



Welcome to *QTC Newsletter*, official publication of the
Moncton Area Amateur Radio Club, Inc.

QTC Newsletter is posted monthly to the MAARC, Inc. Website with all Club Members immediately advised of its publication..

We encourage and welcome your comments and input.

April 2012

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April 16, 2012 MAARC, Inc. Monthly Meeting

1900 hrs L at Club rooms, 289 Halifax Street
 Discussion on restoration of Moncton area Packet System

The Prez Sez . . .

Spring is finally here and with the nice weather comes antenna season. This is the time of year when winter damage to antennas is evaluated and required repairs are undertaken. We encourage all members to make any required repairs in order to be able to get on the air and enjoy our great hobby. That being said, we cannot overstate the need to ensure that any antenna work be conducted in a safe manner using approved safety equipment.

The first Club member set up to use the remote linking system is now up and running. So keep an ear out for Weldon on the HF bands. Just a reminder to any Club member wishing to have access to the remote to get in touch with Stephen, VE9SC to have him set up your computer and provide instruction on the use of the system.

The Club has received its plaque from RAC for winning First Place in last year's RAC Canada Day Contest in the Multi-Single Low Power category using our special 75th Anniversary Call

Sign, VC9M. The plaque will be displayed in a prominent location in the Clubhouse. Thanks to Marcel, VE9ML for organizing this very successful event at his location last summer.

I have spoken to Charles, VE9CEL, and in the very near future he'll be starting the Mesh Network Special Interest Group. This project, if successful, could revolutionize the way emergency communication is provided by Radio Amateurs. We hope to have a large number of Club members involved in this very important project.

If you haven't done so yet, don't forget to update your Club membership dues. See reminder notice below.

See you at the Club meeting on Monday, April 16th.

73, JP, VE9BK

Amateur Radio Training Course

Charles, VE9CEL, reports that the Amateur Radio training course which began February 25/2012 is now at the halfway point with an enrollment of six students and all is going well.

*** Sessions are held each Saturday with the following acting as instructors:**

JP LeBlanc, Yvon Hachey, Jeff Steeves, Bernie Cormier and Charles Levasseur.

Yvon Hachey and Matthieu Dugas will act as examiners.

*** Students are: Denis Cormier, Gail Brownlee, Maggie Zeng, Ben Westwell, Heather Arsenault and Donald Eaton, VE9RPE.**

*** For details on enrollment or other information, contact: Charles Levasseur, VE9CEL at: ve9cel@rogers.com**

Did You Know ?

That the "Beverage Antenna" was named after its inventor, Harold Beverage who was born in North Haven, Maine and graduated with a BSc in Electrical Engineering from the University of Maine. Upon graduation he went to work for General Electric. In 1920, he was placed in charge of designing receivers for oceanic radio communications under development by Radio Corporation of America. At the age of 30, he was awarded the IRE Morris N. Leibman Memorial Prize for his work on directional antennas. His work in this field culminated in the design of what came to be named the "Beverage Antenna."

In 1938 RCA presented Harold Beverage with its "Armstrong Medal" in recognition of his work in the development of antenna systems. In 1945 he was awarded the IRE Medal of Honor and in 1956 he received the AIEE Lamme Medal and he was cited "for his pioneering and outstanding engineering achievements in the conception and application of principles basic to progress in national and worldwide radio communications" The "Beverage Antenna" remains to this day an antenna of choice in several applications where, space permitting, it provides a high degree of directivity and efficiency.

Harold Henry Beverage died on January 27, 1993 at the age of 99.

-VE1WG

April 2012 QTC Newsletter Special Feature - - -

The (Royal Mail Steamer) RMS Titanic, then the largest ship in the world, struck an iceberg 375 miles south of Newfoundland on its maiden voyage, April 14, 1912. Its sinking two hours later, has come to be viewed as the major shipping disaster of the 20th Century. The articles which follow in this special 100th anniversary feature on RMS Titanic are intended to convey through the pages of QTC Newsletter, an appreciation of the gallantry of the shipboard radio operators and the unique role of wireless in the rescue effort.

Of particular interest to Radio Amateurs is the fact that without wireless, it is certain that no ship would have come to the aid of RMS Titanic. All on board would likely have perished and the RMS Carpathia would have played no rescue role.

The feature articles in this April 2012 QTC Newsletter include:

- (1) "Major 1912 Atlantic Ocean Disaster,"*
- (2) "Radio's Role in the Titanic Disaster,"*
- (3) "An Operator to Remember" and*
- (4) "Titanic Radio Page." <http://www.hf.ro/>*

Many thanks to Maty Weinberg, KB1EIB, Production Coordinator at ARRL, for granting permission to reprint the QST articles (2 & 3) in QTC Newsletter.

-VE1WG

Major 1912 Atlantic Ocean Disaster

There is no other catastrophe at sea that has held such unending fascination in the one hundred years since its occurrence than the sinking of *RMS Titanic* on its maiden voyage in 1912. The navigation error that led to the largest ship in the world colliding with an iceberg and the rescue efforts that followed have been the subject of numerous exhaustive investigations and much controversy. Several books, films, articles, artifact displays and investigative records document this 20th century calamity. The prominence of several of its wealthy passengers absorbed public curiosity and intensified news coverage. The involvement of Halifax in the *Titanic* disaster is memorialized by a unique museum display and the grave sites of over 170 passengers whose bodies were retrieved during the rescue effort. The complete saga of *RMS Titanic* cannot be fully covered in this brief article. In keeping with the Amateur Radio focus of *QTC Newsletter*, the story will detail the *Titanic's* ocean track and the record of its wireless communication. The latter subject is covered in detail in the included Website

"The Titanic Radio Page." <http://www.hf.ro/> It includes photos of In-Charge Radio Operator, John (Jack) Phillips and Second Operator Harold Bride. The radio operators were employed by the Marconi Company and contracted to the White Star Line. In addition to handling paid personal messages for passengers, the shipboard radio operators, contracted from Marconi, also served in times of emergency. It was, in fact, the distress calls transmitted by the *Titanic* that brought the assistance of *RMS Carpathia* with its Marconi radio operator, Harold Cottam.

Despite the pleading of Cottam, officers on the bridge of the *Carpathia* refused to alter course and go to the aid of the *Titanic*. Cottam had no choice but to awake the Captain, explain the situation and request that he intervene. The *Carpathia's* Captain agreed. Due to Cottam's determined effort, the *RMS Carpathia* quickly responded to the distress call of *RMS Titanic*. This action saved the lives of many *Titanic* passengers and crew.

Another ship, the *SS California*, launched in 1907 and owned by the Anchor Line was in the vicinity under the command of Capt. Stanley Lord. It was only twenty miles away from the *Titanic*. Its one radio operator, Cyril Evans, after a long and difficult 16 hour shift had turned off his radio and retired for the night. Calls from the *RMS Titanic* went unheard on the *SS California*. Several photos of the spark type installation, the operators and operating position are included in the fourth article of this presentation,

"The Titanic Radio Page." <http://www.hf.ro/>

Up to 1912, call signs were assigned by the Marconi Company. After the *Titanic* disaster, there was an immediate international administrative conference of major nations to deal with regulation of wireless. The resultant adoption of new regulations brought the administration and licencing of radio under the control of signatory countries to the new agreement. The radio call sign of the *Titanic* assigned by the Marconi Company was "MGY." After adoption of the new agreement call signs would be assigned by each signatory country with a later amendment adopting individual country prefixes. Regulations relating to maintenance of round-the-clock listening watches were also adopted.

"The Titanic Radio Page" includes a detailed radio log book record of over the air exchanges related to the rescue efforts.

An Olympic class ocean liner, *RMS Titanic* was operated by the White Star Line owned by American tycoon J. P. Morgan. It was built between 1909 and 1911 at the Harland & Wolff shipyard in Belfast at a cost of \$7.5 million (equivalent to \$90 million in 2012 dollars). The largest ship afloat at the time, the *Titanic* carried 1,316 passengers and 900 crew. However, it was equipped with only enough lifeboats for a third of her passengers and crew combined. Only a little over 700 of the passengers and crew were rescued.

The *RMS Titanic* left Southampton on April 10, 1912 after stops at Cherbourg, France and Queenstown, Ireland. On April 14, 1912, four days into the crossing, the *Titanic* struck an iceberg at 11:40pm (UTC-3) approximately 375 miles south of Newfoundland. The collision with the iceberg caused a glancing blow to the starboard forward side of the *Titanic's* hull causing several plates to buckle inward opening five of her 16 watertight compartments to the sea. Within two and half hours the forward hull filled with water and the *Titanic* sank after midnight on April 15, 1912. As the bow of the ship went below the ocean surface, the stern half lifted above the waves and broke away from the bow section just as the ship sank below the surface. The break between the bow and stern sections occurred between the third and fourth funnels. *RMS Titanic* went down in two sections that landed on the ocean bottom 1,970 feet apart and 12,600 feet below the surface. The break between

the bow and stern was not fully observed at the time of the sinking because it occurred just as the crippled ship went below the surface.

The wreckage of the *Titanic* was not seen again until July 14th, 1986, 74 years after it sank. Only then was it confirmed that it had broken apart and went down in two sections. Because the bow section went down nose first in a rapid descent, its forward section buried itself 60 feet into the ocean bottom blocking visual access to that part of the hull where the major damage from the collision occurred. More recently, the hull has become increasingly visible as ocean bottom covering washes away.

The July 1986 research team, first to see the wreckage, was led by Dr. Robert Ballard with a team from the *Woods Hole Deep Submergence Laboratory* in collaboration with a French research organization (*IFREMER*), under its leader, Jean Jarry. Since then many other unofficial and sanctioned searches of the wreck site have been conducted and a number of artifacts recovered.

In the 100 years since this tragedy, much detail has been researched, discovered, and written about *RMS Titanic*, the collision and the rescue efforts, including exhaustive official investigations and hearings held in the USA and Great Britain. Books and articles continue to be written and added to the large volume of related writings, videos and films. Interested readers in viewing the large number of related references available through libraries, on the Internet and other sources will find them very engrossing.

It is hoped that Club members and visitors to the MAARC, Inc. Website will find this issue of the April 2012 *QTC Newsletter* with its emphasis on the role of wireless in the RMS Titanic sinking to be of unique interest.

In addition to the two *QST* articles below, readers are invited to visit the comprehensive and fascinating website: <http://www.hf.ro/> It includes a record of the wireless exchanges between *RMS Titanic* and ships that were considered within close enough range to be of assistance.

Seven hundred and twelve survivors plus over 170 bodies of those who had succumbed to the frigid Atlantic waters were brought to Halifax and New York by the *Carpathia* and the cable ship, *CS MacKay-Bennett* which was sent to the scene after the *Carpathia*. One hundred and twenty-one bodies are buried in Halifax at Fairview Cemetery, 29 at Mt. Olivet Cemetery and 10 at Baron de Hirsch Jewish Cemetery.

Canada Post has issued special *Titanic* 100th anniversary commemorative postage stamps.

The nautical catastrophe of the century with a major loss in human life was made all the more tragic by the knowledge that with diligent exercise of basic navigational caution, the disaster could have been avoided.

-VE1WG

Addendum:

Most readers of *QTC Newsletter* will remember Hollywood Director James Cameron and his 1995 movie, *Titanic*. Cameron's fascination with ocean depths was in the news again when he recently dove 7 miles to the bottom of the Mariana Trench in the western Pacific.

Cameron has made 33 dives to the *Titanic*, exploring both the exterior and interior of the wreckage. On one of his exploratory dives to the *Titanic* he viewed the wireless room and describes it as follows:

"In the soundproof Marconi room, the wireless apparatus survives, the knife switches still in the positions left by the young operators, Harold Bride and Jonathon Phillips, revealing that they had cut the power when they abandoned their post as the water rushed up the deck outside. We even imagined the transformer they had repaired just the night before the sinking. Acting against guidelines, the two young wireless geeks managed to restore the set to full power-- an act that may have saved 712 lives, since without this power they might not have reached the rescue ship Carpathia with their historic SOS. Capturing these precious bot images was like touching history itself." -Cameron

Cameron's reference to Phillips and Bride as "geeks" is hardly fitting. They were not obsessed with their equipment or its technicalities. They violated no rules. They were simply acting as responsible shipboard radio operators. They knew that they must keep their equipment working and made the necessary repairs to meet that objective, not just because they liked to play with the gear.

Without a working radio to transmit their distress call, they would not have been able to alert the *Carpathia* or advise others of their imminent sinking. Sadly, Chief Operator John Phillips did not survive. Second Operator Harold Bride, with serious frostbite to his feet was picked up by the *Carpathia*. In true tradition, once he was aboard, assisted *Carpathia* Operator Harold Cottam with transmission of the large volume of messages listing survivors and other details of the tragedy. These professional radio operators, one giving his life, were indeed true dedicated heroes, deserving of the highest respect and gratitude.

-VE1WG

Note: The next two sections of this article are presented in ".pdf" (Portable Document Format). Simply click on the titles after "2" or "3" to view the documents. Click on the title of item (4) to be taken to that web site.

(2) **"Radio's Role in the Titanic Disaster"**

As previously noted, April 2012 marks the 100th anniversary of the sinking of *RMS Titanic* and transmittal of the most famous distress signal in the history of radio. One immediate aftermath was a tightening of multi-lateral regulations to ensure the reliability of maritime wireless distress communication. This month we feature *QTC Newsletter* coverage of this historic event from a wireless perspective.

"World Amateur Radio Day" on April 18, 2012 will celebrate with the theme of 50 years of Amateur Radio in space. It began with launch of the first OSCAR satellite in 1961, progressed through Amateur Radio contact with astronaut Owen Garriott, W5LFL, as he orbited the earth on STS-91 and has continued with many contacts to astronauts aboard the International Space Station. Meanwhile, Club members are urged to become proficient in the operation of MAARC's Space Station, VE9MSC.

You just might be lucky and make contact with an astronaut aboard the ISS.

Triathlon

Contrary to what it might suggest, this is not a three part athletic event requiring exhaustive physical endurance.

Rather, it's an Amateur Radio contest involving three modes, SSB, CW and RTTY. It's sponsored by a group of Greek Radio Amateurs and it is scheduled for February 02, 2013. Mike E. Balaskas, SV5BYR, is handling arrangements and is proud to point to the special prize for the winner.

For full details go to: <http://triathlon-dx-contest.blogspot.com>

MAARC.Inc. Annual Flea Market

It has been found necessary to change the location of MAARC's Annual Flea Market. The new location is the Lions Club Hall on Coverdale Road in Riverview.

The date is Saturday September 15th, 2012. 8am for vendors and 10am for attendees. Entry fee is \$4. No charge for display tables. Canteen will be in operation.

Full details including highway map on Flea Market page of MAARC Website.

Charles Levasseur, VE9CEL, is Flea Market Chairman.

ve9cel@rogers.com

*** * * New Amateur Radio Band !! * * ***

IARU (International Amateur Radio Union) delegates to the (World Radiocommunication Conference) WRC have been working hard on our behalf. Agreement has been reached to authorize a segment of the low frequency spectrum below the broadcast band. With certain provisions to protect aeronautical radionavigation, 472-480 kHz. has been authorized for Amateur Radio use.

Moncton Area Amateur Radio Club, Inc.

Serving the Community since 1936 through Amateur Radio

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