



Recommended calling QRGs: 7.028, 10.118/10.128/10.133, 14.058, 18.085, 21.058/21.138, 24.908, 28.058/28.158

FEA Net: 7.026 MHz 2300UTC on Saturdays, 14.054 MHz 0800UTC on Sundays

FEA Crossing: 7.025 to 7.030 MHz, from 2330UTC on Fridays

FEA-100 Award: [http://www.feacw.net/qrv/FEA-100\\_Award.htm](http://www.feacw.net/qrv/FEA-100_Award.htm)

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FISTS members can receive the morsEAsia via e-mail. Please email the web admin with your FISTS#.

Treasurer, Contest & Award Manager: Sugi JK7UST,

<http://www.feacw.net/> or <http://www.fists-ea.org/> (Secondary)

## NEW MEMBERS

We're very pleased to welcome our latest members: Yoshi, JF6CCI #21286, Akky, JJ1VNV #21287 and Ken, JM4AOA #21288.

### KEN, JM4AOA, #21288

Hello members. I am Ken, JM4AOA. I have been a ham since 1994 and QRV in CW since 1995. I owned one paddle and one straight key, but the one I was using most of the time was the paddle. Last month, I bought a new straight key for photos and started using it. It is fun to communicate with a lot of stations with this straight key. I want to learn various things from the members and enjoy my hobbies. We look forward to seeing you on the air! 88 es 73 GL



## AKKY, JJ1VNV, #21287

### [Information]

Nr: 21287  
Call sign: JJ1VNV  
HN: AKKY (Mr.)  
SPC: JPN

### [Distribution]

- 1) Location:  
I was born in...: Sendai City (GL:QM08), using JP7XLU  
My permanent location: Tokyo (GL:PM95), using JJ1VNV  
My current place for my job reason: Saga City (GL:PM53), using JJ1VNV/6
- 2) Where am I staying: mainly WARC band (30 m >> 17 m >> 12 m),
- 3) When can you find me: Weekends (in JPN), weekday local nights (JST)



### [Ecology-1]

- 1) Properties:  
Multimode activist: CW >> SSB > D-star > FM >> Digital  
Inactive now: FT8 and other digital mode  
Not achieved yet: C4FM, satellite, EME, TV...
- 2) CW style:  
Mainly: Hunter (call CQ STN at the same speed)  
Sometimes: CQer  
Style: Telegram style (like type the manuscript)

### [Ecology-2]

- 1) LP STN: I move a lot for my job, so HP STN set up is difficult for me.
- 2) I like QRP: I often call QRP station with my QRP!
- 3) “/”: I also like traveling and driving, then I have QSO by “Mobile” and “Portable”.

### [History]

2019: I got a 4th grade license, and soon got a 3rd grade license. The reason is that there was a big typhoon disaster in Japan.

2020-2021: Taking advantage of the increase in telework by COVID-19, I got two advanced license and some professional license. I was able to do that by I no needed a long commute time at every weekday.

Sep. 2021: CW debut with QRPp: 0.5 W at 70 cm band. I was sending CQ secretly, but a famous OM found me out! (hi).

Sep. 2022: 1st Anniversary! I'm still a beginner..... But, I always enjoy CW QSO!

### [Belonging to]

FISTS, SKCC, A1C, KCJ, JARL QRP club....

### (Bonus Photo)

I created recently a survival tool, I named it “Survival Glove Key: SG-Key”, hi.

I'm looking forward to meeting you on the air by CW QSO. TNX FER ALL CW FUNS! DE JJ1VNV. VY BEST 73





## HAM FAIR 2022 – AKI, JL1GEL #15147

Ham Fair 2022 was held August 20 and 21 at Tokyo Big Sight. We opened a booth for introducing FISTS activities and demonstrating Morse communications. Many FEA members visited to our booth and enjoyed eye-ball QSO's.



In order to demonstrate the fun of Morse communication, we performed several games to compete the listening skill of Morse. One of them is “FISTS Time Attack” to compete the number of copied English words in one minutes using the software “DitDah Head Copy Trainer (<https://ditdah.undo.jp/headcopy-trainer/>)”. This game had drawn attention and we had many participants including high-school students.

TIME ATTACK	
1	JS2AHG // 14
2	JJ1BY 11
3	JE1RZR 9
4	JS/A22 8
5	JAI0JA 8
6	JE1TRV 7
7	JG1BG7 7
8	JS3EOE 6
9	JR0BAQ 6
10	JH1WDC 5
11	J11JDI 5
12	JG1PLA 4
13	JJ1LW 4
14	JJ1YAF 3
15	JNYAF 2
16	



On the first day night, some of the FEA members went to a pub and had an excellent time.



We hope many FISTS members to come visit Ham Fair next time!

### NEW PROJECT IS GOING – MANABU, JE1RZR, #15020

I took 20-m 5-el YAGI down in mid of May due to some problems on the antenna. Since then I've been trying to QRV again and started to build it up finally. To be continued ^^/



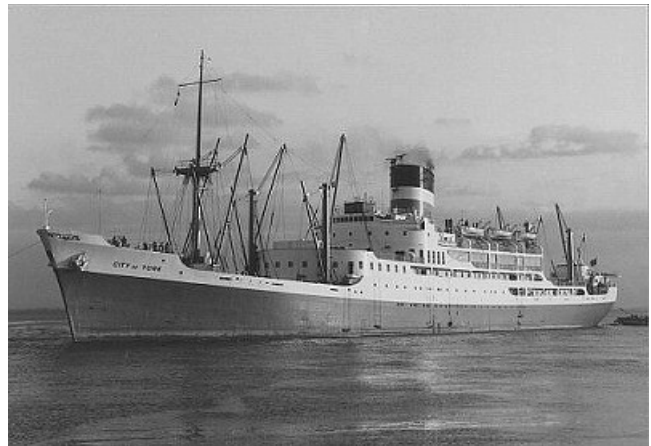


## WHEN WILL YOU GET A PROPER JOB GEORGE....., PART ONE - GEORGE, 7J1ATG / VK4BGR / GW3YTC, #15076

“When will you get a proper job George .....” these were the words my dear Aunt Joyce used to say to me every time I went to visit her during my leave from the Merchant Navy..... I think she meant well ..... maybe?

As far as I was concerned - I had a “proper job” - in my opinion anyway ..... and it was my first and favourite full time job.....it was my favourite job then ... and still is .... and I would still be doing that same job now .... if I had the choice ..... and ..... IF that job of Radio Officer had not been replaced by an IMARSAT Satellite Communications Terminal..... that’s progress I guess?

I was a Radio Officer in the Merchant Navy for over 15 years and the “City of York” (Photo above - Call sign MQFR) a 110 First Class only Passenger / Cargo ship under the British Flag - was the first of 23 ships I served on as a Radio Officer (R/O) between 1969 and 1985.



My first Ship .....TSMV City of York

Since the age of 10 I was interested in BOATS and RADIO. At that time my first BOAT was an old thrown away very large suitcase that my brother and I found and thought we could use to cross a local pond after we patched up some holes. Not the best idea I ever had .... the journey on the surface of the pond in the converted suitcase lasted less (much less actually) than the maiden journey of the Titanic. In fact the repaired suitcase sank almost immediately my brother and I boarded it!

At 10 my interest in Radio (and Ham Radio in particular) - was brought about by my Father teaching me Morse Code using a combination of old wooden clothes pegs - BRASS TACKS, wire, battery and a buzzer. My Father had been a Radio Operator in the Army TANK Corps.

Having achieved a certain “ability” in Morse Code I then decided to attend night classes at the local Technical College to do the “Theory Part” of the RAE (UK Radio Amateur Exam). I was perhaps a little young (11 years of age) and certainly over confident and obviously - Morse Code ability alone was not enough - I failed my first attempt at the RAE Theory Examination.

Despite such failures - my interest in BOATS and RADIO continued and at 15 years of age I entered the Fleetwood Nautical College (in the North West of the UK) to become a Radio Officer.

I completed my 1st Class Radio Telegraphy Operators Cert, Telecom Technicians Certs and Radar Maintenance Certs by the age of 18..... and also managed to get my RAE (My first Ham Radio Callsign G3YTC) along the way.

A few days after my 18th Birthday in 1969 I was on my way, by express train, from the North West of England to Tilbury Docks in London to join my first Merchant Navy ship - a Passenger /Cargo Ship - the TSMV “City of York” (TSMV = Twin Screw Motor Vessel - basically two engines and two propellers).

I had joined the somewhat “infamous” Marconi International Marine Communications Company (MIMCO) as “2nd Radio Officer” onboard the “City of York” and my job as a Marine Radio Officer had begun. MIMCO produced and installed the radio installations onboard numerous vessels and basically “rented out” the Radio Officers to operate the installations. Due to this arrangement I sailed on many different types of vessels for many shipping companies in my time with MIMCO.



In those days a R/O being onboard any Merchant Ship was a regulation that was strongly enforced - if no R/O was onboard - the Ship could not leave port.

Depending upon the size and purpose of the ship a minimum of 1 R/O (typically on Cargo ships) to multiple R/Os in the case of Passenger Ships was the norm.

It is hard to imagine in these days of satellites and mobile phones allowing instant video calls from your wristwatch - but even as late as the late 1970's / early 1980's the service provided onboard by the R/O (mainly still by CW means then) was critical to the vessel safety and usually the only means of communication with the outside world after leaving port.

Silence periods as marked on the radio Room Clocks - 500kHz CW (W/T) at 15 mins past the hour to 18 mins and 45 mins to 48 mins. Radio Telephone (R/T) 2,182kHz on the hour till 3 mins after and at 30 mins to 33 mins.



I have many stories I can tell of my time as a Radio Office (and some I maybe cannot :-)). I can tell some about the “City of York” and also the other ships I sailed on and about the radio and navigation equipment I worked on - I hope that you will enjoy.

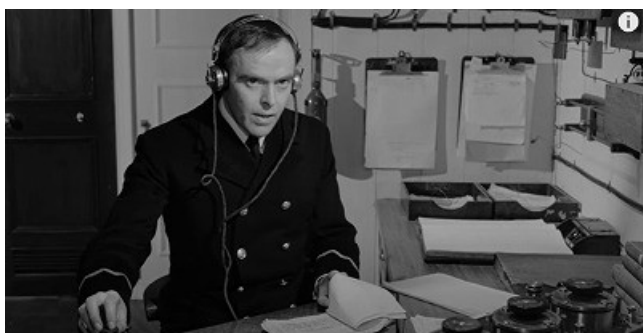
On the “City of York” being for First Class ONLY Passengers (110 all with luxurious cabins) there were some famous passengers during its fixed trips from the UK - to Holland / Germany / Las Palmas (Canary Isles) / Capetown / Port Elizabeth / East London / Durban (South Africa) / Lorenzo Marques (now Maputo) / Beira (Mozambique)..... and then the return trip via all these ports to the UK (the round trip taking about 3 months to complete).

Of the “famous” passengers I met onboard the “City of York” - one I recall with great fondness was a UK (Welsh) Actor Kenneth Griffith.

Kenneth Griffith played the part of the Chief Radio Officer (John (Jack) Phillips) in the 1958 Movie “A Night to Remember” which was a movie about the sinking of the RMS Titanic.

John (Jack) Phillips is known as the “Hero of the Titanic” as he stayed at his key sending out SOS messages even when the Titanic sank (taking him to a watery grave) and is credited as saving the lives of the 706 who were rescued by other vessels (out of 2,208 onboard).

Having played the part of the Titanic's Chief Radio Officer in the Movie - Kenneth Griffith was very interested in visiting the Radio Room during his time onboard and often sat with me during my radio watches. Kenneth died in 2006. He was a very nice guy.

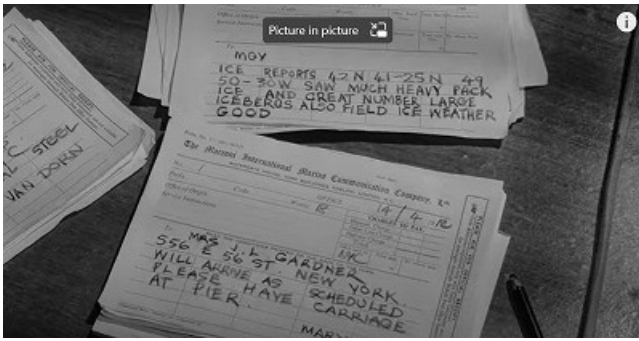


Kenneth Griffith – Actor and Passenger onboard TSMV  
“City of York”



John (Jack) Phillips – Chief Radio Officer – RMS Titanic





Copies of MIMCO Telegrams from the movie



A Typical MIMCO Radio Room of that era

I will tell you some stories in the coming months regarding the “City of York”..... and some of the other ships I sailed on..... see some below:-



REGENT FALCON (UK FLAG)



LAGAN BANK (UK FLAG)



OLIVE BANK (UK FLAG)



HOBART STAR (UK FLAG)



HOLLY BANK (UK FLAG)



BEN VENUE (UK FLAG)



ESSO PORTSMOUTH (UK FLAG)



CARCAPE (LIBERIA FLAG)



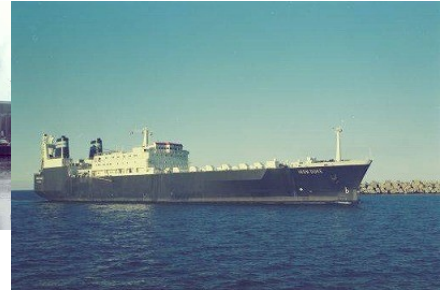
AVALON (UK FLAG)



STARMAN ANGLIA (UK FLAG)



VICKERS VIKING (UK FLAG)



IRON DUKE (AUSTRALIAN FLAG)



CELLANA (AUSTRALIAN FLAG)

To BE CONTINUED.....

73s - George



## A TROUBLESHOOTING ON MY VERTICAL ANTENNA CUSHCRAFT R9 - TAKESHI, JA4IJJ #15084

I am using a vertical antenna, a Cushcraft R9 for nine years. The R9 is a  $1/2 \lambda$  antenna (kind of an end-fed half-wavelength antenna, EFHW). Unlike a  $1/4 \lambda$  one, no ground radial is needed, and the footprint is small enough to fit my tiny garden. I have no serious troubles so far and enjoy QRV on nine bands (6 m to 80 m).

However, on Saturday night about a month ago, when I was trying to call JJ1FXF station on the 40m band, the SWR suddenly went up and I had to stop my transmission. I got very flustered because it was my turn of the A1NET controller right after the accident. A quick check suggested the R9 itself was working funny and it wasn't likely to be restored soon. So, I immediately wrote the situation on A1Chat to get the JH2HTQ station to replace the turn.

After calming down a bit, I checked the SWR of each band with an antenna analyzer and found that only the 40 m band was out of order, but the other bands were fine up to 6 m. Encouraged by this fact, I have investigated a little more carefully and found that the SWR minimum, which was set previously around 7.030 MHz, was moving toward 6.8 MHz.

I did not really understand why only the 40 m band was useless, but soon after checking the configuration scheme of R9 in the manual, I noticed the cause might lie in the loading coil of a 40 m band.

Figure 1 shows the configuration near the top end of R9. Obviously, a jumper had been installed to skip the 40 m part and directly connect the 30 m trap coil with the 80 m loading coil. So very probably my trouble should be caused by the insufficient contact of the movable tap in the 40 m loading coil.

In the morning after some days, R9 was knocked down to repair. Figure 2 shows the weather-beaten R9. Although the aluminum alloy pipes do not show any deterioration, the plating of the coil part seems to be considerably damaged. Since the movable tap of the 40 m band was a bit loose and this must be the cause of the malfunction, the tap was removed and directly soldered to the coil.

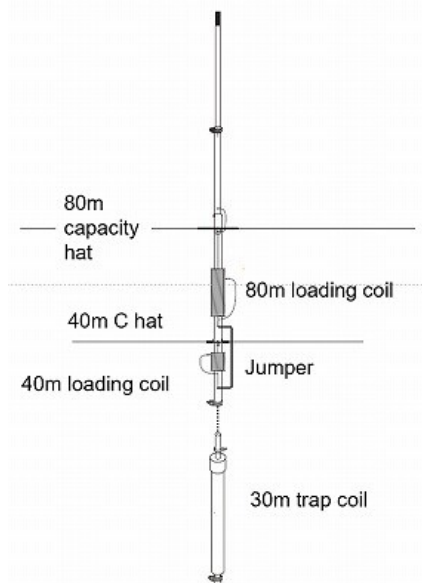


Figure 1. Configuration of top end of R9



Figure 2. Top end of weather-beaten R9.

After working for a whole day, I found all band of R9 worked fine as previously. This work (actual working time, 5 hours) was hard for the old man, since R9 is big (about 10 kg and 10 m). I definitely needed the help of good tools, however, as far as I can handle R9, I would like to maintain the R9. One good news is important parts are available from Cushcraft. For example, the parts of 80 m and 40 m in Fig.1 cost 105 \$.

Guys thank you for reading, 73 and 88!

## RAINY CAMP IN NAGATORO - TAK, JS1QIZ, #15150

I spent a night in Nagatoro, a riverside campsite, with my IC-705, a small all-band TRX. Because of the weather forecast predicting rain, the campsite was almost vacant, only two campers, including me, were there. The rain started around midnight and continued until noon the next day. Thanks to a 3 m square tarp and a tent for mountaineering, I could spend a comfortable night and enjoy QRV on 40, 30, and 17 mts, including one contact with VK3. The waterproof ATU, AH-705, just worked fine with an 8 m element and 5 m ground wires. I had a steak, rice with pickled leaves, and tomatoes for dinner, which were even more delicious after the QSOs and in the outdoor environment. Of course, I joined FEA net in the morning, hearing raindrops on my tarp. 73



Ham radio camp vlog with Morse caption:  
<https://youtu.be/oyAXVC059B0>



## FEA CW NET RESULTS: NO. 915 TO 927 - NAO, JO3HPM, #15008

No.	Date (Y/M/D)	Time (UTC)	Freq. (MHz)	Controller	Participants
927-2	2022/9/25	0800-0834	14.0545	JL1GEL	JJ1FXF, 7J1ATG/2, JO3HPM, VK6RR, JS2AHG, JE1RZR
927-1	2022/9/24	2300-0010	7.0265	JE1RZR	JE1TRV, JL1GEL, JS1QIZ, 7J1ATG/2, JO3HPM, JJ1FXF, JA4IIJ, JG1UQD
926-2	2022/9/18	0800-0836	14.054	JE7YTQ	VK6RR, 7J1ATG/2, JO3HPM, JS2AHG
926-1	2022/9/17	2300-0010	7.026	JA4IIJ	JS1QIZ, JE1LGY, JS2AHG, 7J1ATG/2, JE1RZR, JO3HPM, JJ1FXF
925-2	2022/9/11	0800-0831	14.054	JO3HPM	VK6RR, JE1RZR, 7J1ATG/2, JJ1FXF, JK7UST
925-1	2022/9/10	2300-2354	7.026	JS1QIZ	JA4IIJ, 7J1ATG/2, JE1RZR, JL1GEL, JE1TRV, JO3HPM, JK7UST, JJ1FXF
924-2	2022/9/4	0800-0824	14.054	JO3HPM	VK6RR, JE1RZR, 7J1ATG/2
924-1	2022/9/3	2300-2348	7.0265	JE1RZR	JS1QIZ, JA4IIJ, JL1GEL, JS2AHG, JO3HPM, 7J1ATG/2
923-2	2022/8/28	0800-0845	14.054	JL1GEL	JE1RZR, 7J1ATG/2, JS2AHG, JJ1FXF, VK6RR, JJ1VNV/6
923-1	2022/8/27	2300-2334	7.026	JE7YTQ	JL1GEL, JO3HPM, JS1QIZ, 7J1ATG, JJ1FXF, JS2AHG, JE1RZR, JG1UQD
922-2	2022/8/21	0800-0820	14.0545	JO3HPM	JE1RZR, VK4BGR, JA4IIJ
922-1	2022/8/20	2300-2353	7.0265	JA4IIJ	JS1QIZ, JO3HPM, JE1RZR, JR7OEF
921-2	2022/8/14	0800-0815	14.054	JE7YTQ	VK6RR, VK4BGR
921-1	2022/8/13	2300-2342	7.0275	JS1QIZ	JS2AHG, JL1GEL, JJ1FXF, JE1RZR, JA4IIJ
920-2	2022/8/7	0800-0835	14.054	JL1GEL	VK4BGR, JE1RZR, JS2AHG, JO3HPM, JJ1FXF
920-1	2022/8/6	2300-2343	7.0035	JE1RZR	JS1QIZ, JA7IKQ, JL1GEL, JA4IIJ, JG1UQD, JO3HPM, JJ1FXF
919-2	2022/7/31	0800-0842	14.054	JO3HPM	VK4TJ, JJ1FXF
919-1	2022/7/30	2300-0000	7.026	JS1QIZ	JO3HPM, JL1GEL, JJ1CJJ, JJ1FXF, JG1UQD, JR1WYW, JA4IIJ
918-2	2022/7/24	0800-0845	14.054	JE7YTQ	JO3HPM, JJ1FXF, JS1QIZ, JL1GEL, JA4IIJ, JE1RZR
918-1	2022/7/23	2300-0010	7.026	JA4IIJ	JS1QIZ, JS2AHG, JE1RZR, JL1GEL, JJ1FXF, JG1UQD
917-2	2022/7/17	0800-0809	14.054	JL1GEL	VK6RR
917-1	2022/7/16	2300-0000	7.026	JA4IIJ	JK7UST, JS2AHG, JS1QIZ, JO3HPM, JE1RZR, JL1GEL, JJ1FXF
916-2	2022/7/10	0800-0825	14.0545	JL1GEL	JE1RZR, JS2AHG, VK4BGR
916-1	2022/7/9	2300-2355	7.0255	JS1QIZ	JJ1FXF, JO3HPM, JS2AHG, JL1GEL, JE1RZR, JA4IIJ
915-2	2022/7/3	0800-0847	14.054	JE7YTQ	VK4BGR, JO3HPM, JE1RZR, JJ1FXF, JL1GEL
915-1	2022/7/2	2300-2351	7.026	JL3YMV	JK7UST, JS1QIZ/1, JL1GEL, JA4IIJ, JJ1FXF, JE1RZR

### FINALE

Due to COVID-19, I was unable to make a business trip. However, with the deregulation, I made a business trip to Sendai just the other day. Sendai is near the QTH of JK7UST Sugi-san, who is the treasurer, contest/award manager of FEA and an old FISTS friend. So I contacted him and we decided to meet. Sendai is about 1,000 km and 5.5 hours from my QTH via two shinkansens. I meet him almost every week on FEA Net. However, it had been more than 10 years since we had actually met in person. As soon as I went through the ticket gate, he called to me. What a happy moment! Over a late lunch, we enjoyed talking each other's recent activities, recent propagation status, and the current state of Morse communications. Sendai is one of the places that was severely damaged by the tsunami caused by the Great East Japan Earthquake on March 11, 2011. He guided me to the ruins of Arahama elementary school, which I had requested to visit. It is a four-story school located 700 meters from the sea. Sixty-nine minutes after the earthquake, a 4.6-meter-high tsunami hit the school building. As a result, the first floor was completely submerged, and everything around the school was surrounded by sea water. The children who evacuated to the roof must have been very scared. Teachers and adults must have been very nervous to protect the children. The place reminded me that our daily life is not something we take for granted. The same is true of war. I hope for a world without disasters and wars. 73/88 and stay sober de Nao.

Sendai Tube: Ruins of the Great East Japan Earthquake: Sendai Arahama Elementary School:  
<https://www.youtube.com/watch?v=NIEbEPKQWM8>