHED OUT WITH A BIG HOLE IN THE MIDDLE BUT I SURE ENJOY EVERY MINUTE OF IT JUST THE SAME. I OF COURSE, REGRET THE PASSING OF THE OLD TIMER BROTHERS BUT REALIZE ALSO WHAT THEY HAVE BROUGHT TO THE ART.

UNFORTUNATELY I AM NOT ABLE TO CONTRIBUTE MUCH TO THE STORIES OF THE OTHERS BUT BELIEVE ME I DON'T MISS A THING IN THE SPARK-GAP TIMES.

WISHING YOU ALL A VERY HAPPY NEW YEAR AND A GOOD MANY MORE TO GO.

SINCERELY AND 73
PAUL H. MANNING WA6CWZ

ANNOUNCEMENT BY ED RASER, W2ZI

AS OOTC HISTORIAN I HAVE A VERY COMPLETE SET OF OLD TIME CALL LETTERS AND RECORDS. I WILL BE GLAD TO MAKE CALL LETTER "LOOK-UPS" FOR MEMBERS. JUST INCLUDE A SELF-ADDRESSED STAMPED ENVELOPE AND YOU'LL RECEIVE AN ANSWER.

STORIES

N-A-D JR.

BY: STANLEY E. HYDE, K6LJ

D-DAY WAS APPROACHING, THE SHORES OF NORMANDY WERE SOON TO WITNESS THE GREATEST MASS INVASION BY AN ARMED FORCE THAT THE WORLD HAD EVER HEARD OF. BUT OF COURSE, AT THAT TIME NOBODY BUT THE BIG BRASS KNEW THAT IT WAS GOING TO HAPPEN ALONG THE FRENCH COAST LINE. ALL WE OF N-A-D (NAN ABLE DOG) BOSTON NAVY RADIO TRANSMITTER ROOM AT BOSTON NAVY YARD HAD ON OUR MINDS WAS THE NERVE RACKING KNOWLEDGE THAT THE TEN TRANSMITTERS MUST BE KEPT HOT ON THE AIR. A BREAKDOWN AT SUCH A TIME WAS UNTHINKABLE.

THE TRANSMITTING ROOM PROPER, IN JUNE 1944, WAS LOCATED IN THE ATTIC OF BUILDING 39, WHICH BUILDING I WAS TOLD WAS AROUND 100 YEARS OLD. GREAT WOODEN BEAMS HAD BEEN INSTALLED UNDER THE FLOORS TO HOLD UP THE WEIGHT OF THE HEAVY TRANSMITTERS.

LIKE BOSTON ITSELF, THE TRANSMITTING GEAR WAS A COMBINATION OF "THE OLD AND THE NEW". ONE TRANSMITTER, A MEDIUM WAVE JOB, WAS BUILT IN THE EARLY 1930'S BY THE OLD DEFOREST RADIO CO. ONLY TWO OF THESE CXA TRANSMITTERS WERE MADE; THE ARMY HAD ONE, THE NAVY HAD THE OTHER. IN THOSE DAYS WHEN DEFOREST MADE ANYTHING IT WAS MADE RIGHT, BUT THAT WAS OVER A DECADE AGO AND BY NOW THE OLD TRANSMITTER WAS HOPELESSLY OUTDATED. DAY BY DAY IT WAS GRADUALLY FALLING APART AND THERE WERE NO SPARE PARTS TO BE HAD. ON CHRISTMAS DAY 1943 I LANDED WITH THE 70TH SEABEE BATTALION AT CAMP ENDICOTT, RHODE ISLAND. OUR MISSION IN ALGERIA, NORTH AFRICA WAS COMPLETED. AFTER THIRTY DAYS LEAVE WE RETURNED TO CAMP ENDICOTT FOR A NEW ASSIGNMENT, WHICH FROM ALL INDICATIONS WOULD BE IN THE SOUTH PACIFIC. EVERY CHIEF PETTY OFFICER HAD A PLATOON (35 MEN) TO CARE FOR. HE ACTED AS FATHER, MOTHER, CONSULTANT, CONFESSOR, ETC. I THEY GOT IN A JAM THEY WOULD EXPECT THE CHIEF TO GET THEM OUT OF IT, AND HE GENERALLY DID.

BACK AT CAMP ENDICOTT THERE WAS NOTHING MUCH TO DO, SO TO KEEP THE MEN OUT OF MISCHIEF WE GENERALLY HAD MONKEY DRILL EVERY DAY; IF IT WAS SNOWING OR RAINING WE DRILLED IN ONE OF THE LARGE DRILL HALLS. IN WINTER TIME IN RHODE ISLAND IT GENERALLY SNOWS OR RAINS MOST OF THE TIME. THE SEABEE'S WERE A GREAT OUTFIT. I LOVED IT - ALL EXCEPT THAT LOUSY MONKEYDRILL - WHICH I DETESTED - AND WAS NEVER ANY GOOD AT.

ONE DAY SCANNING THE BULLETIN BOARD I NOTICED A BULLETIN STATING THAT AN EXAMINATION WAS TO BE HELD FOR THOSE WHO WOULD LIKE TO TRANSFER FROM THE SEABEES TO THE NAVY. MY RATE WAS CHIEF ELECTRICIANS MATE, PA. I FIGURED IF I TOOK THE EXAM IT WOULD AT LEAST KILL HALF A DAY ANYWAY. IN THE EXAM THERE WERE QUITE A LOT OF ELECTRONIC QUESTIONS WHICH WERE EASY FOR ME TO ANSWER, HAVING HAD PREVIOUS NAVY RADIOMAN EXPERIENCE. I ALSO STRESSED THE OPERATION, CONSTRUCTION AND MAINTAINANCE OF AN AMATEUR RADIO STATION, AT THAT TIME W6IAH, IN LOS ANGELES. AFTER FINISHING THE EXAM I PROMPTLY FORGOT ALL ABOUT IT. TO MY AMAZEMENT THREE WEEKS LATER I RECEIVED ORDERS TO REPORT TO BOSTON NAVY RADIO, AT BOSTON NAVY YARD. THE CHIEF RADIOMAN THERE IN CHARGE OF THE TRANSMITTER ROOM WAS DUE FOR SEA DUTY AND COM. ONE COULDN'T FIND A REPLACEMENT FOR HIM. HIS REMAINING SHORE JOB WAS TO BREAK ME IN ON THE DETAILS OF THE TRANSMITTER ROOM AT NAN ABLE DOG. I DIDN'T BLAME HIM FOR TAKING OVER A MONTH TO DO THIS, AS HE DIDN'T RELISH GOING TO SEA IN WAR TIME, AFTER HAVING A SHORE BIRTH FOR THREE YEARS; BESIDES HE WAS A FAMILY MAN.

I FIGURED I WOULD BE AT NAN ABLE DOG FOR SOME TIME SO TELEGRAPHED FOR THE XYL TO COME TO BOSTON. SHE GOT A JOB IN THE NAVY YARD AS A SHIPFITTER'S HELPER. WE GOT A ROOM ON SUMMIT STREET, WINTHROP, MASS. COMMUTING BACK AND FORTH FROM THE NAVY YARD.

WHEN THE UNITED STATES GOT INTO WORLD WAR 2 THE COMMUNICATION AGENCIES OF THE ARMED FORCES DID NOT HAVE ENOUGH TRANSMITTING GEAR SO THEY BOUGHT UP QUITE A FEW AMATEUR RADIO TRANSMITTERS, ONE OF WHICH WAS ALREADY IN OPERATION AT N-A-D WHEN I ARRIVED THERE. WE CALLED IT THE "MISSING LINK", IT WAS A 200 WATT TRANSMITTER, BOTH VOICE AND CW. THESE AMATEUR TRANSMITTERS OFTEN REPLACED ONES THAT HAD BEEN ROBBED FROM SHORE STATIONS TO GO TO THE FLEET. ALL WE KNEW ABOUT THE "LINK" WAS JUST ONE CIRCUIT BLUEPRINT DIAGRAM WHICH HAD DOWN IN THE RIGHT CORNER, "BY KRAEMER". HERE WAS ONE AMATEUR BUILT TRANSMITTER THAT DID HEROIC WARTIME COMMUNICATION SERVICE AT NAN-ABLE-DOG. I OFTEN WONDERED IF MR. KRAEMER EVER KNEW WHERE ...CONT'D NEXT PAGE...

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FEBRUARY 1965

N-A-D JR.

BY: STANLEY E. HYDE K6LJ

...CONTINUED...

HIS TRANSMITTER ENDED UP AT. I HOPE HE SEES THIS ARTICLE BECAUSE BEFORE I LEFT N-A-D POOR OLD "MISSING LINK" WAS SURVEYED AND COMPLETELY DISMANTLED, ALONG WITH FOUR OTHER OLD TIME TRANSMITTERS. THE "LINK" WAS USED FOR SHORT HAUL AND COASTAL COMMUNICATION WORK AND WAS BUSY MANY HOURS OUT OF THE 24. THE TRUE AMATEUR RADIOMAN IS NEVER IDLE EVEN WHEN THE NERVES ARE GETTING A GOOD WORKOUT. DURING THESE HECTIC DAYS WHEN WE KNEW THE "D" DAY AND "H" HOUR WOULD ARRIVE AT ANY MOMENT, SOMEHOW TIME WAS FOUND TO BUILD A SMALL POWER TRANSMITTER, ABOUT ONE-TWELFTH THE POWER OF THE "LINK" TRANSMITTER. IT WAS A SIMPLE 6L6 XTAL OSCILLATOR. FOR SOME UNKNOWN REASON WE HAD WOUND THE COIL OF THE TANK CIRCUIT TO WORK ON THE SAME FREQUENCY AS KRAEMER'S RIG - 2716 KC/ ON TUNING IT UP WITH A DUMMY LOAD IT PUT OUT ABOUT 12 WATTS OF RADIO FREQUENCY POWER. WE NAMED IT N-A-D, JR. ABOUT A WEEK BEFORE "D" DAY MY GANG HAD BEEN CUT DOWN TO ONE MAN ON ALL NIGHT WATCH AND MYSELF WITH THE DAY WATCH, THE OTHER TWO MEN GOING TO THE FLEET.

TWO DAYS BEFORE "D" DAY, THE UNTHINKABLE HAPPENED. THE "LINE" BROKE DOWN. POOR OLD "LINK" HAD BEEN OVERLOADED SO LONG SHE COULDN'T TAKE IT ANY LONGER. THE TELEPHONE RANG AND THE CONTROL ROOM AT COM-ONE WANTED TO KNOW WHY THE "LINK" HAD GONE OFF THE AIR. WE GAVE THE USUAL LINE, BUT THIS TIME IT WASN'T FUNNY, THE ANSWER BEING, "GET IT BACK ON THE AIR AND QUICK". AN IMPORTANT MESSAGE HAD BEEN CHOPPED OFF RIGHT IN THE MIDDLE, JUST LIKE THAT! TOO MUCH TIME WOULD BE LOST IN RE-ROUTING THE MESSAGE THRU SOME OTHER SHORE STATION. SO IN DESPERATION WE GOT A BOX AND PUT IT ON A CHAIR AND ON TOP OF THE BOX WE SET LITTLE N-A-D, JR. ALONGSIDE THE NOW DEFUNCT "LINK". HOW SMALL IT LOOKED, THE LITTLE 12 WATT ALONGSIDE ITS BIG 200 WATT BROTHER AND WORKING ON THAT LOUSY 2716 KC, A FREQUENCY THAT IS HARDLY GOOD FOR MEDIUM DISTANCE WORK IN DAYTIME.

WE QUICKLY CONNECTED ON THE ANTENNA, PLUGGED THE CORD INTO A 115 VOLT A.C. OUTLET AND CHANGED THE KEYING RELAY LEADS FROM THE "LINK" AND TUNED HER UP UNTIL WE SAW A TINY SPARK WHEN THE ANTENNA LEAD WAS TOUCHED TO THE ANTENNA BINDING POST. WHAT A DIFFERENCE FROM THE INCH-LONG FLAMING ARC THE "LINK" GAVE OUT! ALL WE COULD DO WAS TRY.

FROM THE TIME THE LINK WENT OUT OF COMMISSION UNTIL WE CALLED COM-ONE AND TOLD THEM TO GO AHEAD, A TIME LAPSE OF 20 MINUTES HAD OCCURED. OUR MONITORING RECEIVER HAD BEEN TUNED ON THE 2716 K.C. FREQUENCY AND WE HEARD THE CONTROL OPERATOR MAKE A COUPLE OF V's, THEN THE PHONE RANG AGAIN AND THEY SAID THE SIGNAL WAS DOWN A BIT IN VOLUME. WE REPLIED THAT WE WERE GIVING THEM ALL

THE POWER WE COULD UNDER THE CIRCUMSTANCES. HOW LITTLE THEY KNEW HOW TRUE THAT ANSWER WAS.

THE OPERATOR WENT AHEAD WITH HIS TRAFFIC NONE THE WISER AS TO WHAT XMTR HE WAS USING AND FOR THREE DAYS N-A-D, JR. SAT THERE ON THE SOAP BOX PUSHING ITS TINY SIGNAL INTO THE ETHER WHILE THE BOYS FROM THE INVASION FLEET WERE HITTING THE BEACH ON THE SHORES OF NORMANDY.

SO THIS IS THE SAGA OF TWO RADIO AMATEUR BUILT TRANSMITTERS THAT HELPED TO MAKE RADIO COMMUNICATION WARTIME HISTORY. NO DOUBT THERE WERE OTHERS. N-A-D, JR. IS HERE WITH US IN BURBANK, CALIFORNIA AT K6LJ STILL PUNCHING OUT SIGNALS ON THE HAM BANDS AND ESPECIALLY HANDLING TRAFFIC ON THE MILITARY AFFILIATE RADIO SYSTEM OF THE SIXTH U. S. ARMY. WE THINK IT HAS EARNED ITS KEEP.



NEWS ABOUT MEMBERS

EXCERPTS FROM THE 1918 DIARY OF A MARCONI WIRELESS OPERATOR

By: ARTHUR C. JACOBY, W30Y

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| <p>1-7 LEFT NEW YORK ON S.S. MONTEREY WARD LINE FOR HAVANA, CUBA. BREAKING IN A NEW JUNIOR OPERATOR WHO IS INCLINED TOWARD SEA SICKNESS.</p> <p>1-12 THE P & O S.S. OLIVETTE RAN AGROUND NEAR HAVANA. PASSENGERS AND MAIL REMOVED SAFELY.</p> <p>1-13 ARRIVED PROGRESSO, MEXICO. THE SHIPS BARBER ARRESTED AND TAKEN ASHORE.</p> <p>1-15 ARRIVED VERA CRUZ. WATCHED CARGO 1 TO 11 P.M.</p> <p>1-17 LEFT VERA CRUZ FOR TAMPICO. SLEEPING QUARTERS FLOODED DUE TO HEAVY RAIN.</p> <p>1-20 BACK IN VERA CRUZ AGAIN. ATTENDED BAND CONCERT IN EVENING AND WATCHED THE PEOPLE MARCHING AROUND THE PLAZA, THE WOMEN ON THE INSIDE GOING ONE WAY AND THE MEN ON THE OUTSIDE MARCHING IN THE OPPOSITE DIRECTION. SHIP LOADED 62 TONS OF MEXICAN PESOS AND A LARGE QUANTITY OF QUICK SILVER.</p> <p>1-29 HEARD THE S.S. HENLOPEN IN DISTRESS OFF BARNEGAT. NAVY STANDING BY.</p> <p>2-2 LEFT NEW YORK WITH A FULL PASSENGER LIST AND ANOTHER NEW JUNIOR OPERATOR.</p> <p>2-3 HEARD A SCHOONER (KQG) SENDING SOS SIGNALS, 3 MILES EAST OF THIMBLE SHOALS LIGHT HOUSE IN CHESAPEAKE BAY.</p> <p>2-4 VERY ROUGH SEAS. COULD NOT TYPE THE OCEAN WIRELESS NEWS, TYPEWRITER WOULD NOT STAY ON TABLE. OIL TANKER NORMAN BRIDGES IN DISTRESS SOMEWHERE IN MID ATLANTIC.</p> <p>2-6 SAW THE S.S. OLIVETTE AGROUND JUST NORTH OF HAVANA.</p> <p>2-7 LEFT HAVANA. RECEIVED NEWS OF THE SINKING OF THE S.S. TUSCANIA.</p> <p>2-8 ARRIVED PROGRESSO. EXPERIMENTING WITH A DEFOREST AUDION DETECTOR.</p> <p>2-11 IN VERA CRUZ VISITED THE RADIO OPERATOR ON THE MEXICAN TANKER, SAN CRISTOBAL (XBI) WHO IS ALSO A HAM OPERATOR. CELEBRATED MY 20TH BIRTHDAY.</p> <p>2-13 ARRIVED TAMPICO. SAW THE S.S. BATON ROUGE AT THE STANDARD OIL DOCKS. I WAS OPERATOR ON HER FROM 10-18-16 TO 2-14-17. SHE WAS THE FORMER GERMAN S.S. OSAGE. ALSO VISITED THE LAND STATION XAJ. THEY USED TELEFUNKEN EQUIPMENT.</p> <p>2-14 BEFORE LEAVING TAMPICO A GERMAN SPY WAS FOUND PROWLING AROUND THE DOCKS AND TAKEN INTO CUSTODY BY THE TAMPICO POLICE.</p> | <p>2-19 ARRIVED IN HAVANA AND READ IN A NEW YORK NEWSPAPER OF THE ACCIDENT TO THE WARD LINE SS ESPERANZA IN THE ECG OFF THE NEW JERSEY COAST.</p> <p>2-29 LEFT NEW YORK FOR HAVANA. DR. MCKELLOPS WHO WAS MY JUNIOR OPERATOR 2 TRIPS AGO IS NOW THE SHIPS DOCTOR.</p> <p>3-7 LEFT PROGRESO WITH A TROOP OF AMERICAN THEATRICAL PEOPLE.</p> <p>3-12 WHILE PROCEEDING UP THE PANUCO RIVER TO TAMPICO A SMALL BOAT FOLLOWED THE MONTEREY WITH 2 PROSPECTIVE BRIDEGROOMS LOOKING FOR THEIR BRIDES WHO WERE PASSENGERS ABOARD THE SHIP FROM NEW YORK.</p> <p>3-13 THE JUNIOR OPERATOR FROM XAJ HAD LUNCH WITH US TODAY ABOARD SHIP. WENT BATHING IN THE AFTERNOON AT THE BEACH AND IT TOOK ABOUT ONE HOUR TO SCRUB THE OIL OFF OUR FEET AND LEGS.</p> <p>3-16 90 MPH WINDS PREVENTED US FROM LEAVING VERA CRUZ. NO ONE PERMITTED ASHORE.</p> <p>3-23 ARRIVED AT NASSAU, BAHAMA ISLANDS. DID SOME SIGHT SEEING BUT WAS UNABLE TO OBTAIN A PERMIT TO VISIT THE RADIO STATION.</p> <p>3-24 LOTS OF QRN MAKING RECEPTION VERY DIFFICULT. SEVERE LIGHTNING STORM DURING THE NIGHT CAUSING SPARKS TO JUMP ALL AROUND THE RADIO SHACK.</p> <p>3-26 WE BEAT THE S.S. HURON AND THE S.S. MORRO CASTLE TO THE DOCK IN NEW YORK. RECEIVED AN INVITATION TO DINNER FROM ONE OF THE PASSENGERS FOR THE NEXT DAY AT THE HOTEL WOODSTOCK.</p> <p>3-29 VISITED THE MARCONI SCHOOL AT 25 ELM STREET.</p> <p>3-30 LEFT NEW YORK FOR HAVANA. NOT ALLOWED TO TAKE ANY OCEAN WIRELESS NEWS ABOARD SHIP.</p> <p>4-3 ARRIVED AND LEFT HAVANA TODAY. TOOK ON MORE PASSENGERS THAN SHIP HAD ACCOMODATIONS FOR MEXICO. PASSENGERS SLEPT ON STEAMER CHAIRS ON DECK.</p> <p>4-12 WHILE AT VERA CRUZ RADIO OPERATORS BAER AND ALDERMAN FROM THE S.S. BREAKWATER CAME ABOARD. LATER HAD</p> |
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EXCERPTS FROM THE 1918 DIARY OF A MARCONI WIRELESS OPERATOR

By: ARTHUR C. JACOBY, W30Y

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- 4-12 LUNCH ABOARD THE BREAKWATER.
- 4-17 LOADED 1600 TONS RAW SUGAR AT HAVANA.
- 4-18 HAD AN AMERICAN YL WHOM I HAD PREVIOUSLY MET IN TAMPICO TELL MY FORTUNE. SEVERAL OF HER PREDICTIONS CAME TO PASS.
- 4-25 LEFT NEW YORK WITH ONLY 30 CABIN PASSENGERS.
- 4-26 RECEIVED STORM WARNINGS AND BY 7 P.M. THINGS WERE PRETTY BAD. THE SHIP GAVE A SUDDEN LURCH TO STARBOARD AND A 10 TON PIECE OF MACHINERY ON THE MAIN DECK WENT OVERBOARD AS WELL AS SEVERAL SMALLER PIECES. WIRELESS ROOM FLOODED AND 2 LARGE MOTOR BOATS WERE DAMAGED EXTENSIVELY.
- 4-27 TOOK OVER THE WATCH AT 1:30 A.M. THE JUNIOR OPERATOR SAID HE COULD NOT HEAR ANY SIGNALS. FOUND THE ANTENNA DOWN AND GROUNDED. UNABLE TO MAKE REPAIRS DUE TO HIGH WINDS AND HEAVY RAIN. RIGGED UP A 1 WIRE ANTENNA, BUT COULD NOT HEAR VERY MUCH.
- 4-28 SAILORS UP BRIGHT AND EARLY AND REPAIRED ANTENNA. ALL O.K. ONCE MORE. SHIP ABOUT 20 HOURS BEHIND SCHEDULE.
- 4-30 ARRIVED HAVANA. SAW A CHILE NAVAL VESSEL WITH 6 SUBMARINES. WENT ASHORE AND VISITED THE S.S. EXCELSIOR. LEFT PORT SAME DAY.
- 5-5 THE 5TH DAY OF MAY BEING A MEXICAN NATIONAL HOLIDAY, NO CARGO WAS UNLOADED AT VERA CRUZ. LARGE SCALE CELEBRATION GOING ON. ALL PLACES WERE DECORATED. THE VARIOUS CONSULAR FLAGS WERE FLYING INCLUDING THE AUSTRIAN AND GERMAN FLAGS. GUN SALUTES WERE FIRED ALL DAY FROM A NAVAL VESSEL AND THE ARMORY. IN THE EVENING 5 OTHER MARCONI OPERATORS AND MYSELF WENT ASHORE TO WATCH THE CELEBRATORS.
- 5-6 ASHORE WITH THE OPERATORS FROM THE S.S. MEXICO AND S.S. BREAKWATER.
- 5-15 THE ESPERANZA WAS IN PORT AT HAVANA AND THE MORRO CASTLE FOLLOWED US IN.
- 5-16 MUCH CONFUSION ABOARD SHIP AS THE RESULT OF RECEIVING SUBMARINE WARNINGS. PASSENGERS SLEPT ON DECK WITH LIFE PRESERVERS HANDY.
- 5-17 STILL RECEIVING SUB WARNINGS. SHIPS ORDERED TO PUT INTO U.S. PORTS OVERNIGHT.
- 5-19 HEAVY FOG ALL DAY, TRAVELING AT REDUCED SPEED. RECEIVED AN ALLO MESSAGE FROM S.S. NYANZA SAYING SHE WAS BEING CHASED BY A SUB.
- 5-20 FOG STILL THICK. DOCKED NEW YORK 1 P.M. REPORTED TO MARCONI OFFICE AND THEN WENT TO THE CUSTOM HOUSE TO HAVE MY 1ST GRADE COMMERCIAL LICENSE RENEWED.
- 5-23 LEFT NEW YORK WITH A LARGE PASSENGER LIST. NOTHING UNUSUAL THIS TRIP, SO FAR. ON A CLEAR DAY SNOW COVERED MT. POPOCATEPETL ELEVATION 17,887 FEET CAN BE SEEN WHEN A SHORT DISTANCE FROM VERA CRUZ.
- 6-6 ON OUR RETURN TRIP TO VERA CRUZ WE HEARD ABOUT THE SUBS ALONG THE ATLANTIC COAST AND THE SINKING OF THE S.S. CAROLINA. NEWSPAPERS REPORTED THAT 25 SHIPS HAD BEEN SUNK. AFTER DEPARTING FOR PROGRESO, EXTRA PRECAUTIONS AGAINST LIGHTS ON DECK AND IN STATEROOMS WERE TAKEN. GUARDS PACING THE DECKS TO ENFORCE THE RULES.
- 6-10 ARRIVED HAVANA 7 A.M. MANY PASSENGERS LEAVING THE MONTEREY TO RETURN TO NEW YORK VIA KEY WEST DUE TO THE SUBS ALONG THE COAST. COPYING SUB WARNINGS. VERY LITTLE PRESS REPORTS TRANSMITTED AT THIS TIME.
- 6-11 20,000 CRATES OF PINEAPPLES TAKEN ABOARD TODAY. ALSO HAD 1,000 TONS OF COPPER AND LEAD ABOARD THIS TRIP.
- 6-12 LEFT HAVANNA, PROCEEDING TO KEY WEST AND ORDERED TO GO TO JACKSONVILLE FOR FURTHER INSTRUCTIONS. DURING THE NIGHT I WORKED A LIGHT HOUSE WITH THE MORSE LAMP. HAVING DAILY BOAT DRILLS WITH PASSENGERS WEARING THEIR LIFE PRESERVERS AND REPORTING TO THEIR RESPECTIVE LIFE BOATS.
- 6-13 PROCEEDING ALONG FLORIDA COAST AND ANCHORED OFF ST. JOHNS RIVER BAR FOR THE NIGHT.

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EXCERPTS FROM THE 1918 DIARY OF A MARCONI WIRELESS OPERATOR

By: ARTHUR C. JACOBY, W3OY

.....CONTINUED.....

- 6-14 LEFT ANCHORAGE ABOUT 5:30 A.M. WITH ORDERS TO PROCEED TO CHARLESTON. SAW A U.S. SUB OFF BRUNSWICK, GA. ANCHORED CHARLESTON HARBOR 8 P.M.
- 6-15 LEFT ANCHORAGE 12:30 P.M. SAW THE S.S. APACHE AT ITS DOCK.
- 6-16 PROCEEDING WITHIN SIGHT OF LAND MOST OF THE TIME. ARRIVED OFF HAMPTON ROADS SHORTLY AFTER DINNER. CAPTAIN SMITH DECIDED TO PUT INTO PORT FOR THE NIGHT AND ANCHORED 9: P.M.
- 6-17 HEAVED ANCHOR 9 A.M. BEFORE LEAVING WE RECEIVED A REPORT OF THE SINKING OF A GERMAN SUB BY A U.S. SUB THE NIGHT BEFORE. ARRIVED OFF CAPE HENLOPEN AND OVERFALLS LIGHTSHIP AT 6 P.M. ORDERED TO PROCEED TO NEW YORK.
- 6-18 PILOT ABOARD AT 4 A.M. AND SHIP DOCKED AT 7:30 A.M. MOST OF THE PINEAPPLE CARGO WAS SPOILED AND HAD TO BE LOADED ABOARD A LIGHTER AND DUMPED AT SEA. REPORTED TO OFFICE.
- 6-22 TRANSFERRED TO THE S.S. NACHOOCHIE OF THE SAVANNAH LINE. LEFT NEW YORK 3 P.M. JUNIOR OPERATOR, BILL QUINN. PASSING OUT WE SAW THE FRENCH LINER, "LA FRANCE". THE S.S. APACHE CLOSE BY LOOKED LIKE A LIFE BOAT. SHIP CARRYING 3 U.S. NAVAL CADETS.
- 6-25 ARRIVED SAVANNAH 7 A.M.
- 6-28 SHIP MOVED TO ROURKES IRON WORKS FOR REPAIRS.
- 7-1 RAN ACROSS SAM SCHNEIDER FROM THE S. S. MONTGOMERY IN TOWN.
- 7-10 ATTENDED A LAWN DANCE OPPOSITE THE YMCA AND MET A VERY NICE YL. WE HAVE EXCHANGED CHRISTMAS GREETINGS EVERY YEAR SINCE 1918.
- 7-12 LEFT SAVANNAH FOR NEW YORK AT 4:30 P.M. SAW THE WAVING GIRL GOING DOWN THE RIVER. SHE WAVES A TABLE CLOTH AT EVERY SHIP PASSING HER HOME.
- 7-27 GOING UP THE BAY TO NEW YORK PASSED AN OIL BARGE ON FIRE. LATER IN THE DAY SAW THE USS LEVIATHAN AND HMS MAURATANIA.
- 7-30 LEFT NEW AT 4:15 P.M. ANCHORED IN BAY OVERNIGHT DUE TO BAD WEATHER.
- 7-31 LEFT ANCHORAGE 4 A.M. WEATHER STILL BAD, TAIL END OF A NORTHEASTER, SHAKING THINGS UP A BIT.
- 8-2 STILL RAINING HARD. HEARD A JAP SHIP REPORT A SUB OFF FRYING PAN SHOALS LIGHT SHIP. DOCKED AT SAVANNAH 8 P.M. NO ONE ALLOWED ASHORE UNTIL SHIP WAS SEARCHED.
- 8-3 A DIVER EXAMINED THE SHIPS RUDDER AND FOUND SOME DAMAGE. SHIP MOVED TO SHIP YARD FOR REPAIRS AND TIED UP ALONG SIDE OF THE SS CITY OF AUGUSTA.
- 8-7 WHILE IN TOWN I RAN ACROSS SOME FRIENDS I HAD MET IN JACKSONVILLE WHILE ON THE APACHE. DIAMOND SHOALS LIGHTSHIP SUNK BY GERMAN SUB TODAY.
- 8-11 DOWN AT TYBEE BEACH WITH SOME YL'S HAD A VERY NICE TIME.
- 8-13 SAILED FOR NEW YORK AT 5.30 P.M.
- 8-14 PASSED DIAMOND SHOALS AT 12.30 A.M. A GAS WHISTLE BELL BUOY REPLACES THE SUNKEN LIGHTSHIP. THE BUOY WAS MARKED D.S. IT IS 16 FEET HIGH AND VISIBLE 9 MILES.
- 8-15 RECEIVED RADIO REPORTS OF OBSTRUCTIONS TO NAVIGATION. SIGHTED NUMEROUS PIECES OF WRECKAGE INCLUDING A LARGE MAST. HEARD AN SOS AT 8.20 A.M. BUT NO MORE DETAILS.
- 8-16 DOCKED NEW YORK AT 11.30 A.M.
- 8-19 SAILED FROM NEW YORK AT 6.30 P.M.
- 8-21 AT NOON PASSED AN EMPTY LIFE BOAT OF THE SS PROTEUS OF THE MORGAN LINE. EVERYONE ADVANCING THEORIES HOW IT CAME TO BE FLOATING AROUND AT SEA A SHORT DISTANCE SOUTH OF FRYING PAN SHOALS.
- 9-3 TRANSFERRED TO THE MOTORSHIP SANTA ISABEL (WHN) OF THE GRACE LINE, A WOODEN SHIP BUILT ON THE WEST COAST.
- 9-12 SHIP SEARCHED BY US CUSTOM MEN AND CREW FORBIDDEN TO LEAVE SHIP. A US NAVAL CHAPLAIN VISITING ABOARD THIS EVENING. HAD LOTS OF FUN.
- 9-13 LEFT NEW YORK AT 2.30 P.M. FOR THE PANAMA CANAL. (THIS WAS A FRIDAY THE 13TH) WHILE CASTING OFF, A HAWSER SNAPPED AND GOT CAUGHT ON THE PORT PROPELLER BLADES.
- 9-14 FINALLY OUT ON THE ATLANTIC, MAKING 6 KNOTS PER HOUR. THE CHIEF STEWARD CALLED IT "AN ORANGE CRATE WITH A SEWING MACHINE IN IT". AT 11.40 P.M. HEARD A BRITISH SHIP SENDING LLMV 39.25 NORTH 72.16 WEST. THAT IS SOME DISTANCE EAST OF ATLANTIC CITY, N.J.CONT'D NEXT PAGE....

EXCERPTS FROM THE 1918 DIARY OF A MARCONI WIRELESS OPERATOR

BY: ARTHUR C. JACOBY, W30Y

.....CONTINUED.....

- 9-17 PASSED CHARLESTON LIGHT SHIP 10 P.M. NOISE AND VIBRATION OF MOTORS TERRIBLE BUT AM GRADUALLY GETTING USED TO IT. SHIP MAKING ABOUT 140 MILES PER DAY.
- 9-22 OFF THE FLORIDA KEYS. SAW A TRAIN HEADING SOUTH TOWARDS KEY WEST.
- 9-24 PASSED CAPE SAN ANTONIO, THE MOST WESTERN POINT IN CUBA. AT 5 P.M. THE STARBOARD ENGINE BROKE DOWN. ON WAY AGAIN AT 10 P.M.
- 9-25 ENGINE BROKE DOWN AGAIN DURING THE 4 TO 8 P.M. WATCH.
- 9-26 ENGINE BROKE DOWN AGAIN FOR THIRD TIME.
- 9-29 PASSED OLD PROVIDENCE ISLAND, EAST OF NICARAGUA. SAW A WHALE TODAY. RADIO RECEPTION POOR DUE TO SEVERE QRN.
- 10-2 ANCHORED IN BAY OF COLON 12.30 P.M. WENT ASHORE WITH THE SKIPPER.
- 10-3 WHILE IN TRANSIT THROUGH THE CANAL, PASSED THE SS FAITH, THE FIRST CONCRETE SHIP, BUILT IN THE US. TOOK ON OIL AND WATER AT BALBOA. RADIO ROOM LEAKING. COVERED RADIO EQUIPMENT WITH OILSKINS. SLEPT IN THE SPARE ROOM. THIS IS THE RAINY SEASON HERE.
- 10-7 HAD MY FIRST VIEW OF THE ANDES MOUNTAINS IN THE DISTANCE. MT. COTOPAXI, ELEVATION 19,347 FEET CAN BE SEEN UNDER FAVORABLE CONDITIONS.
- 10-9 TRANSMITTED AND RECEIVED MY FIRST MESSAGES ON THIS TRIP WITH COASTAL STATION AT SANTA ELENA, ECUADOR.
- 10-10 ARRIVED OFF GUAYAQUIL 8.30 P.M. HORDES OF MOSQUITOES KEPT US INDOORS GOING UP THE RIVER.
- 10-11 UP AT 5.30 A.M. TO COPY PRESS FROM SANTA ELENA. BOUGHT A GENUINE PANAMA HAT FROM A PEDDLER COMING ABOARD. NO ONE ALLOWED TO GO ASHORE DUE TO YELLOW FEVER EPIDEMIC.
- 10-12 LEFT ANCHORAGE 4 P.M. SAW A SNOW AND ICE COVERED PEAK, POSSIBLY MT. CHIMBORAZO, ELEVATION 20,561 FEET, GOING DOWN RIVER.
- 10-14 HUGGING THE COAST. SAW THE OIL RIGS AT TALARA, PERU. ARRIVED PAITA 8.30 P.M. AND ANCHORED. NIGHTS VERY COOL SINCE LEAVING THE CANAL.
- 10-15 SHOP FUMIGATED. IT NEVER RAINS AT PAITA, NO TREES, ALL BARREN. THEY MUST DISTILL THEIR WATER FROM THE PACIFIC. LEFT PAITA FOR TALARA WITH 2 PASSENGERS, ONE BEING THE AMERICAN CONSUL. WORKED THE CANADIAN SS LADY SYBIL WITH THE MORSE LAMP.
- 10-17 RETURNED TO PAITA AND LEFT IMMEDIATELY AFTER PUTTING THE PASSENGERS ASHORE.
- 10-18 SAW THOUSANDS OF BIRDS INCLUDING VULTURES, SEA GULLS AND PELICANS, MAKING THE SKY DARK.
- 10-19 ARRIVED PIMENTEL AND ANCHORED SEVERAL MILES OFF SHORE. DUE TO HEAVY SWELLS, VERY DIFFICULT UNLOADING CARGO OF LOCOMOTIVES, TENDERS AND RAILS. HEARD WST AND US.
- 10-20 LEFT PIMENTEL FOR CALLAO AT 6. P.M.
- 10-22 PASSED THE SANTA ANNA. OPERATOR ASKED ME IF WE WERE NORTH OR SOUTH BOUND. THE OM SAID TELL HIM TO GTH BUT I REFUSED. ALL ABOARD SORE OVER THIS INCIDENT.
- 10-24 ANCHORED CALLAO HARBOR 6.30 A.M. MANY SHIPS HERE INCLUDING A LARGE BRITISH LINER CONVERTED INTO AN AUX. CRUISER. DURING THE DAY THE US DREDGE CULEBRA LEFT FOR THE CANAL ZONE WITH 3 GERMAN SHIPS IN TOW. WENT ASHORE AFTER SUPPER AND THEN COULD NOT GET BACK ABOARD SHIP SO HAD TO REMAIN ASHORE OVERNIGHT.
- 10-25 2 OFFICERS AND 2 CREWMEN LOCKED UP ASHORE FOR FIGHTING. ANOTHER SAILOR RETURNED ABOARD SHIP WITH A BROKEN ARM. WATCHING THE "HELL DIVERS," BIRDS WITH LARGE WINGS AND LONG NECKS DIVE INTO THE WATER FROM ABOUT 100 FEET AND COME UP WITH A FISH ABOUT 10 SECS. LATER. ALSO SAW SOME SEALS.
- 10-30 SPENT THE DAY IN LIMA. WAITING FOR THE SHIP TO GO ON THE FLOATING DRY DOCK FOR SHAFT REPAIRS. LOTS OF DRUNKNESS AMONGST THE CREW AND MANY OF THEM IN JAIL AT ONE TIME OR ANOTHER. ONE SAILOR FELL OVERBOARD AND WE HAD A DIFFICULT TIME GETTING HIM ABOARD.
- 11-4 UP TO LIMA IN THE AFTERNOON AND MET AN AMERICAN GIRL. HAD A VERY NICE TIME. IN THE EVENING ONE OF THE SAILORS WENT BERSERK FROM DRINKING

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EXCERPTS FROM THE 1918 DIARY OF A MARCONI WIRELESS OPERATOR

By: ARTHUR C. JACOBY, W3OY

.....CONTINUED.....

- TOO MUCH PISCO. HE LOST LOTS OF BLOOD FROM SELF INFLICTED WOUNDS AND THEN ATTEMPTED TO JUMP OVERBOARD.
- 11-8 SHIP MOVED ON THE FLOATING DRY DOCK. UP TO LIMA IN THE AFTERNOON.
- 11-9 HEARD THAT THE GERMAN KAISER HAD ABDICATED.
- 11-10 A SUNDAY, MOST EVERYONE ASHORE. 3 RUSSIAN SAILORS ATTEMPTED TO KILL THE CARPENTER. I RADIOED ASHORE FOR THE POLICE WHO CAME OUT AND TOOK THE SAILORS ASHORE.
- 11-11 SHORTLY BEFORE NOON WE WERE INFORMED THAT THE WAR HAD COME TO AN END. AT NOON ALL SHIPS IN THE HARBOR BEGAN BLOWING THEIR WHISTLES AND SIRENS AND DECORATED WITH FLAGS. THE 3 RUSSIAN SAILORS ABOARD AGAIN.
- 11-12 THE 3 RUSSIAN SAILORS PAID OFF AND SET ASHORE. THEY WERE INFORMED THEY COULD NOT SHIP OUT ON ANY US SHIP OUT OF CALLAO.
- 11-14 PERUVIANS DECLARED A BIG "FIESTA" FOR SEVERAL DAYS, SO NOT MUCH WORK WAS DONE. HOWEVER, THE SHAFT WAS BROUGHT BACK FROM ASHORE.
- 11-15 SHIP LEFT DRY DOCK AND ANCHORED IN BAY. STILL CELEBRATING ASHORE.
- 11-16 LEFT CALLAO AT 10 A.M. AFTER A SHORT TRIAL TRIP AROUND THE BAY. FEELS GOOD TO BE UNDER WAY AGAIN. HEADED FOR ARICA, CHILE.
- 11-20 ARRIVED ARICA 2.30 A.M. AND DEPARTED 11.30 A.M. FOR PISAGUA ARRIVING THERE AT 9.45 P.M.
- 11-21 LEFT PISAGUA 6.A.M. FOR JUNIN BECAUSE 2 OTHER AMERICAN SHIPS LOADING THERE. STARTED LOADING SHIP WITH RED NITRATE WHICH IS BROUGHT DOWN TO COAST ON CABLE CARS. JUNIN AT FOOT OF HILLS WHICH ARE 3,000 FEET HIGH.
- 11-23 LEFT JUNIN 3.30 A.M. AFTER TAKING ABOARD 900 TONS OF NITRATE. ARRIVED CALETA BUENA 7 A.M. 3 GERMAN INTERNED SHIPS HERE. HUNDREDS OF SEA LIONS BARKING MOST ALL DAY, VERY NOIST. THE SS CHALLENGER, A USNR SHIP ARRIVED DURING THE DAY. LEFT FOR THE CANAL ZONE.
- 11-28 THANKSGIVING DAY. HAD MINCE PIE FOR DESERT.
- 11-29 DURING THE NIGHT THE ELECTRIC POWER FAILED. THE QUARTERMASTER COULD NOT SEE THE COMPASS. THE 3RD MATE INSTRUCTED HIM TO STEER BY 2 STARS WHICH HE POINTED OUT TO HIM. HOWEVER, HE SOON LOST SIGHT OF THEM AND FOUND 2 OTHER STARS WHICH HE SAID LOOKED LIKE THE FIRST 2 AND BY THAT TIME HE WAS HEADED DUE SOUTH. QUITE A

JOKE THE NEXT DAY.

- 11-30 HEARD NAA TIME SIGNALS ALSO KPH,KEU,NAX,&US. POSITION ABOUT 1 DEGREE SOUTH OF EQUATOR.
- 12-2 COPIED PRES. WILSON'S MESSAGE TO CONGRESS VIA NAA PRESS. HAD FIRST RAIN FALL FOR 2 MONTHS, FLOODING RADIO SHACK AGAIN.
- 12-4 PRESS REPORTS INDICATED PRES. WILSON LEFT FOR EUROPE ABOARD USS GEO. WASHINGTON. SEVERE EARTHQUAKES IN SOU. AMERICA.
- 12-7 DOCKED AT BALBOA OIL DOCK #1 ALONGSIDE THE SS SANTA ELENA, OUT OF NEW YORK 99 DAYS. MET HER RADIO OPERATOR, BROWN, WHO WAS ALSO ACTING AS PURSER.
- 12-8 STARTED CANAL TRANSIT. MAIL CAME ABOARD WHILE PASSING THE PEDRO MIGUEL LOCKS. I REC'D 17 LETTERS. PASSED THE WHITE STAR LINER SEUVIC IN GATUM LAKE.
- 12-9 SHIP ROLLING SIDEWAYS AND LOTS OF WATER. NOT GETTING MUCH TO EAT. HAD TO HOLD PLATES IN HANDS. GALLEY IS MESS, THINGS BREAKING ALL OVER SHIP. HAD TO SECURE RECEIVER TO PREVENT IT FROM SLIDING OFF TABLE.
- 12-13 WEATHER MODERATED AND SEA CALM.
- 12-15 NOON SANTA ISABEL 107 MI. OF KEY.
- 12-17 STORM WARNINGS DISPLAYED FROM JACKSONVILLE TO GEORGETOWN, S.C. UNABLE TO EAT OR SLEEP. LIVING ON CORN FLAKES.
- 12-25 CHRISTMAS DAY. HAD DINNER ASHORE HICKS HOTEL, PARTY AFTERWARD GIVEN BY SEVERAL YL'S.
- 12-29 MET SAM SCHNEIDER ASHORE AND BOTH ATTENDED PARTY IN EVENING.
- 12-30 NEWSPAPER REPORT THAT RADIO OPERATORS TO RECEIVE \$110.00 MO. AFTER JAN. 1.
- 1-3-19 PASSED HATTERAS, THE GRAVEYARD OF THE ATLANTIC. GETTING COLD. SNOW DURING THE NIGHT.
- 1-5 ANCHORED OFF STATUE OF LIBERTY.
- 1-6 STILL AT ANCHOR. TEDDY ROOSEVELT DIED AT 4.15 A.M. DOCKED AT PIER 33, E. RIVER, BROOKLYN. REPORTED TO OFFICE AND WENT WITH FITZPATRICK TO YMHA, REACHARD ALSO ALONG. HAD NICE TIME.



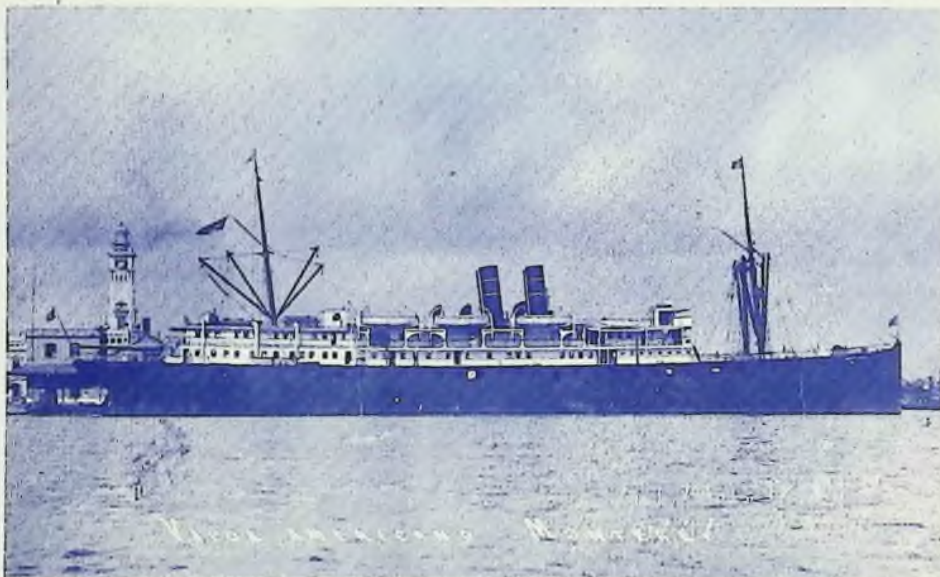
BILL QUINN, JR. OPR. (ON LEFT), ART JACOBY, CHIEF OPR. (ON RIGHT).



M.S. SANTA ISABEL ON WHICH ART JACOBY SERVED 1917.



ART JACOBY, CHIEF OPR. ABOARD S.S. MONTEREY.



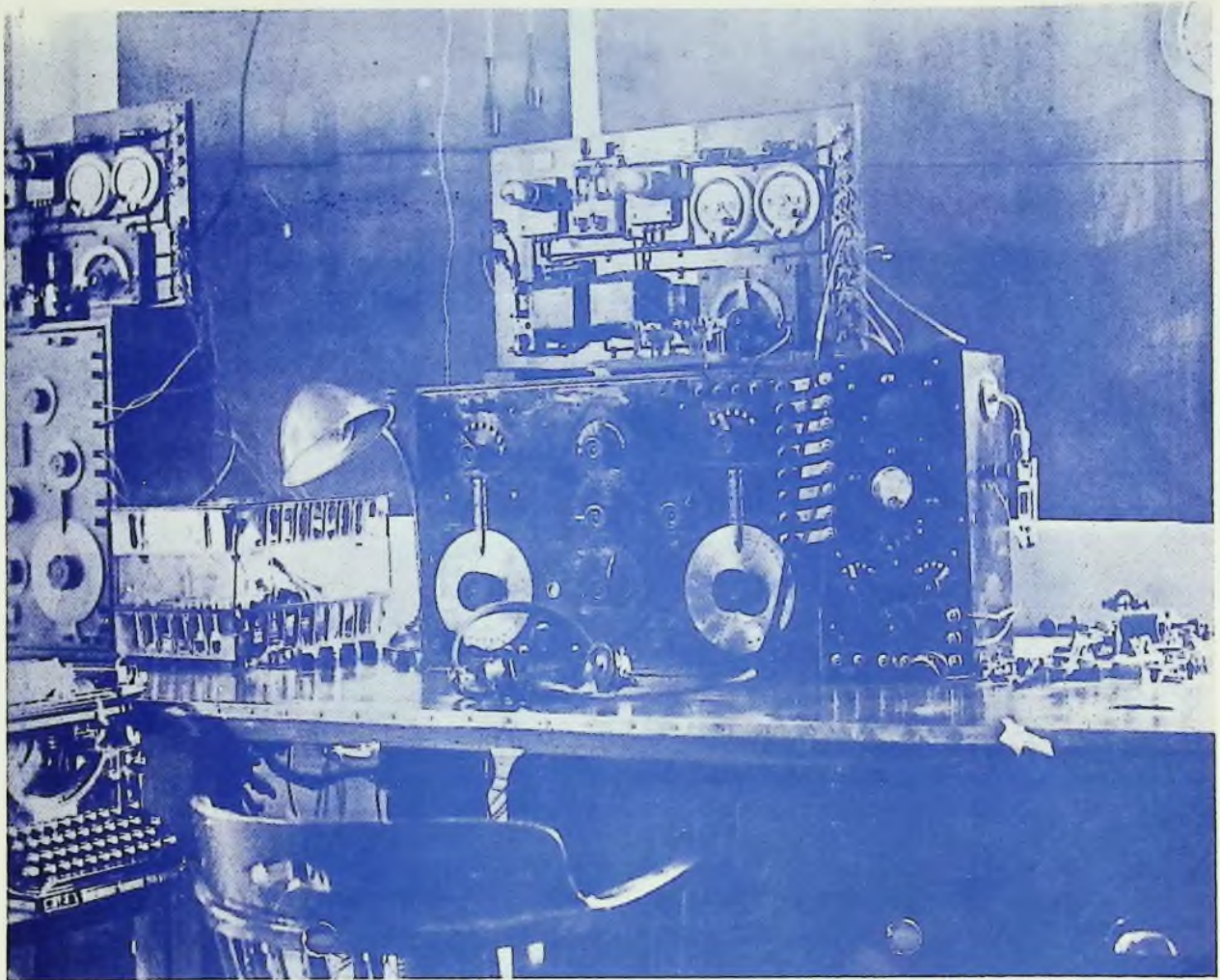
S.S. MONTEREY AT VERA CRUZ, MEX. ART JACOBY, W3OY, WAS CHIEF RADIO OFFICER ON HER 1917, 1918.

ECHOES FROM OTTER CLIFFS
BY: EMILY ELLSWORTH, K11ZO



THIS PICTURE SHOWS THE TWO 125 FOOT TRANSMITTING TOWERS AT ALESSANDRO FABRI'S AMATEUR STATION AT OTTER CLIFFS, MAINE (PROBABLY TAKEN IN 1916). THIS AMATEUR STATION WAS COMMISSIONED "NBD" IN 1917 BY THE U.S. NAVY AND IT WAS HERE THAT CHIEF RADIOMAN CHARLES ELLSWORTH MADE HISTORY. THE FASCINATING STORY OF "NBD" FOLLOWS.

ECHOES FROM OTTER CLIFFS
BY: EMILY ELLSWORTH, K11ZO



THE PICTURE SHOWS THE OLD 1P-500 RECEIVER, THE TUBE DETECTOR, AND AUDIO AMPLIFIER ON TOP OF THE RECEIVER AND WHAT APPEARS TO BE A WESTERN ELECTRIC HEAD SET. THE HANDLES FOR THE ANTENNA CHANGE OVER SWITCH ARE HANGING DOWN AT THE TOP. THE CHAIR WHERE CHARLIE AND THE OTHER OPERATORS SAT AND HANDLED THOUSANDS OF MESSAGES AND THE MILL ARE SHOWN.

ECHOES FROM OTTER CLIFFS BY: EMILY ELLSWORTH, K1TZO

"REPRINTED WITH PERMISSION FROM THE NOVEMBER 1964 ISSUE OF DOWNEAST MAGAZINE CAMDEN, MAINE"

SHIELDED BY A CLUSTER OF TREES AT OTTER CLIFFS IN ACADIA NATIONAL PARK ON THE SOUTHEASTERN END OF MOUNT DESERT ISLAND, MAINE THERE STANDS AN UNIMPOSING BOULDER WITH A BRONZE PLAQUE BEARING A BRIEF INSCRIPTION. THIS SIMPLE MEMORIAL IS ALL THAT REMAINS OF NAVAL RADIO-BAR HARBOR, WHICH SOME FORTY YEARS AGO WAS THE BUSIEST RADIO STATION IN THE WORLD AND DURING ITS OPERATION MADE RADIO HISTORY. ON THIS SITE IN 1917 AN AMATEUR RADIO ENTHUSIAST FIRST FULLY INTERCEPTED THE SECRET CODE OF THE GERMAN HIGH COMMAND AND SUBSEQUENTLY TURNED HIS RADIO FACILITIES OVER TO THE UNITED STATES NAVY. CRACKLING IN OVER ONE OF THE NAVY'S RECEIVERS HERE IN OCTOBER OF 1918 CAME KAISER WILHELM'S RADIO MESSAGE TO PRESIDENT WOODROW WILSON SEEKING TO NEGOTIATE THE ARMISTICE, WHICH LESS THAN TWO WEEKS LATER BROUGHT AN END TO WORLD WAR I. THROUGH THE SHIP-TO-SHORE CIRCUIT AT OTTER CLIFFS, WHERE FOUR OF THE NAVY'S BEST OPERATORS WORKED ROUND THE CLOCK TRANSLATING INTO WORDS ON THE TYPEWRITER THE DOT AND DASHES THEY HEARD IN THEIR HEADSETS, THOUSANDS OF AMERICAN DOUGHBOYS FIRST INFORMED THEIR FAMILIES IN THIS COUNTRY THAT THEY WERE SAFE AND ON THE HIGH SEAS COMING HOME. WHEN THE NAVAL AIRSHIP NC-4 MADE HER HISTORIC FLIGHT IN MAY OF 1919 FROM NEWFOUNDLAND TO THE AZORES, BECOMING THE FIRST AIRPLANE TO FLY THE ATLANTIC FROM WEST TO EAST, NAVAL RADIO-BAR HARBOR ESTABLISHED TWO-WAY RADIO CONTACT WITH THE PLANE 1250 MILES AWAY - LONGEST PLANE-TO-GROUND COMMUNICATION EVER ACHIEVED UP TO THAT TIME. IN JULY OF THE SAME YEAR, THE OTTER CLIFFS STATION PICKED UP AN S.O.S. AND HELPED "TALK" THE BRITISH DIRIGIBLE R-34 INTO A SAFE LANDING AT LONG ISLAND, NEW YORK. THE STATION ALSO GUIDED THE R-34 ON HER HOMEWARD FLIGHT BY RELAYING WEATHER INFORMATION COLLECTED FROM SHIPS ALL OVER THE NORTH ATLANTIC. AND IT WAS NAVAL RADIO-BAR HARBOR THAT FIRST TESTED SHIP-TO-SHORE RADIO TELEPHONE IN COMMUNICATIONS WITH THE U.S. GEORGE WASHINGTON, BEARING PRESIDENT WILSON ON HIS PEACE MISSION TO PARIS IN THE SUMMER OF 1919. DURING THE FOURTEEN MONTHS THAT THESE EVENTS OF INTERNATIONAL

IMPORTANCE WERE TAKING PLACE THE QUARTET OF NAVY RADIO MEN AT THEIR CLIFF-TOP STATION IN MAINE HANDLED A RECORD VOLUME OF TRAFFIC TOTALING MORE THAN 120,000 MESSAGES.

GONE ARE THE TOWERS WITH THEIR ANTENNAE, THE RADIO SHACKS, THE BARRACKS, THE ADMINISTRATION BUILDINGS AND THE BARBED WIRE FENCES THAT CONSTITUTED THE PHYSICAL PLANT OF NAVAL RADIO-BAR HARBOR. THE STATION WAS MOVED TO WINTER HARBOR IN THE EARLY 1930'S. BUT DURING THE YEARS FROM 1917 TO 1935 THE FACILITIES AT OTTER CLIFFS DEMONSTRATED THAT THE COAST OF MAINE WAS THE BEST LOCATION IN THE UNITED STATES FOR RECEIVING AND TRANSMITTING RADIO MESSAGES. IT IS TODAY, AS ATTESTED BY ITS ACTIVE SUCCESSOR AT SCHOODIC POINT, WINTER HARBOR, THE SATELLITE MONITORING UNIT AT COREA AND PARTICULARLY BY THE GIANT NAVAL RADIO STATION FURTHER DOWN EAST AT CUTLER. THERE ARE LOCATED THE MOST POWERFUL RADIO TRANSMITTERS AND RECEIVERS IN THE WORLD, CAPABLE OF COMMUNICATING WITH A POLARIS MISSILE SUBMARINE SUBMERGED IN ANY OCEAN ON THE GLOBE.

MAINE'S NEARNESS TO EUROPE ON THE 40TH MERIDIAN AND EXTENSIVE MINERAL DEPOSITS IN THE REGION MAKE THE MAINE COAST IDEAL FOR RADIO COMMUNICATIONS. BACK IN THE DAYS WHEN OTTER CLIFFS WAS OPERATING WITH A \$300 CONSOLE - COMPARED WITH THE \$70 MILLION CONSOLE AT CUTLER TODAY - IT PICKED UP CLEAR ACROSS THE COUNTRY FROM THE STATE OF WASHINGTON A DISTRESS SIGNAL FROM A NAVY TUG WHICH HAD LOST ITS TOW DURING A GALE IN PUGET SOUND. THE PUGET SOUND NAVAL RADIO ONLY THIRTY MILES AWAY DID NOT HEAR THE MESSAGE AT ALL. THE MAINE STATION TELEGRAPHED THE NAVY DEPARTMENT IN WASHINGTON, D.C. AND THE DEPARTMENT IN TURN ALERTED BY OVERLAND TELEGRAPH THE PUGET SOUND FACILITY.

NAVAL RADIO-BAR HARBOR CAME INTO BEING BECAUSE A WEALTHY STEAMSHIP LINE OWNER SUMMERING AT HIS ESTATE AT OTTER CLIFFS WAS AN ACCOMPLISHED "RADIO HAM," AND BECAUSE HE ENTERTAINED AS A GUEST AT HIS HOME ONE EVENING A YOUNG ASSISTANT SECRETARY OF THE NAVY WHO WAS CRUISING ALONG THE MAINE COAST AND HAD ANCHORED AT BAR HARBOR. THE RADIO

...CONT'D NEXT PAGE...

ECHOES FROM OTTER CLIFFS

BY: EMILY ELLSWORTH K11ZO

.....CONTINUED.....

ENTHUSIAST WAS ALESSANDRO FABBRI, AN ITALIAN AND A FRIEND OF GUGLIELMO MARCONI, INVENTOR OF THE WIRELESS TELEGRAPH. THE ASSISTANT SECRETARY OF THE U. S. NAVY WAS FRANKLIN DELANO ROOSEVELT. AFTER SUPPER FABBRI TUNED IN ONE OF THE LONG-WAVE RADIO RECEIVERS HE HAD MADE HIMSELF AND INVITED ROOSEVELT TO LISTEN TO THE SIGNALS COMING FROM NAUEN, GERMANY, WHERE THE HIGH-POWERED RADIO STATION WAS MAKING ITS REGULAR DAILY BROADCAST IN CODE TO GERMAN NAVAL VESSELS ALL OVER THE WORLD. THE MESSAGES CAME IN LOUD AND CLEAR AND ROOSEVELT EXCITEDLY ASKED FABBRI TO COPY WHAT THE STATION WAS TRANSMITTING. THE HOST OBLIGINGLY COPIED THREE MESSAGES FOR HIS GUEST, AND ROOSEVELT TOOK THEM BACK TO WASHINGTON. THERE ON ORDERS FROM PRESIDENT WILSON HIMSELF, THE NAVY HAD BEEN TRYING FOR MONTHS TO INTERCEPT EVERYTHING TRANSMITTED BY THE GERMAN RADIO AT NAUEN. NAVY TECHNICIANS HAD ESTABLISHED SPECIAL STATIONS AT BELMAR, NEW JERSEY AND IN NEWFOUNDLAND, BUT THE TWO STATIONS COULD PICK UP ONLY FRAGMENTARY PORTIONS OF THE BROADCASTS BY THE GERMAN NAVAL COMMAND. NOW HERE AT OTTER CLIFFS IN MAINE, AN AMATEUR WAS INTERCEPTING THE MESSAGES IN FULL.

WITHIN A FEW DAYS AFTER ROOSEVELT HAD DELIVERED HIS INFORMATION IN WASHINGTON, CHIEF RADIOMAN RAY COLE WAS ON HIS WAY TO FABBRI'S ESTATE AT BAR HARBOR TO TEST OUT THE EQUIPMENT. HE SOON REPORTED BACK TO ADMIRAL BULLARD, DIRECTOR OF NAVAL COMMUNICATIONS, THAT OTTER CLIFFS HAD THE BEST RADIO RECEPTION HE HAD ENCOUNTERED ANYWHERE IN THE UNITED STATES AND CANADA. ADMIRAL BULLARD ACTED QUICKLY. ALESSANDRO FABBRI WAS COMMISSIONED AN ENSIGN IN THE UNITED STATES NAVAL RESERVE FORCES (HE WAS LATER PROMOTED TO LIEUTENANT) AND WAS PLACED IN COMMAND OF HIS OWN RADIO EQUIPMENT. NAVAL RESERVE RADIO OPERATORS AT BELMAR, NEW JERSEY GOT ORDERS TO TRANSFER IMMEDIATELY TO BAR HARBOR, MAINE. THE LATEST IN NAVAL RADIO EQUIPMENT WAS SHIPPED NORTH FROM BOSTON, AND ON AUGUST 28, 1917 NAVAL RADIO-BAR-HARBOR OFFICIALLY COMMENCED SERVICE WITH THE CALL LETTERS "N B D."

DURING THE FIRST YEAR MARINE RADIO TRAFFIC AT OTTER CLIFFS WAS LIGHT. MOST OF THE ACTIVITY CONSISTED OF INTERCEPTING DISTRESS SIGNALS FROM SHIPS BEING ATTACKED

BY GERMAN SUBMARINES AND TAKING AN OCCASIONAL CODED MESSAGE FROM NAVAL VESSELS AT SEA. NAVY ENGINEERS USED THE INTERVAL TO CONSTRUCT A SERIES OF TRANSMITTING TOWERS AT SEAWALL, SOME TWENTY-SIX MILES SOUTH ACROSS THE BAY FROM OTTER CLIFFS, AND TO LAY AN UNDERWATER CABLE BETWEEN THE TWO INSTALLATIONS. OUT-GOING MESSAGES WERE TO BE "KEYED" AT OTTER CLIFFS AND TRANSMITTED AT SEAWALL. IN-COMING MESSAGES WERE TO BE RECEIVED AT OTTER CLIFFS ON TWO 125 FOOT TOWERS AND AN INGENIOUS SYSTEM ON LOOP ANTENNAE AND COUNTERPOISES WHICH LIEUTENANT FABBRI HAD DEVISED AND BUILT AT HIS OWN EXPENSE.

ALTHOUGH RADIO TRAFFIC WAS NOWHERE NEAR AS HEAVY AS IT WAS TO BE WITHIN A SHORT TIME, THE BASE WAS EXPANDING RAPIDLY. TWO NEW BARRACKS WERE BUILT, EACH TO ACCOMMODATE 125 MEN. A BARBED WIRE FENCE TWELVE FEET HIGH WAS ERECTED AROUND THE ENTIRE AREA. FIFTY NAVY ENLISTED MEN, MOST OF THEM FRESH OUT OF THE NAVAL RESERVE RADIO TRAINING SCHOOL AT HARVARD COLLEGE, ARRIVED TO JOIN THIRTY OTHER ENLISTED PERSONNEL ALREADY BUSY WITH ROUTINE MAINTENANCE WORK. A DETACHMENT OF MARINES WAS ASSIGNED FOR SECURITY PROTECTION.

SUCH WAS THE SITUATION AT OTTER CLIFFS IN SEPTEMBER, 1918 WHEN RADIO TRAFFIC BEGAN TO BE STEPPED UP, AND FOUR TOP-FLIGHT RADIO OPERATORS WERE SELECTED TO HANDLE THE SHIP-TO-SHORE MARINE CIRCUIT. THEY WERE CHOSEN ON THE BASIS OF THEIR PREVIOUS COMMERCIAL RADIO EXPERIENCE AND ON THEIR SPEED IN RECEIVING CODE AND TRANSLATING IT ON THE TYPEWRITER. ONE OF THOSE PICKED FOR THIS WORK WAS CHIEF RADIOMAN BENNY SUETTER, USNRF, WHO HELD THE WORLD'S CHAMPIONSHIP FOR SPEED IN RADIO TELEGRAPH AND MORSE CODE. THE OTHERS WERE CHIEF RADIOMAN CHARLES B. ELLSWORTH, RADIOMAN FIRST CLASS LAWRENCE DUTTON AND RADIOMAN FIRST CLASS RALPH ELLIOTT, ALL RESERVISTS.

OTHER RADIOMEN WERE ASSIGNED TO HANDLE THE TRANS-ATLANTIC CIRCUITS. RECEIVERS WERE HOUSED IN SMALL SHACKS, EACH WITH ITS OWN ANTENNA AND EACH ASSIGNED THE CALL LETTERS OF A EUROPEAN STATION. THERE WAS "I D O" FOR ROME, ITALY; "P O Z" FOR NAUEN, GERMANY; "Y N" FOR LYONS, FRANCE AND OTHERS. ON OCTOBER 27, 1918, THE SHACK TUNED IN ON NAUEN, GERMANY, INTERCEPTED THE MESSAGE BROADCAST BY KAISER WILHELM TO PRESIDENT

....CONT'D NEXT PAGE....

ECHOES FROM OTTER CLIFFS

By: EMILY ELLSWORTH KILZO

.....CONTINUED.....

WOODROW WILSON ASKING TO NEGOTIATE AN ARMISTICE. NAVAL RADIO-BAR HARBOR WAS THE ONLY STATION IN THE UNITED STATES TO PICK UP THIS MESSAGE. ON NOVEMBER 11TH, THE ARMISTICE WAS SIGNED.

WITH THE END OF HOSTILITIES IN EUROPE, THE SHIP-TO-SHORE TRAFFIC AT OTTER CLIFFS INCREASED TREMENDOUSLY. BY JANUARY, 1919 RADIO MESSAGES WERE POURING IN AT THE RATE OF 400 A DAY. SOME 40,000 EUROPEAN IMMIGRANTS BEGAN TAKING PASSAGE TO THIS COUNTRY, AND BY MARCH LARGE OCEAN LINERS, SUCH AS THE LEVIATHAN, GEORGE WASHINGTON, BERENGARIA AND MOUNT VERNON, STARTED BRINGING HOME AMERICAN TROOPS. THE AVERAGE FILE FROM ONE OF THE IMMIGRANT SHIPS FROM THE TIME SHE LEFT THE DOCK IN EUROPE UNTIL SHE ARRIVED AT NEW YORK OR OTHER EAST COAST PORTS WAS BETWEEN 800 AND 1000 RADIO MESSAGES. THE FILE ON THE TROOP CARRIERS WAS EVEN LARGER - UP TO 8000 MESSAGES FROM SOLDIERS EAGER TO SEND WORD TO THEIR FAMILIES. AND THIS WAS JUST THE VOLUME OF INCOMING TRAFFIC. THE OUTGOING MESSAGE FILE FROM THIS COUNTRY TO SHIPS WAS ALSO HEAVY. OFTEN THERE WERE AS MANY AS EIGHT SHIPS ALL TRYING TO CLEAR THEIR RADIO TRAFFIC THROUGH THE NAVAL RADIO STATION AT BAR HARBOR ON ONE OR MORE OF THREE FREQUENCIES. THE SHIPS WOULD CALL OTTER CLIFFS FIRST ON 600 METERS AND SEND 1000 MESSAGES; THEN TO CLEAR THE 600-METER BAND, THEY WOULD SHIFT FREQUENCY TO 2100 AND 2400 METERS TO TRANSMIT THE REST OF THEIR RADIOGRAMS.

THE FOUR NAVY RADIOMEN ASSIGNED TO DUTY ON THE SHIP-TO-SHORE CIRCUIT STOOD ROTATING WATCHES OF EIGHT HOURS EACH AND HAD TWO "STRIKERS" OR LEARNERS, TO HELP WITH THE PAPER WORK. THERE WAS NEVER A SLACK MOMENT. EVERY WATCH, TWENTY-FOUR HOURS AROUND THE CLOCK, WOULD BE BUSY. DUE TO THE MANY SHIPS ON THE ATLANTIC AT ONE TIME ALL WAITING TO SEND THEIR FILE, THE OTTER CLIFFS STATION ADOPTED A POLICY OF STANDING BY EVERY TWO OR THREE HOURS WHEN HANDLING PERSONAL MESSAGES, TO LISTEN FOR GOVERNMENT AND PRIORITY MESSAGES FROM OTHER SHIPS. DURING ONE OF THESE PRIORITY BREAKS A RADIOGRAM WAS SENT FROM PRESIDENT WOODROW WILSON TO GENERAL JOHN PERSHING ON BOARD THE LEVIATHAN APPOINTING HIM A FULL GENERAL IN THE U. S. ARMY. GENERAL PERSHING CALLED GENERAL DOUGLAS MACARTHUR AND HIS RAINBOW

DIVISION TO THE AFTER DECK AND INFORMED THEM OF THE APPOINTMENT IN A 7000 WORD SPEECH WHICH WAS THEN RADIOED TO OTTER CLIFFS. THE KNIGHTS OF COLUMBUS HAD ALSO PROMISED EVERY SOLDIER ON THE LEVIATHAN A FREE RADIOGRAM. BETWEEN THE TIME THE LEVIATHAN LEFT BORDEAUX, FRANCE UNTIL SHE DOCKED AT HOBOKEN, NEW JERSEY, NAVAL RADIO-BAR HARBOR TOOK 6000 MESSAGES FROM THE SHIP AND TRANSMITTED 2200 MORE TO HER. BUT 1000 MESSAGES HAD NOT YET BEEN SENT WHEN THE LEVIATHAN CLOSED DOWN HER RADIO AN HOUR AFTER DOCKING. THESE WERE TAKEN ASHORE AND DISPATCHED THROUGH WESTERN UNION TELEGRAPH IN NEWARK.

IN PREPARATION FOR PRESIDENT WILSON'S PEACE MISSION TO EUROPE IN JULY OF 1919. THE GENERAL ELECTRIC COMPANY INSTALLED A FIVE KILOWATT, RADIO-TELEPHONE TRANSMITTER ABOARD THE S.S. GEORGE WASHINGTON ON WHICH THE PRESIDENT WAS TO TRAVEL. A SIMILAR TRANSMITTER WAS ALSO INSTALLED AT SEAWALL, THE TRANSMITTING OUTLET FOR NAVAL RADIO-BAR HARBOR. IT WAS THE FIRST TIME THAT RADIO-TELEPHONE EQUIPMENT HAD BEEN PLACED ABOARD A PASSENGER LINER, AND RADIOMEN EAGERLY WAITED TO SEE HOW IT WOULD WORK. WHEN THE GEORGE WASHINGTON WAS 400 MILES EAST OF BAR HARBOR, TWO-WAY CONTACT WAS ESTABLISHED BETWEEN THE VESSEL AND THE NAVAL RADIO STATION. GENERAL MARCH, CHIEF OF STAFF WITH THE PRESIDENT, TALKED TO THE MAINE STATION, BUT RECEPTION WAS NOT GOOD ENOUGH TO HAVE THE PRESIDENT HIMSELF HOOKED UP WITH THE WHITE HOUSE. REGULAR RADIO TRAFFIC, HOWEVER, PROCEEDED WITHOUT DIFFICULTY. BOTH DURING HER PASSAGE TO FRANCE AND ON HER RETURN HOME, THE GEORGE WASHINGTON WAS IN CONSTANT COMMUNICATION WITH OTTER CLIFFS. FOR THEIR SPECIAL SERVICE DURING THIS HISTORIC MISSION, RADIOMEN SUETTER, DUTTON, ELLSWORTH AND ELLIOTT RECEIVED COMMENDATIONS FROM BOTH THE DIRECTOR OF NAVAL COMMUNICATIONS AND FROM PRESIDENT WILSON.

NAVAL RADIO-BAR HARBOR PLAYED AN EQUALLY IMPORTANT PART IN THE SUCCESS OF TWO PIONEER FLIGHTS ACROSS THE ATLANTIC IN 1919, THE FIRST BY A NAVY SEAPLANE AND THE SECOND BY A BRITISH DIRIGIBLE. AND DURING BOTH EVENTS THE RADIO STATION AGAIN MADE RADIO HISTORY.

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ECHOES FROM OTTER CLIFFS

By: EMILY ELLSWORTH KILZO

.....CONTINUED.....

AT 6:07 ON THE EVENING OF MAY 17, 1919 THREE NAVY SEAPLANES, THE NC-1, NC-3 AND NC-4 TOOK OFF FROM TREPASSEY BAY, NEWFOUNDLAND ON THE LAST LEG OF A TRANSATLANTIC FLIGHT, DESTINATION PONTA DELGADA IN THE AZORES. NAVY DESTROYERS WERE STRUNG OUT ALONG THE 1350 MILE ROUTE AT 100 MILE INTERVALS TO KEEP IN RADIO CONTACT WITH THE PLANES IN FLIGHT, AND TO RENDER ASSISTANCE IN CASE THEY WERE FORCED TO LAND AT SEA. BAR HARBOR RADIO, MAINTAINING CONSTANT SURVEILLANCE OF THE AIRCRAFT RADIO FREQUENCIES INTERCEPTED NC-4 AT 6:30 TRANSMITTING TO THE DESTROYER IN HER AREA. WHEN NC-4 CLEARED WITH THE DESTROYER, OTTER CLIFFS CALLED THE PLANE AND MADE TWO-WAY CONTACT. AT THE TIME THE PLANE WAS 1250 MILES FROM THE MAINE STATION. A NEW DISTANCE RECORD FOR PLANE-TO-GROUND COMMUNICATION HAD BEEN ESTABLISHED; AND THE RECORD CONTINUED TO BE BROKEN AS BAR HARBOR RADIO MAINTAINED CONTACT WITH THE PLANES AS THEY FLEW EASTWARD AT A SPEED OF 75 MILES AN HOUR. THROUGH THE RADIO AT BAR HARBOR THE NAVY DEPARTMENT WAS ADVISED OF THE PROGRESS OF THE FLIGHT.

NC-1 AND NC-3 WERE FORCED DOWN, BUT NC-4 REACHED PONTA DELGADO AFTER SOME SEVENTEEN HOURS IN THE AIR. JUST BEFORE THE PLANE LANDED AT 9:20 A.M. AST, BAR HARBOR RADIO HEARD HER SIGNAL TO THE DESTROYER IN THE IMMEDIATE VICINITY OF THE AZORES. ALTHOUGH DESIGNED FOR A RADIUS OF ONLY 75 TO 150 MILES, THE RADIO ON THE SEAPLANES HAD BEEN SUCCESSFULLY PICKED UP AT OTTER CLIFFS AT A MAXIMUM RANGE OF 1900 MILES. FOR THE UNIQUE SERVICE RENDERED THE FLIGHT, THE FOUR OPERATORS AT BAR HARBOR WERE FORWARDED A SPECIAL NAVY COMMENDATION.

THE SECOND IMPORTANT SERVICE TO TRANSATLANTIC FLYING BY THE BAR HARBOR NAVY RADIOMEN CAME IN JULY, LESS THAN TWO MONTHS AFTER THE NC-4 EPISODE, DURING THE FLIGHT OF HIS MAJESTY'S AIRSHIP R-34 FROM EAST FORTUNE, SCOTLAND TO MINEOLA, NEW YORK. ALTHOUGH NAVAL RADIO AT BAR HARBOR HAD NOT BEEN ASSIGNED TO MONITOR THE R-34'S FLIGHT, RADIO OPERATOR DUTTON, WHILE CRUISING THE SPECTRUM ON THE 4 O'CLOCK-TO-MIDNIGHT WATCH ON JULY 2, INTERCEPTED AN S.O.S FROM THE BRITISH DIRIGIBLE. SHE REPORTED SHE WAS RUNNING OUT OF FUEL OVER THE BAY OF FUNDY NEAR THE NOVA SCOTIA SHORE. DUTTON IMMEDIATELY NOTIFIED THE BOSTON NAVY YARD OF THE DISTRESS CALL. THE NAVY YARD DISPATCHED THREE DESTROYERS UNDER FORCED DRAFT FOR NOVA

SCOTIA, AND, WITH ALL OTHER RADIO TRAFFIC AT BAR HARBOR STOPPED, DUTTON CONTINUED TO MONITOR THE R-34'S FREQUENCY.

THE BRITISH DIRIGIBLE REMAINED IN THE AIR, HOWEVER, AND CONTINUED ITS FLIGHT AGAINST 50 MILE-AN-HOUR HEADWINDS. ONE OF THE DESTROYERS RACING TO ITS AID AND EXPECTING IT TO BE FORCED TO LAND IN THE SEA, ADVISED THE COMMANDER OF THE R-34 TO DROP ALTITUDE TO 1500 FEET. THE R-34 COMPLIED AND DISCOVERED IT WAS ENCOUNTERING VERY LITTLE HEADWIND. AFTER PASSING CAPE SABLE, R-34 ADVISED OPERATOR DUTTON IT BELIEVED IT HAD ENOUGH FUEL TO CONTINUE ITS FLIGHT TO NEW YORK. THE NAVY DESTROYERS STAYED WITH THE AIRSHIP UNTIL IT ENTERED LONG ISLAND SOUND AND AT 2 A.M. ON JULY 6, 1919 THE R-34 LANDED SAFELY AT HAZELHURST FIELD (NOW ROOSEVELT FIELD) MINEOLA, NEW YORK.

SO HELPFUL HAD BEEN THE BAR HARBOR RADIO STATION TO THE SUCCESSFUL COMPLETION OF THE FIRST LEG OF THE FLIGHT THAT THE COMMANDING OFFICER OF R-34 ASKED THE STATION TO HANDLE ALL ITS RADIO COMMUNICATIONS ON THE RETURN FLIGHT TO ENGLAND. ON THE AIRSHIP'S EAST-TO-WEST CROSSING, THE RADIO STATION AT THE BROOKLYN NAVY YARD HAD BEEN GIVEN THE ASSIGNMENT, BUT HAD BEEN UNABLE TO MAKE A SINGLE CONTACT WITH THE SHIP DURING THE ENTIRE FLIGHT. AT 11 P.M. ON JULY 10, R-34 TOOK OFF, AND A FEW MINUTES AFTER SHE WAS AIR BORNE CALLED BAR HARBOR AND REQUESTED THE STATION TO RELAY TO HER ALL WEATHER INFORMATION AVAILABLE FROM SHIPS ON THE ATLANTIC. THIS WAS THE FIRST TIME THAT THIS METHOD OF GATHERING WEATHER REPORTS WAS TO BE EMPLOYED IN A FLIGHT OPERATION. BAR HARBOR RADIO MADE CONTACT WITH SHIPS ALL THE WAY FROM CAPE COD TO THE ENGLISH CHANNEL AND ALL RESPONDED WITH WEATHER DATA. DURING THE 72 HOURS OF HER HOMEWARD FLIGHT, R-34 WAS IN CONSTANT COMMUNICATION WITH NAVAL RADIO AT BAR HARBOR, AND WHEN THE SHIP TOUCHED DOWN AT PULHAM, ENGLAND, AT 2 A.M. ON JULY 13, 700 WEATHER MESSAGES IN ALL HAD BEEN RELAYED TO THE DIRIGIBLE BY THE MAINE STATION. SEVERAL WEEKS LATER THE BRITISH AIR MINISTRY IN LONDON SENT A LETTER OF COMMENDATION TO THE BAR HARBOR STATION AND THE OFFICERS OF THE R-34 GAVE CHIEF ELLSWORTH AN AUTOGRAPHED CHART OF

.....CONTINUED NEXT PAGE.....

ECHOES FROM OTTER CLIFFS

BY: EMILY ELLSWORTH K1IZO

.....CONTINUED.....

THE FLIGHT BOTH WAYS.

RADIO TRAFFIC, PARTICULARLY ON THE SHIP-TO-SHORE CIRCUIT, INCREASED AT OTTER CLIFFS AS MORE AND MORE OCEAN LINERS FINISHED THE TASK OF BRINGING HOME AMERICAN TROOPS AND RETURNED TO THEIR REGULAR TRANS-ATLANTIC PASSENGER SERVICE. WITH THE DIS-BANDING OF THE ARMED FORCES RESERVISTS RECEIVED THEIR DISCHARGES, AND REGULAR NAVY PERSONNEL BEGAN ARRIVING AT THE BAR HARBOR STATION. BY LATE NOVEMBER 1919 MOST OF THE RESERVISTS HAD BEEN RELEASED FROM ACTIVE DUTY. LIEUTENANT FABBRI HAD BEEN RELIEVED BUT BEFORE HIS DISCHARGE WAS AWARDED THE NAVY'S HIGHEST AWARD THE NAVY CROSS, LIEUTENANT R. A. JONES BECAME THE COMMUNICATIONS OFFICER AND CHIEF RADIOMAN LUKE DEFRESNE, CHIEF OPERATOR OF THE CIRCUIT.

CHIEF RADIOMAN ELLSWORTH ONE OF THE FOUR KEY OPERATORS WHO HELPED MAKE RADIO HISTORY AT THE STATION, LEFT OTTER CLIFFS ON DECEMBER 1, 1919 BUT RETURNED THE FOLLOWING SEPTEMBER IN THE REGULAR NAVY. MUCH HAD HAPPENED DURING THE INTERVAL TO THE VOLUME OF TRAFFIC. ONLY 1500 MESSAGES A DAY WERE BEING PROCESSED FOR A NEW COMMERCIAL COMPANY, THE RADIO CORPORATION OF AMERICA, HAD BEEN FORMED AND WAS BEGINNING TO HANDLE NON-GOVERNMENT RADIOGRAMS. THE SHIP-TO-SHORE OPERATIONS AT BAR HARBOR CONTINUED TO DECREASE UNTIL BY THE END OF 1923, ONLY SCATTERED MESSAGES - SOMETIMES BUT ONE OR TWO A DAY - WERE BEING RECEIVED. THE PRINCIPAL WORK FOR THE STATION HAD BECOME THE GIVING OF POSITION REPORTS TO SHIPS AT SEA BY RADIO COMPASS. THE COMPLEMENT OF MEN HAD BEEN REDUCED FROM 100 TO 26 MEN. EVEN TODAY FOUR

OF THE VETERAN NAVY PERSONNEL WHO PLAYED A PROMINENT PART IN THE EARLY HISTORY OF THE STATION STILL RESIDE IN THE BAR HARBOR AREA - CHARLES ELLSWORTH, BUD FISHER, LUKE DEFRESNE AND HANK GRINDLE. ANOTHER, ORRIN DUNLAP LIVES IN GREAT NECK, LONG ISLAND, NEW YORK AND IS THE AUTHOR OF SEVERAL BOOKS ON RADIO SUBJECTS, INCLUDING COMMUNICATIONS IN SPACE.

LATE IN 1929 JOHN D. ROCKEFELLER JR. PROPOSED AN EXTENSION OF OCEAN DRIVE ON MOUNT DESERT ISLAND TO OTTER CLIFFS. IN 1932 THE EXTENSION WAS APPROVED BY BOTH THE NAVY AND THE DEPT. OF THE INTERIOR AND BELL TELEPHONE CO. AND NAVY ENGINEERS BEGAN MAKING TESTS FOR A NEW SITE FOR THE RADIO STATION. SCHOODIC POINT ACROSS FRENCHMAN'S BAY EAST OF WINTER HARBOR WAS SELECTED AND IN THE SUMMER OF 1934 WORK CREWS BEGAN DISMANTLING THE OTTER CLIFFS FACILITIES. THE SEAWALL TRANSMITTING SITE WAS ALSO DISCONTINUED. IT WAS TURNED OVER TO THE COAST GUARD, WHICH CONTINUED TO OPERATE IT UNTIL 1947. ON FEBRUARY 28, 1935 THE TRANSFER FROM OTTER CLIFFS TO SCHOODIC POINT WAS COMPLETED. AFTER SEVENTEEN YEARS AS THE NAVY'S BEST VOICE AND EAR ON THE EAST COAST OF THE UNITED STATES, NAVAL RADIO BAR HARBOR HAD SIGNED OFF FOR THE LAST TIME.

THE ABOVE ARTICLE BY EMILY ELLSWORTH, K1IZO IS VERY WELL WRITTEN. "IT IS AN ACCURATE, AUTHENTIC REPORT ON THE HISTORY OF "NBD". MISS EMILY IS MRS. CHARLIE ELLSWORTH, WIFE OF OOTC MEMBER CHARLIE ELLSWORTH, W1TU, ONE OF THE HEROES OF THE ACCOUNT." THIS ARTICLE IS ACCURATE IN EVERY DETAIL—OTHERWISE YOU CAN BET ELLSWORTH WOULD HAVE HAD NO PART OF IT, HE IS A STICKLER FOR ACCURACY. WE ARE DEEPLY INDEBTED TO MISS EMILY, CHARLIE, AND "DOWN EAST" MAGAZINE, FOR THIS STORY.

SILENT KEYS

(NOTE FROM STANLEY HYDE, K6LJ)

HOWARD SEEFRED, W6EA, OF GLENDALE, CALIFORNIA, MEMBER OF OOTC DIED OF A HEART ATTACK IN LOS ANGELES, WHILE ON THE WAY TO VISIT FRED ELSER, W6FB, IN PALM SPRINGS, CAL. NOVEMBER 9, 1964. HOWARD AND HIS EARLY CROSS COUNTRY WORK IN RELAYING MESSAGES IS MENTIONED ON PAGE 6 OF "TWO HUNDRED METERS AND DOWN", BY CLINTON B. DESOTO. HE WAS A TRUE HAM IN THE SENSE THAT HE HAD NO OTHER INTERESTS BUT AMATEUR RADIO. FIRST LICENSED AS 6EA, HE HAS HELD W6EA CONTINUOUSLY SINCE 1913. HOWARD WAS 70 YEARS OF AGE AT HIS PASSING. HE HAD SOMEWHAT OF A COLLECTION OF OLD WIRELESS ANTIQUES, WHICH HIS SON RONALD SEEFRED, WA6JVL WISHES TO GO TO THE ARRL MUSEUM. I HAD A CALL ON PHONE LAST WEEK FROM HERB HOOVER, JR ABOUT THIS MUSEUM DEAL. TOO MANY OF THE OLD TIMERS ARE PASSING ON. THREE WEEKS AGO W6EA TOLD ME, "I DON'T DRINK OR SMOKE, SO EXPECT TO LIVE TO BE 10

" THE LATIN AMERICAN PAGE "

Nov. 12, 1964



"43º ANIVERSARIO DEL RADIO CLUB ARGENTINO"

EL 21 DE OCTUBRE ULTIMO EL RADIO CLUB ARGENTINO CELEBRO CON UN BANQUETE EL 450 ANIVERSARIO DE SU FUNDACION, ASISTIENDO 270 PERSONAS, AUTORIDADES, REPRESENTANTES DE VARIAS INSTITUCIONES Y 5 MIEMBROS DEL OOTC.

EN LA FOTOGRAFIA FIGURAN: LU2AO, REPRESENTANTE DEL OOTC PARA AMERICA LATINA; W6SRT, CELEBRE MEDICO DE PASO EN BUENOS AIRES; LU7AB, PRESIDENTE DEL CENTRO DE RADIOVETERANOS Y LU9BG, PRESIDENTE DEL RADIO CLUB MILITAR ARGENTINO.

NO FIGURA EN ESTA FOTOGRAFIA, LU1AA, QUE ESTABA PRESENTE PARA RECIBIR DOS IMPORTANTES DIPLOMAS: UNO POR SER EL PRIMER "LU" QUE HIZO LOS 5 CONTINENTES EN RTY Y RECIBIR EL DIPLOMA "AZTECA", OTORGADO POR LA LIGA MEXICANA DE RADIO EXPERIMENTADORES AL AFICIONADO MAS ANTIGUO EN ACTIVIDAD EN CADA PAIS DE AMERICA LATINA. LA PRIMERA DANA ENFRENTA DE W6SRT ES LU 6B0, XTAL DE LU2AO.

LIGA DE AMADORES BRASILEIROS DE RADIO EMISSAO

EN EL MES DE JULIO ULTIMO EL REPRESENTANTE DEL OOTC EN AMERICA LATINA REALIZO UNA VISITA DE CORTESIA AL PRESIDENTE DE "LABRE", ENTIDAD QUE REUNE A TODOS LOS RADIO AFICIONADOS DEL BRASIL, CON OBJETO DE HACERLE CONOCER LOS ESTATUTOS DEL OOTC. EL PRESIDENTE DE "LABRE", RYICQ, ATENDIO CON LA PROBERVIAL GENTILEZA BRASILEIRA Y HIZO UN COMENTARIO EN EL "QTC FALADO" N° 28, QUE SE

TRANSMITIO POR MEDIO DE LA ESTACION CENTRAL DE "LABRE" EN RIO DE JANEIRO, EL DIA 16 DE JULIO.

CIA DEL OOTC Y ES MUY POSIBLE QUE EN UN FUTURO PROXIMO INGRESE ALGUNO DE ELLOS AL OOTC, YA QUE SIN DUDA HAY VARIOS EN CONDICIONES DE HACERLO.

RED DE EMERGENCIA FARA

EL DIA 15 DE SEPTIEMBRE SE INAUGURO LA ESTACION CENTRAL DE LA RED DE EMERGENCIA "FARA" (FEDERACION ARGENTINA DE RADIO AFICIONADOS), SITUADA EN EL PALACIO DE CORREOS, CON LA CARACTERISTICA LU4ASC, PARA OPERAR UNICAMENTE EN CASOS DE EMERGENCIA.

LA FOTOGRAFIA MUESTRA SOLAMENTE EL GABINETE DE CONTROL REMOTO DE LOS EQUIPOS TRANSMISORES DE PACHECO Y RECEPTORIES DE DON BOSCO, QUE SE ENCUENTRAN A UNOS 40 KMTS. DE BUENOS AIRES Y SE OPERAN POR CONTROL REMOTO. A LA CEREMONIA ASISTIERON EL SECRETARIO DE COMUNICACIONES: DR. ANTONIO PAGES LARRAYA; EL DR. ENRIQUE KESSLER, ASESOR LETRADO; FEDERICO GRAUPNER; LU2DJ, PRESIDENTE DEFARA; GRAL. ESTANISLAO LOPEZ, LU7AB, PRESIDENTE DEL CENTRO RADIOVETERANOS Y OOTC; CNEL. RICARDO MARAMBIO PRESIDENTE RADIO CLUB MILITAR, OOTC Y AUGUSTO E. OSORIO, LU2AO, REPRESENTANTE DEL OOTC Y OSVALDO MAURO PRESIDENTE RADIO ARGENTINO.

S O S

BY: BILL PASSANO, K4ES, FORMER
RADIO GUNNER

STILL TODAY AFTER 46 YEARS I STILL DO NOT KNOW WHAT WAVE LENGTH, (CORRESPONDING TO A CHANNEL NUMBER ON TODAY'S TV RECEIVER) THAT THE SOS*SOS*SOS* FROM PASTORES, GUNNED BY ENEMY SUBMARINE, WENT OUT ON. NORMALLY IT SHOULD HAVE BEEN 600 METERS, THE CHANNEL THAT ALL SHORE AND SHIPBOARD STATIONS GUARDED 24 HOURS A DAY, EVERYDAY. TODAY IT IS REFERRED TO 500 KILOCYCLES.

THE SS PASTORES, PRIOR TO APRIL 1917 WAS THE FLAGSHIP OF THE GREAT WHITE FLEET, OF THE UNITED FRUIT CO. HER RUN WAS A PEACEFUL ONE FROM NEW YORK CITY TO VARIOUS PORTS IN THE CARIBBEAN SEA; CARRYING PLEASURE SEEKING PASSENGERS IN THE FINEST SHIPBOARD QUARTERS OF THAT ERA. SHE WAS ALSO ONE OF THE FEW REFRIGERATED SHIPS, AND AT THE MANY PORTS OF CALL LOADED BANANAS FOR THE NEW YORK MARKET. THESE REFRIGERATED HOLDS GAVE HER DUEL ROLE DURING THE WAR, FOR IN ADDITION TO THE TROOPS, SHE CARRIED MUCH FROZEN BEEF TO FRANCE.

AS SOON AS THE WAR BROKE OUT THE PASTORES WAS TAKEN OVER BY THE ARMY TRANSPORT SERVICE AND BECAME THE USAT PASTORES. SHE WAS CONVERTED INTO A TROOPSHIP, ARMED WITH FOUR SIX INCH GUNS MOUNTED ON HER DECKS, TWO FORWARD, ONE ON THE STARBOARD, THE OTHER PORTSIDE. THE TWO AFT IN SIMILAR POSITIONS. HER CIVILIAN CREW WITH THE CUSTOMARY CHANGES REMAINED ABOARD, BUT A NAVY ARMED GUARD DETACHMENT WAS PLACED ABOARD ALSO. THIS CONSISTED OF THREE COMMISSIONED OFFICERS, FOUR GUN CREWS, THREE RADIOSMEN, SIX SIGNALMEN AND A MASTER AT ARMS.

WITH THIS MIXED CREW SHE SAILED FROM HOBOKEN, NEW JERSEY, JUNE, 14, 1917, WITH THE FIRST CONVOY CARRYING AMERICAN TROOPS TO FRANCE. SHE WAS THE SECOND SHIP TO DOCK IN ST. NAZARIE, HER SISTER SHIP, THE TENEDORES, WAS THE FIRST. THE PASTORES REMAINED A USAT UNTIL MAY 1918 WHEN A COMPLETE NAVY CREW TOOK OVER, AND SHE WAS THEN THE USS PASTORES.

IT'S NOW AUGUST 13, 1918, TIME ABOUT 2 P.M. LOCAL SHIPBOARD. WE WERE OUT OF BORDEAUX INBOUND TO NEWPORT NEWS, WITH MANY VERY BADLY WOUNDED SOLDIERS ABOARD. THE WEATHER WAS MODERATING CONSIDERABLY, AS THE NIGHT BEFORE WE HAD GONE THRU THE CENTER OF ONE OF THOSE TYPICAL TROPICAL HURRICANES. LIKE THE ONES THAT CARRY THE GIRLS NAME NOW. HOWEVER, WE HAD VERY LITTLE WARNING OF IT, EXCEPT A

FALLING BAROMETER, AS NO PLANES SCOUTED THEM IN THOSE DAYS AND ALL SHIPS WERE REQUIRED TO KEEP RADIO SILENCE. IT HAD COME UP OFF THE SOUTHERN COAST AND VEERED NORTHEASTWARD AT HATTERAS. WE HAD THE USUAL WINDS, FIRST FROM ONE QUARTER, THE LULL AS THE CENTER WENT BY, AND THEN WINDS FROM THE OPPOSITE QUARTER. IT DID HEAVY DAMAGE TO OUR LIFEBOATS, HURLED LIFE RAFTS STACKED ON THE DECK INTO THE SEA LIKE THEY WERE PLAYING CARDS, AND COMPLETELY DEMOLISHED OUR RADIO ANTENNA. WE HAD BEEN GETTING WARNINGS THAT "SUBS" WERE OPERATING OFF THE ENTRANCE TO THE CHESAPEAKE BAY AND SOUTHWARD TO CAPE HATTERAS. IN FACT JUST TWO NIGHTS BEFORE WE GOT WORD FROM OUR NAVAL RADIO STATION IN ARLINGTON, VA. THAT A SUB OR SUBS HAD SANK DIAMOND SHOAL LIGHTSHIP OFF HATTERAS. AS SOON AS DAYLIGHT CAME AND THE WINDS HAD SUBSIDED, WE MANAGED TO GET AN AUXILIARY ANTENNA UP, CONSISTING OF ONE WIRE FROM THE SMOKE STACK AMID SHIP TO THE AFTERMAST. IT WAS A VERY POOR SUBSTITUTION FOR OUR REGULAR AERIAL, WHICH WAS AT LEAST TWENTY-FIVE FEET HIGHER, TWICE AS LONG AND CONSISTING OF EIGHT WIRES STRETCHED BETWEEN THE TWO MASTS ON TWENTY FOOT SPREADERS. THIS NATURALLY PUT OUR TRANSMITTER OUT OF TUNE WITH THE ANTENNA CIRCUIT. WE HAD NO WAVE-METER ABOARD AND ALSO WERE REQUIRED TO KEEP RADIO SILENCE, MAKING IT IMPOSSIBLE TO RETUNE TO THE EMERGENCY AERIAL. THIS WAS A BAD SITUATION IN WATERS WITH "SUBS" OPERATING.

I HAD THE EIGHT TO NOON WATCH, THEN MY CHOW, AND WAS DOWN ON THE WELL DECK AFT WASHING CLOTHES AND PLANNING THE SEVENTY-TWO HOUR LEAVE I HAD COMING TO ME. THE SOUND OF THE BUGLE, WITH GENERAL QUARTERS CALL, SNAPPED ME OUT OF MY DAY DREAMING. I WAS CHIEF RADIO MAN AND MY PLACE WAS TO GET TO THE RADIO ROOM AT ONCE. CLIMBING THE LADDER, WHICH LED FROM THE WELL DECK TO THE TOPSIDE, AS FAST AS POSSIBLE I SAW OFF THE STARBOARD THE FLASH OF A GUN, THEN THE SOUND OF A SHOT, AND THE "SUB" OFF IN THE DISTANCE. YOU COULD PLAINLY SEE THE CONING TOWER, THE GUN CREW ON DECK. THIS WAS A REAL ATTACK.

JUST AS I ARRIVED AT THE RADIO-ROOM AND TOOK OVER THE OPERATING POSITION, A MESSENGER ARRIVED FROM THE BRIDGE WITH THE WORD TO

.....CONT'D NEXT PAGE.....

S O S

BY: BILL PASSANO, K4ES, FORMER
RADIO GUNNER

....CONTINUED.....

SEND OUT THE FOLLOWING. SOS SOS SOS FROM NAGD (SHIPS CALL LETTERS) LAT. 35. 34 N LONG 69.46 W, COURSE 255 TRUE, SPEED 17 KNOTS, GUNNED BY ENEMY SUB. THIS WAS ABOUT 325 MILES NW OF BERMUDA. I IMMEDIATELY STARTED UP THE GENERATOR, PRESSED DOWN THE KEY AND LOOKED FOR RADIO FREQUENCY INDICATION. I WAS VERY DOUBTFUL OF RESULTS ON THE IMPROVISED AERIAL WE HAD PUT UP EARLY THAT MORNING. THERE WAS A BIG RADIO ANTENNA METER ABOUT THREE FEET ABOVE THE KEY AND IN NORMAL OPERATION WE SHOWED ABOUT 22 AMPERS READING. IT JUST BARELY QUIVERED AND WE WERE IN TROUBLE. IT WAS KNOWN THAT SUBS TRIED TO HIT THE RADIO ROOM IF AT ALL POSSIBLE TO PREVENT MESSAGES FOR HELP FROM GETTING OUT. THERE WERE NEARLY 2000 MEN ABOARD AND MANY BADLY WOUNDED, THEREFORE, IT WAS UP TO ME, AND ME ALONG, TO GET WORD TO SOME ONE, JUST WHAT WAS TAKING PLACE.

I THEN REMEMBERED SOMETHING I HAD LEARNED IN RADIO SCHOOL, SOME YEARS PREVIOUS, THAT WAS IF YOU LOST YOUR ANTENNA IN A COLLISION, REMOVE THE ANTENNA COUPLER, AND CONNECT YOUR OUTPUT DIRECTLY ACROSS THE ANTENNA AND GROUND. THIS I DID AS QUICKLY AS POSSIBLE, THEN PRESSED THE KEY AND THIS TIME I HAD EIGHT AMPERES INDICATION. NOT NEAR NORMAL AND WHAT WAVELENGTH, BUT AT LEAST SOMETHING GOING OUT...WOULD ANYBODY HEAR ME??? WE WERE NOT TOO FAR FROM BERMUDA AND I HAD HEARD THE NAVAL STATION THERE (CALL BZR) SENDING OUT "SUB" SIGHTINGS DURING MY MORNING WATCH, I THOUGHT AT LEAST THEY MIGHT HEAR ME. I SENT THE SOS, AGAIN AND AGAIN, BUT STILL NO ANSWER; BUT ON THE FOURTH TRY, HERE COMES OUR GOOD 'OLE NAVAL STATION, (CALL NAG), ON FIRE ISLAND, L.I. HE SAID HE RECEIVED ME OK AND IMMEDIATELY REPEATED OUR POSITION COURSE SPEED AND THAT WE WERE IN A RUNNING BATTLE WITH A "SUB". WHAT HE DID WAS ON 600 METERS AND THE WHOLE EAST COAST BECAME ALIVE. NAO AT CHARLESTON, (NAM) AT NORFOLK, (NAJ) AT PHILADELPHIA, AND (NAH) AT NEW YORK; ALL TAKING TURNS REPEATING IT. I KNEW AT LEAST I HAD DONE WHAT I WAS SUPPOSED TO DO, AND READILY ADMIT IT CERTAINLY WAS A RELIEF TO KNOW I HAD GOTTEN THE WORD TO SHORE AND IF

ANY HELP NEAR BY WAS POSSIBLE THEY WOULD BE INFORMED. DURING THIS TIME I COULD HEAR OUR TWO STERN GUNS FIRING. I LEARNED LATER, THEY WERE GETTING THE RANGE OF THE "SUB" REAL GOOD AND AFTER GETTING ONE SO CLOSE THEY THOUGHT IT MIGHT HAVE BEEN A HIT, THE SUB QUICKLY SUBMERGED. OUR TWO CREWS FIRED 15 SHOTS AND THEY COUNTED 9 FROM THE ENEMY, NONE REALLY CAME TOO CLOSE.

A FEW YEARS LATER, I READ THE LOG OF THE U-140, AND IT SHOWED A FIGHT, AT THAT DATE AND TIME, WITH UNKNOWN VESSEL. SHE WAS ON HER WAY HOME AFTER A VERY SUCCESSFUL OPERATION ALONG OUR COAST.

SO WHAT WAVELENGTH (OR CHANNEL) WERE WE ON. NO ONE CAN ANSWER THAT, EXCEPT THE GOOD 'OLE OPERATOR ON DUTY AT FIRE ISLAND. WAS THERE SOME CONNECTION BETWEEN THE SIMILAR CALLS NAGD AND NAG, WAS THE OPERATOR BY CHANCE TUNING AROUND AND HIT THE WAVELENGTH WE WERE ON; AND NOT SUPPOSED TO BE. I HAVE THOUGHT ABOUT IT MANY TIMES AND THANK HIM SO MUCH, FOR WHAT EVER IT WAS.

AN ITEM FROM ONE OF OUR NEW MEMBERS:

"WHEN I WAS BUT IN HIGH SCHOOL IN SIOUX FALLS, S.D.--THAT WAS THE DAYS OF 'SPARK'-- ONE OF MY CONTACTS WAS ED FREEMAN IN YANKTON, S.D. OVER A PERIOD OF YEARS WE LOST CONTACT-- AS A MATTER OF FACT I HAD NOT MADE CONTACT WITH HIM FOR 43 YEARS UNTIL ABOUT THREE MONTHS AGO WHEN I HEARD HIM ON SSB. I BROKE HIM AND WE MADE OUR FIRST CONTACT IN ALL THOSE YEARS. NOW WE HAVE A REGULAR 'SKED' EVERY SATURDAY MORNING. THIS IS NOT JUST IDLE CHATTER ABOUT THE LAPSE IN TIME AS WE BOTH HAVE THE QSL CARDS TO PROVE OUR 1921 CONTACTS. WE THOUGHT THIS WAS A 'FIRST' OF SOME KIND. HI. I GUESS IT WAS ON ACCOUNT OF THIS THAT I JOINED THE OOTC."

THIS IS FROM HARRY MANNING, WQ6AYF
CHAIRMAN OF SOUTHERN CALIFORNIA CHAPTER QCW

The General Electric News
Syracuse, N.Y.

9/25/64

Page 6

THE

Broughton Marks 40th Year With the Company



40-YEAR MAN—Art Maynard (r), Manager of VCPS, is shown with William G. Broughton who recently completed 40 years of service with the Company. Broughton received a plaque with his name inscribed in recognition of his long service with General Electric.

William G. Broughton, VCPS District Sales Manager of broadcast equipment sales, recently marked his 40th year with the Company. He joined General Electric in 1924 at the Schenectady plant and was employed as a Design Engineer there.

During the following 24 years, he held positions at Schenectady which included Aeronautics and Marine Engineer, Radio Engineer, Systems Application Engineer until he moved to Syracuse in 1948.

He assumed a position in Marketing management in the former Transmitter Department here un-

til he was promoted to District Sales Manager of broadcast equipment sales. Broughton is headquartered here with VCPS but also covers all of New York State, exclusive of the New York City Metropolitan area, and northern Pennsylvania.

Broughton holds membership in a number of organizations such as the IRE, Schenectady Amateur Radio Association, American Relay League, Inc. and is a charter member of the Edison Golf Club.

His hobbies include amateur radio, photography, skiing, sailing, and he holds a private plane pilot's license. He is also a Merit Badge Counselor in Schenectady.



BEN JACKSON, W6JF
FOR YOUR BLUEBOOK.



ESTANISLAO LOPEZ, LU7AB
PRESIDENT OF THE CLUB OF
RADIO VETERANS.



AUGUST OSORIO, LU2AO OUR
SOUTH AMERICAN REPRESENTATIVE OF OOTC.

Spark-Gap Times

PAGE 28

FEBRUARY 1965

CODES

BY: BEN JACKSON, W6JF

A	I	U	E	O
SA	SI	SU	SE	SO
NA	NI	NU	NE	NO
MA	MI	MU	ME	MO
RA	RI	RU	RE	RO

KA	KI	KU	KE	KO
TA	TI	TU	TE	TO
HA	HI	HU	HE	HO
YA	YU	YO		
WA	WI	WE	WO	N

THE FOLLOWING CHARACTERS WHEN FOLLOWED BY DIACRITICAL MARKS (NIGORI - HANNIGORI) ARE MODIFIED AS INDICATED:

"K" CHARACTERS WHEN FOLLOWED BY .. (NIGORI) BECOME "G" CHARACTERS.
 "S" CHARACTERS WHEN FOLLOWED BY .. (NIGORI) BECOME "Z" CHARACTERS.
 "T" CHARACTERS WHEN FOLLOWED BY .. (NIGORI) BECOME "D" CHARACTERS.
 "H" CHARACTERS WHEN FOLLOWED BY .. (NIGORI) BECOME "B" CHARACTERS.
 "H" CHARACTERS WHEN FOLLOWED BY (HANNIGORI) BECOME "P" CHARACTERS.

.. NIGORI
 ... HANNIGORI
 .-. PERIOD
 -.- STARTING PARENTHESIS
 .-. CLOSING PARENTHESIS
 ... END OF MESSAGE
 -.-.- BREAK SIGN (ALSO -.-.-)
 .-.- HYPHEN

.... WRITE STROKE (/) SIGN.
 HAS SIMILAR MEANING TO COMMA
- OR -.-.- IS A FORM OF BREAK
 SIGN. MAKE SPACE WRITE HYPHEN THEN
 MAKE A SPACE. THIS IS TO PREVENT
 CONFUSION WITH A REGULAR HYPHEN
 WHICH IS WRITTEN AGAINST A CHARACTER.

(THE ABOVE IS THE JAPANESE KANA CODE AND MODIFICATIONS)

(BELOW IS THE RUSSIAN CODE)

A .-
 B
 V .-
 GH --
 D -..
 YE .
 ZH ...-
 Z ---..
 I ..
 EE .-.-
 K -.-
 L .-..
 M --
 N -..
 O ---
 P .-.-

R .-..
 S ...
 Y -
 OO ..-
 F .-..
 FH
 TS -.-..
 CH ---..
 SH ----
 SHCH ---.-
 Y -.-..
 YU ..-..
 YA .-..
 I -.-..
 EH

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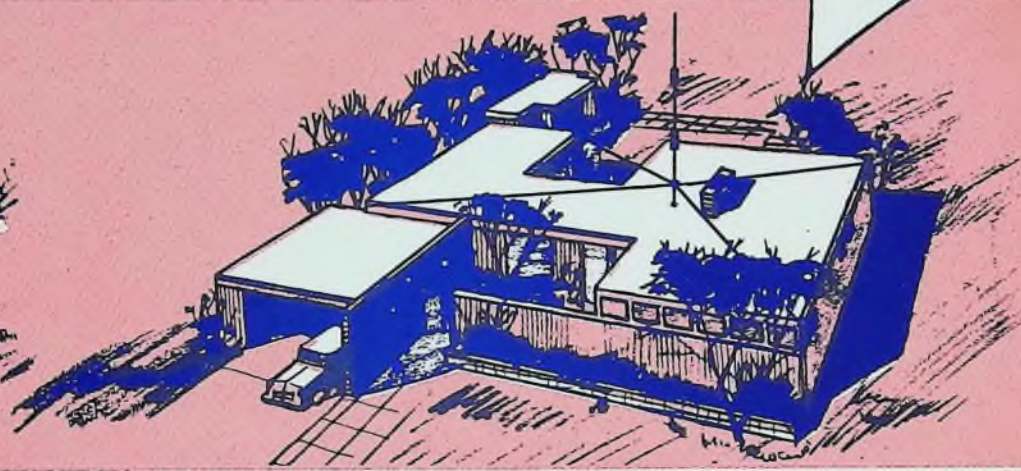
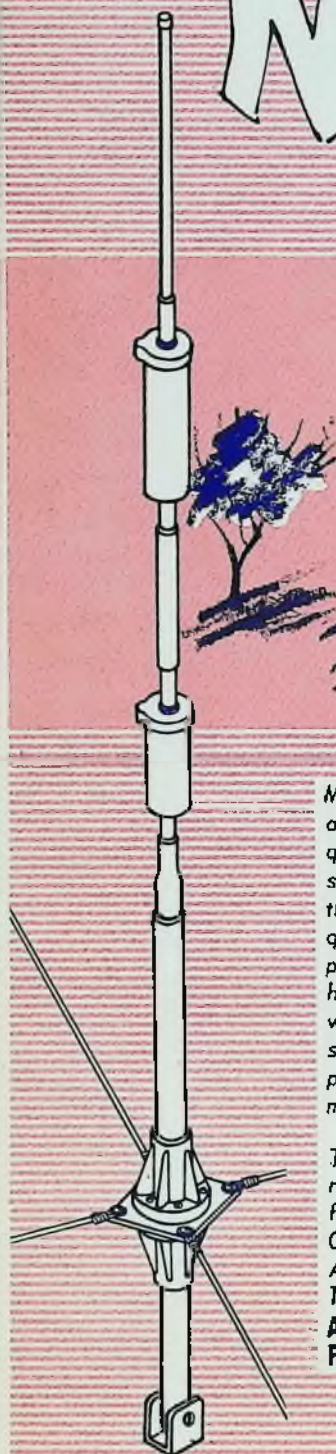
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*SEND SELF-ADDRESSED ENVELOPE WITH 10¢ IN STAMPS WITH ORDER FOR GUMMED STAMPS.

NEW mosley roof mounting antenna



Mosley engineers have developed a self-supporting roof mounting vertical antenna. This antenna (RV-4) can be mounted on the ground or on any roof. The RV-4 operates as a quarter wave vertical antenna on 10, 15, 20 and 40 meters. The RV-4 features the Mosley slim line "Trap-Master" traps that have earned user acclaim through daily use in tens of thousands of installations throughout the world. These weather proof traps are of high-quality design, wound on grooved, high impact polystyrene forms to maintain resonant points under wide variations of temperature and humidity. The RV-4 vertical antenna is heavy duty built in every detail to meet exacting commercial standards. Element end is weather sealed with a molded cap. The exclusive Mosley base insulator assembly is constructed of "Cycloac" and heavy gauge steel for rugged durability. Mosley RV-4 is an optimum performing, automatic band switching antenna, that is completely factory pre-tuned to maintain low SWR over entire range.

The RV-4RK Kit for roof mounting includes radial wire, mast and hinged mounting. No radials required for ground mounting if a good ground connection can be provided within a few inches of the antenna base. Antenna rated at 750 watts on AM phone, 1000 watts CW and 2000 watts P. E. P. on SSB, input to final amplifier. Uses single 52 ohm coax line. Antenna height 20' 8-5/8" above insulator, with roof mount 25' 2-5/8". Weight of antenna 10 lbs., with roof mount 14½ lbs.

ANTENNA MODEL RV-4..... AMATEUR NET 30.42
ROOF MOUNT MODEL RV-4RK..... AMATEUR NET 16.77

Mosley Electronics Inc.

In request of further information write for literature code 14.

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