



FIVE AND NINE PLUS

THE OFFICIAL NEWSLETTER
OF THE
APPLEDORE AND DISTRICT
AMATEUR RADIO CLUB

Club Callsigns: G2FKO and GX2FKO
Web Site : <http://www.radioclubs.net/adarc>
Forum : <http://adarc.niceboard.net>

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May, 2012

EDITORIAL

Welcome to another 5&9 Newsletter - have had to play around with some tables etc as have changed computer - now using Windows 7 and it has made me update at last! A fair number of announcements this month.

Beryl (G1SVP) has decided to resign from the co opted membership of the Club Committee due to family commitments. Beryl has been a valuable member of the Committee for a number of years and her absence will be greatly missed. Many thanks for all your support and hard work in the past Beryl.

The Committee has also heard from the organisers of the **Abbotsham Fete and with this being the Jubilee Year, various additional activities are planned for the Fete which prevent us from attending this year.** I will be writing to confirm that our Club will be very happy to attend at future Fetes should they need us.

However, we have recently been asked if we could put on a Special Event Station in September for the **Lynton & Barnstaple Railway as part of the Railways on th Air Weekend.** Your Committee will be looking into this possibility and the venue and will report on our findings in the near future.

On behalf of everyone in the Club, I would like to wish Viv (G0OXW) a speedy recovery from her recent accident and hope with Laurence's ingenuity we will soon be able hear Viv back on the air.

As advised, this month's interesting Meeting by **Deri Rundle on the plight of the people whom she helps in Rwanda through her Trust** will be of such general



interest that it has been decided to make the meeting open to all family and Friends.. My xyl Chris and a couple of our friends will be coming so it will be nice to see as many others as possible on the night.

May 21st is also the day that the Olympic Flame comes to Bideford and the Club will be activating the 'Follow the Flame' WAB Special Callsign with Helen and Fred's help /M from Torrington, and from our Clubhouse from approx noon onwards with the Club equipment. So come along and lend a hand - operating will cease at 7.30 pm in preparation for the evening's talk.

Remember that you can now use the **special Jubilee 'Q'** callsign - details later in the Newsletter. It will also be soon that the special **Olympic callsign** will be available to use - again details later in this Newsletter.

Terry (G4CHD)

THE DAVID RUNDLE TRUST Helping the People of Rwanda by Deri Rundle



This month's talk on Monday, May 21st will be open to Friends and Family - so please come along and have a wonderful evening.

The talk will be illustrated by slides and should be both interesting, amusing at times, and very humbling with regards Deri's commitment.

CLUB MEETINGS

Unless otherwise stated, Meetings are held at the Appledore Football Social Club starting at 7.30pm for 8.00pm.

Meetings in June to October start at 7.00pm to set up and operate the Club Station GX2FKO. All operating will cease at 8pm and the station will be dismantled in order that the Meeting's programmed activity takes place between 8.15pm and 9pm.

May 21st	David Rundle Trust - helping the Rwandan people by Deri Rundle OPEN MEETING
June 18th	Setting up an SSB/CW HF Station
July 16th	Solar panels v Ham Radio - Problems by Mike (G3PGA)
Aug 20th	Operating /Natter Night
Sept 8th	Arlington Court Special Event Station
Sept 17th	Back to Basics - HF Propagation by Terry (G4CHD)
Oct 15th	Radio Astronomy by Dave (SWL)
Nov 19th	Bring & Buy
Dec 10th	Club Christmas Party
Jan 21st	Erecting & Installing a Hex Beam by John (M0JKL)
Feb 18th	TBA
Mch 18th	AGM
Apl 15th	TBA

Visitors are always welcome.

For further information, contact Brian Jewell (M0BRB)

REPORT ON THE APRIL MEETING

Talkthroughs, Repeaters and Filters by Steve (G6SQX)

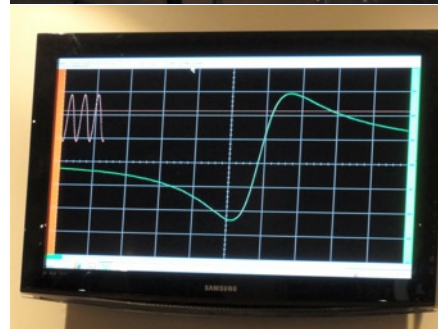
This was a very interesting talk - fully illustrated by an excellent photo/movie presentation together with an array of hardware - some of which had been designed and built by Steve.



The operational differences between talkthroughs and repeaters were explained as well as the technical specifications required of their constituent components. Steve very ably demonstrated the filter characteristics of a filter using a Wobbulator and laptop computer.

Steve demonstrated a system which he had designed and built for sharing his broadband Internet connection with his neighbours via a radio system located on the far side of the valley. Needless to say the demonstration worked flawlessly!

The following photos illustrate various aspects of Steve's talk.



Many many thanks Steve for a most fascinating talk which must have taken a huge amount of time to prepare as evident by the professional way it was presented.

Terry (G4CHD)

QUEENS DIAMOND JUBILEE AND OLYMPIC SPECIAL CALLSIGNS

Go to the RSGB website at :-

<http://www.rsgb.org/news/articlelinks.php?id=0316>

and follow the links. The Jubilee 'Q' callsign is valid now until midnight June 10th. The Olympic 'O' callsign will be valid from July 21st to September 9th. Why not have a go!

CROSSWORD

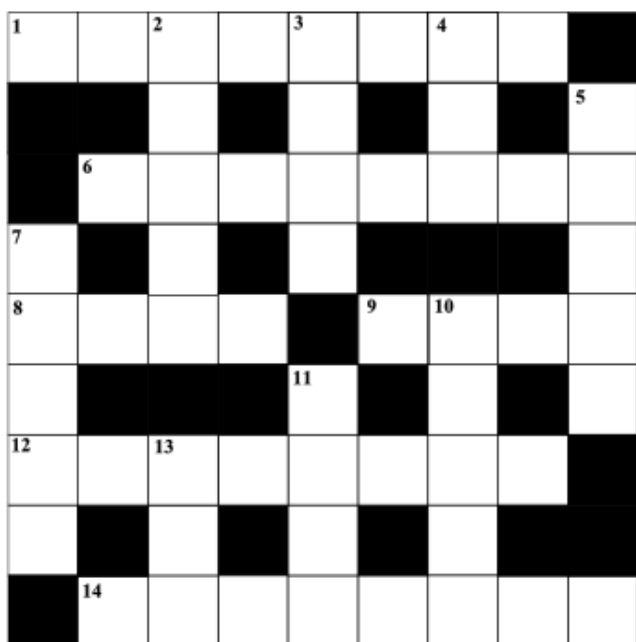
This month's Crossword by Stuart (M1FWD).
The answers will be published in the next month's Newsletter. Good luck !

Clues Across

- 1) The height of an object in relation to a given point (8)
- 6) They cause currents to flow in the windings of electromagnets (8)
- 8) The imperial equivalent of 2.54 cm (4)
- 9) Have a quick listen around the bands (4)
- 12) Of, relating to, or derived from the atmosphere (8)
- 14) GM country (8)

Clues Down

- 2) Poisonous (5)
- 3) The inclination of an aircraft to the horizontal (4)
- 4) An engraved device for stamping a design on coins, medals, etc. (3)
- 5) Bringing into service (5)
- 7) City in Florida, USA (5)
- 10) BY country (5)
- 11) The imperial equivalent of 30.48 cm (4)
- 13) Habitual spasmodic contraction of the muscles (3)



Last month's answers :-

Across 1) filters 6) load 8) Bali 11) lunar 12) Skye
14) Alps 15) antenna

Down 2) LED 3) ebb 4) illness 5) disease 7) alloy
9) April 10) end 13) eat 14) Ann

SUDOKU PUZZLE

The aim is to enter a number into each cell so that **any column, or any row, or any block of cells contains all numbers from 1 to 9**. This month's puzzle is categorised as **Advanced** difficulty.

9					6	3		2
	2						7	
				2			1	9
		4		9			8	1
			2		7			
7	8			6		2		
6	5			4				
	7						9	
4		2	6					7

Terry (G4CHD)

LOCAL REPEATERS

70cm Handy Cross Repeater/Echolink (#221334) Gateway (GB3ND)

User: Listen 433.35MHz– Transmit 434.95MHz
Access 1750Hz Tone (Timeout 4.25 mins)/ 77Hz CTCSS
Repeater keeper is Jeff (G4SOF)

2m Stibb Cross Repeater (GB3DN)

<http://www.g0rql.co.uk/gb3dn.htm>

User: Listen 145.6375MHz - Transmit 145.0375 MHz.
Access 1750 Hz Tone or 77 Hz CTCSS Repeater keeper is
Tony (G1BHM).

Yahoo users group for general chat and banter at :-
<http://groups.yahoo.com/group/GB3DN/>

LOCAL SKEDS

Zepp Net: Mon, Tues, Thurs : 145.450 MHz
Wed : via GB3DN 1600 local time

6m Net: Wednesday, 8pm, 51.5MHz FM

HF Net: Friday at 1600 local time
on **7.185 MHz ± qrm**

Slow Morse: Run by Dave (G3YGJ) on **Tuesdays (suitable Beginners) and Thursdays (suitable more Advanced), 1900 local time on 145.25 MHz (FM) - all are welcome.**

MY FIRST SHIP (Part 6) - by Brian (M0BRB)

Rolling along crossing the Atlantic heading North East, at each roll the ship rails and bulwarks touching the sea or some times going under, not much sleep for any one. Unless one could pack self in with pillows in the bunk to stop being rolled from side to side or sleep on the cabin settee which ran cross ways from the bunk , then feet would be about four feet above head or slide off the end of the settee at each roll.

Keeping on ones feet while on watch very difficult , had to try very hard not to end up in revolving parts.

Patrolling down the shaft tunnel. Which was part of my watch keeping duty, I had to be very careful, there was a handrail one side of the catwalk , the shaft side but not on the ship side, the 7 intermediate shafts two feet in dia at chest level with one big bearing to each shaft which I had to check for heat every half hour and report back to the 2nd engineer, who never moved much from his seat, also, he never spoke to me very much, until the last 15 minute of the watch, just to check that I had completed all my watch keeping duties, (Rank has its privilege).

At 0745 my last remaining duty, to go to the Galley and fill the oil tank that fed the oil fired cooking range , the tank about ten feet high on a platform with a vertical steel ladder for me to climb , from there I could watch all the Bacon and Eggs sizzling in the frying trays enough for a crew of 50, by the time I went to breakfast at 0815 I was starving.

The one crew member to keep in with on a ship was the Cook, which I always managed to do , in many ways , one of which , was always agree with him when he was having a moan about the Ch/Steward the other was help keep his cooking knives sharp, that way , I always fed well.

Time to mention the Radio Officers, tho' only one per ship of that type. The RO. It was the opinion of the engineers , that all ROs were mad or if not mad a little daft , sat in the radio shack at odd hours listening to dots and dah , most of them drank a lot and were independent of ship command , as they weren't employed by the shipping company but hired out by the post office or Marconi. There was some clause that the Master could use them to help with paperwork when in port, as before the ship arrived the RO signed the ship off to the nearest coast radio station, therefore had nothing to do when in port, apart from getting drunk or annoying the engineers.

The first RO on the Orient City was the most sarcastic man I had ever met, even to the ships Master, who put up with it until he could get him transferred to another ship.

The RO could make things nice for the crew by gathering outside world news and the playing of domestic radio stations over the ships internal radio system, but this one never did that , so he was never popular with any of the crew.

Back to the Engine Room, another skill that I had to get use to was feeling the Big End Bearings as Crank revolved around at 72 RPM to 80 RPM, had to listen to the rhythm of beat of the engine and touch the bearing without getting fingers hitched on the split pins in the bearing bolts. The 2nd engineer was always warning me about having my signet ring on , but I refused to remove it. From the middle platform could reach in and touch/feel

The Top End Cross Head Block and also oil it with my trusty oil can , in all farness could not expect the Arab

Greaser or Donkey Man to do something that I could not do myself , so in this respect , I got on well with most of them. So rolling along towards Germany the Atlantic was in a good mood for a change, just as well, for I never wished to ever be on a ship with an Iron Ore Cargo again. Once we had entered into the English Channel with the wind and swell behind the ship the motion was a little better, so now passing Start Point – Bury Head then the White Cliffs of Dover ,beginning to feel homesick, it would have been better for me , to have continued around the world , rather then keep coming back to Europe . About this time, I felt that the Ch/engineer and the 2nd engineer were looking at me sideways and would stop talking when I got near to them , I did wonder if my scam with the scrap metal had been rumbled , also the old chief seemed to talk to me more the ever before.

Bremerhaven. Alongside at last, nice to sleep in ones bunk with out rolling from side to side all the time and with the crew much better tempered . The ship nice and still and very quiet Steam Ships in particular were always like that at anchor or when alongside , unless discharging the cargo with the ships own cargo winches, if not just one Boiler on line and a small steam Generator. The one on the Orient was like a little Sewing Machine at 150 RPM. So all the watch keeping engineers broke watch and went on day work.

Between Bremen and Bremenhaven , there was a shanty town called the Golden City, where every vice that one could think of took place, so it was much frequented by all members of the military and all the worlds merchant seaman, and of course , the crew of the Orient City, and yes ,our 3rd engineer managed to get the local police to take him back to the local Police Station by having a Pee against the door of the Police Car with the two policemen sat in it.

Paddy the 6th engineer and myself, left the scene at a rate of knots , only trouble was it was snowing hard at the time , and we had a two mile walk back to the docks , and Paddy kept stopping and making like a Snowman , I had to keep going back to him to get him moving along,

When we got back on board about 0200 there was the bloody 3rd engineer sat in our Saloon drinking coffee, he had talked the policemen to drive him back to the ship , more to the point, they must have passed Paddy and myself on way, I could have quite cheerfully throttled him. Two days discharging the Iron Ore cargo.

Then sailed again with orders for New Orleans up the old Mississippi River. Across the Pond again, by now I was getting fed up with sailing back and fore across the Atlantic, so I made my mind up to leave the ship when we got back Europe. I had yet to see my new born son.

South about course again , passing through the Azores again and head wind all the way into the Golf of Mexico from the first Pilot pick up it took nine hrs full ahead steam to New Orleans stopping along the way to pick up the 2nd Pilot. So now stopped alongside the Quay to load Grain . for some reason I did not go ashore there , but remember the crew complaining about the number of Gay Bars that they came across , (tho' used a different name in those days). At the end of the Quay there were Tobacco auctions and it amazed me the way the Auctioneer used to conduct the Auction I could not even begin to understand what he was saying, but I could hear that many Dollars were spent.

Two days to complete loading the Grain, then off again, back again across the pond , this time to Antwerp , so I made up my mind , that was going to be my last trip on the Orient City.

Brian (M0BRB)

OPTIONAL ALTERNATIVE CLUB BADGE

John (M0JKL) has now produced an alternative Club badge (the old style is still available free) which encompasses the new Club logo and looks quite swish.

The actual colour of the badge is Ivory and is quite thick plastic with rounded corners. Looks very tasteful.

Let John know if you want one - they cost £3.73 each.

John can be contacted on either 01237 478410 or email at

john@webclever.co.uk

To give you an idea of the design, this is John's :-



DARTMOOR RALLY - May 7th

Many thanks to Jim (M3VJM) for the following photos from the Rally. I didn't get to attend this year, but the feedback was that it was a bit disappointing due to its reduced size.



Well that's it for this month - enjoy the read and **PLEASE** let me have any articles etc for inclusion in the Newsletter.

Best 73s Terry (G4CHD)