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<b>FEA Calling Freq. (MHz)</b>	7.026/7.028, 10.118/10.138, 14.058, 18.085, 21.058, 24.918, 28.058/28.158	
<b>FEA CW Net Schedule</b>	40m: 2300GMT on Saturdays	20m: 0800GMT on Sundays

<b>Contacts</b>				
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<b>QSL Bureau:</b> Akinori Harry SHIBATA, 4-34-10-203 Senriyama-Nishi, Suita City, OSAKA 565-0851 JAPAN --- Please send your SASE's or SAE's + IIRC/SAE to the bureau.				

***from Editor***

Harry, JL3AMK #15002

**Back Issues**

You can read the latest and back issues of FISTS Newsletters at FEA website; morsEAsia, KeyNote and FDU Newsletter.. You have to input username and password. Please email webmaster with your name, callsign, and FISTS#, if you don't know them.

**Many Thanks**

to Sugi, JK7UST #7178 and Johon, 9V1VV #8998.for posting articles.

***from Members*****Drake R-4C, I Longed for.**

Sugi, JK7UST#7178

Translated freely by  
Harry, JL3AMK #15002

I have received the R-4C that I had made a successful bid on the Internet Auctions. I have longed for it since I had become a radio amateur.

Previous owner had mainly used on 80-meter. I turned the receiver on and tuned on 80m at first, then lots of signals were received strongly. It seemed to be tuned up for this band. But signals on 40-meter

couldn't make the S-meter move. Other bands seemed not to work well.

So I adjusted the sensitivity by changing variable inductors connecting to the variable coil, and local oscillators too. Now I can hear good sound from speaker, on 40m, 20m and 15m as same as on 80m. I didn't adjust 10m because I don't have any antennas for that band.

The sound is really soft. Receiver performance is good because that has roofing filters, I guess. The 8kHz-width 4-pole Xtal filter is set as a 1st IF filter. It has wonderful performance although this was made 30 years ago.

I'd like to use my R-4C as an external sub-receiver for Elecraft K3 that I had ordered it but have not received yet.

73, Sugi, JK7UST



## Ham Radio CW Operating Techniques vs Marine Radio

John 9V1VV #8998

**Since** getting my ham license in 2002 and going on the air I have become aware of many differences in operating procedures to those I was used to as a sea-going radio operator in the 1970s and 80s.

**On** the ham CW bands the operators almost all use iambic keys, which were almost unheard of when I was at sea.

**I** did come across one in a radio shack of the South African coastal tanker MT Buffalo when I first went to sea in 1979, but I never used it, being somewhat afraid of the wrath of the South African coast station operators at ZSC and ZSD, who were all straight-key men. Some of the Greek ship's operators would use iambic keyers and make mistakes, and the coast stations would refuse to work them if they could, sending terrible insults over the air. I believe with practice we could have all used keyers but were afraid to go on air with them.

**Although** I have said we only used straight-keys at sea, this is not strictly correct. The USA operators used bugs extensively, often at very high speed. The operators at KPH were a pleasure to work., but EU operators generally steered clear of bugs. The UK coast stations would also discourage their use, Portishead Radio GKA being the main one.

**EU** coast and ship station radio officers were mainly trained the old-fashioned way on straight- keys. We were not allowed to use side-tone when sending, and we had to learn to receive through heavy QRM which was simulated by mixing the instructor's signals with noise from an old AR88 receiver. My Morse instructor was an ex-government radio operator who had served in diplomatic missions all round the world . A fascinating man.

**At** my radio college in Bristol, England I was tutored

over a 2-year period, which gave plenty of time to hone straight-key skills. The reason for the long time to achieve 20 wpm was because we also learned radio technology theory, from batteries and Ohm's law through to 3-phase theory and transmission lines. It was a good foundation for a future career in electronics.

**The** final Morse test was daunting. We had to send mixed groups at 16 wpm with no uncorrected errors over a ten-minute period. Only 4 corrected errors were allowed. Similarly with plain text at 20 wpm. For receiving, no errors were allowed whatsoever, and we were not allowed to request repeats. I was lucky enough to pass first time but many of my friends had to endure the ordeal again in order to get through.

**We** learned all the standard abbreviations, very few of which are used by hams, and much of our instruction involved distress and urgency procedure. I can still remember many of the Qcodes such as QSQ, QTC, QSA etc. Punctuation marks such as colon, open bracket and closed bracket are never used by hams, nor are the European letters with umlauts and accents.

**I** was involved in a rescue at sea in 1985 when we saved 16 souls from the foundering MV New Concord in the South China Sea when I was on board the supertanker MT Eriskay. I first picked up the distress on 500 KHz and we were the closest vessel to the stricken ship. In two hours we were in position to pick up the survivors in their lifeboat. After they had come on board we received a relayed SOS via Satellite communications, two hours later ! But those were early days in satellite communications, and now things are much faster. I believe this rescue must be one of the last ever to use 500 KHz as a means of communications.

**Some** of the symbols used by hams sound strange. We learned the standard end-of-message symbol VA but we were told never to actually use it. It meant "I have finished with you" and sounded rather impolite, and I hardly ever heard it at sea.

I never heard of KN and BK at sea. I still don't know why it is used by hams, and why we can't just use K. After all, it is obvious who is in communications with whom.

73 was rarely heard either, except from one or two coast station operators at KPH (USA) and VIP (Perth). 73 sounds rather informal but of course it is ideal for hams; we are not communicating official messages. At sea the standard way to sign off was TUSU or TU SEEU.

We used full break-in at sea which was necessary when sending or receiving long messages. This meant that the receiving operator could break in at any time and request a repeat of a missed word. It was very useful. I don't hear full-break-in on the ham bands.

For 15 years I did not go near a Morse key and I am trying to get back to the proficiency I had at sea. Many ham operators are incredibly skilful and it is a pleasure to hear them and learn from them.



**PHOTO:** John in the radio shack of the cruise liner MS Coral Princess with his daughter, in 1987

73

John 9V1VV

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***from FEA Net Manager***

**FEA CW Net Results : Nr. 163 to 166**

**Nao, JO3HPM #15008**

No.	Y/M/D	GMT	MHz	Controller	Participant
166-2	2008/2/24	0800-0900	14.0515	JO3HPM(Nao)	VK4TJ(John), JJ8KGZ/m(Leo)
166-1	2008/2/23	2300-0005	7.026	JJ8KGZ(Leo)	JL1IRB(Hoz), JR0YRC(Man), JO3HPM(Nao), JK7UST(Sugi), JK1TCV(Kazu)
165-2	2008/2/17	0800-0845	14.054	JO3HPM(Nao)	VK4TJ(John), JE1RZR(Manabu)
165-1	2008/2/17	0000-0110	7.026	JE7YTQ(Sugi)	JE1RZR(Manabu), JO3HPM(Nao), JR0QWW/0(Taro), JL1IRB(Hoz)
164-2	2008/2/10	0800-0900	14.055	JO3HPM(Nao)	9V1VV(John), VK4TJ(John), JE1RZR(Manabu)
164-1	2008/2/9	2300-0000	7.001	JJ8KGZ(Leo)	JQ2SFZ(Isao), JO3HPM(Nao), JG0SXC(Man), JK7UST(Sugi)
163-2	2008/2/3	0800-0900	14.054	JO3HPM(Nao)	VK4TJ(John), ZL2AOH(Ralph), JE1TRV(Atsu), 9V1VV(John), JK1TCV/QRP(Kazu)
163-1	2008/2/2	2300-0001	7.026	JE7YTQ(Sugi)	JO3HPM(Nao), JA3AVO(Masumi)

***See You Next Month!***