

 	<h2 style="text-align: center;">FISTS DOWN UNDER</h2> <p style="text-align: center;">Newsletter – September 2011 Editor & QSL Manager for ZL: Nigel Hardy, ZL2TX, P.O. Box 15078, Otaki 5542, New Zealand. - Tel: 06-364-6339</p> <p style="text-align: center;">Newsletter Distribution & QSL Manager for VK: Chris Thompson, VK1CT, P O Box 65, Dickson, ACT 2602, Australia</p> <p style="text-align: center;">Membership/Awards Liaison: Ralph Sutton, ZL2AOH, 12c Herbert Gardens, 186 The Terrace, Wellington 6011, New Zealand Tel: 0-4-473-0847. Fax: 0-4-473-0848</p> <p style="text-align: center;">QSL Manager for ZL6FF: Nigel Hardy, ZL2TX at address above. QSL Manager for VK2FDU: Chris Thompson VK1CT at address above</p> <p style="text-align: center;">Address e-mails for all persons above to: <fists-down-under@ihug.co.nz> Web site -: <www.fistsdownunder.org></p>	
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SUGGESTED FISTS CLUB CALLING FREQUENCIES

1.808 MHz (160m) – 3.528 MHz (80m) – 7.028 MHz (40m) – 10.118 MHz (30m) –
14.058 MHz (20m) – 18.085 MHz (17m) – 21.058 MHz (15m) – 24.918 MHz (12m) – 28.058 MHz (10m)

Members are reminded that the above frequencies are suggested calling frequencies. If they are busy, it is suggested that once you establish contact with a station, it may be prudent to change frequency down the band, avoiding other calling frequencies of known clubs.

NEW MEMBER

This month we welcome **VK3IFM-Ian Morris #14131**. Ian lives in Scoresby, Victoria, a suburb of Melbourne 25 km southeast of the CBD Ian writes this about himself - Retirement - Retried from the work force in March 2008 after 42 years in the Telecommunication industry.

Education - I have been interested in teaching people electronics and radio physics to help would-be amateurs pass the examinations. I am an examination invigilator (exam supervisor) with the Moorabbin District Radio Club. (MDRC On-Air time - Over the years it has not been great. After all it is a hobby.

Most enjoyable activities - Nets, scheds and club activities. I enjoy keeping in-touch with people and finding out what they have been up to. People experimenting with many facets of technology and radio communications.

Morse code - In 1988 my own personal celebration of Australia's bi-centenary year was to upgrade to a Full Call. This was for me one of the hardest things I have ever done.

Other Digital modes - I have experimented with packet and other text base modes. They have their place and are useful to support Amateur radio communications. Amateur radio is a contact hobby and suited to our most natural method of communication with each other voice.

Favourite mode - No surprises, voice. (*Tut, Tut!*)

Home brew - An area that gives a lot of satisfaction. (and keeps the on-air jaw boning time low) It is w\very relaxing to escape to the shack to do some tinkering.

Operation Safety - The old adage comes to mind. "Electricity is a good servant, but a dad master" We amateur operators at all times must have the knowledge and know what we are dealing with. RF is one of electricity's most dangerous forms.

Echo link node numbers 296334 for VK3IFM or 515584 VK3IFM-L Link radio operator commenced Jun 2010

Now operational on D-STAR - [My home D-STAR Repeater](#)

Enjoy field day including ILLW, VHF/UHF Contests

QRP ARCI member number 14024, VK QRP Club member number 804, SKCC member number 8271

DOWN UNDER MEMBERS' NEWS

ZL1AZE-Brian #9078 has recently QSYd to Australia to take up a new appointment. He reports -We are renting a property in the suburb of Ashburton about 14 km to the SE of Melbourne CBD. It's a nice area with plenty of leafy trees, but unfortunately it's also surrounded by HV power lines so I expect there will be too much QRN for any serious HF radio activity. Once we are more settled I will start looking around for radio sites that might be suitable for remote operation.

We appreciate the donations received from **VK4BUI-Les #9617**, **ZL1BLR-Len #9061** and **ZL2AUJ-David #9668**.

WIA News reports that a number of **Redcliffe ARC #9066** members has expressed a desire to undertake a Morse code course. Whilst the format and times of the course have not yet been determined, further details will be forthcoming. Stewart, VK4TSB has been practising by himself and wants other with limited Morse speed, up to 10 words a minute, to assist him in his learning. WE hope that they will write to us and tell us how many took part and with what success.

FORTHCOMING EVENTS

These are some of the CW contest/event offerings in October 2011 most of which will be of more interest to our NA and EU readers – Thanks to WA7BNM Contest Calendar <http://www.hornucopia.com/contestcal/contestcal.html>

German Telegraphy Contest 0700Z-0959Z, Oct 3
ARS Spartan Sprint 0100Z-0300Z, Oct 4
Oceania DX Contest, CW 0800Z, Oct 8 to 0800Z, Oct 9
EU Autumn Sprint, CW 1600Z-1959Z, Oct 8
FISTS Fall Sprint 1700Z-2100Z, Oct 8
NAQCC Straight Key/Bug Sprint 0030Z-0230Z, Oct 12
RSGB 80m Club Sprint, CW 0900Z-2030Z, Oct 12
10-10 Int. Fall Contest, CW 0001Z, Oct 15 to 2359Z, Oct 16
ARCI Fall QSO Party 1200Z, Oct 15 to 2400Z, Oct 16
New York QSO Party 1400Z, Oct 15 to 0200Z, Oct 16
Worked All Germany Contest 1500Z, Oct 15 to 1459Z, Oct 16
FOC QSO Party 0000Z-2359Z, Oct 22

TRAWLING THE WEB

Mark VK4DGG of Redcliffe ARC reported in WIA News that he has found a website that will produce a azimuth map from any place on Earth using a couple of different location methods. It will construct a map in about in about 20 seconds. The site is at: - <http://ns6t.net/azimuth/azimuth.html>

FISTS DOWN UNDER NEWSLETTER

Remember this is your newsletter!

Your articles, stories, photographs and items of interest are always needed by your Editor. Once again there will be a prize for the best article received during the year ending with this issue. For the Runner Up, there will also be a Special Award of a FREE Subscription for one year to FISTS Down Under.

Articles and photographs may be submitted be either e-mail or post. Those submitted by post will be returned to the sender once dealt with. Our addresses are in the newsletter header – please use them! - Please think about it! - Start writing now for this year's prizes!

TIME

Time zones and standard time do not concern the average citizen but they have considerable importance to some organisations (such as airlines and communications providers) and some individuals (such as radio amateurs.)

From antiquity time was determined by each community, based on the sun reaching its zenith at noon. So over a country such as Britain, there was a multiplicity of times. This was probably of no particular importance until the advent of the railways. Railway operators found scheduling of trips and timetabling was a nightmare. Consequently each railway company set their own time. The implementation of this was possible through the telegraph that came on the scene at an opportune time. Ultimately London time was adopted as the standard for Britain although it was not until 1880 that this was enshrined in legislation.

Other countries adopted the principle of standard time, particularly as their railway networks developed. This revealed another problem when the railway networks extended over long distances east and west. So the concept of time zones was developed, to cover the sun's apparent movement of fifteen degrees each hour. The zones were manipulated by each country that determined what time zone should be observed and where boundaries would be placed when a country embraced more than one time zone.

The early circumnavigating mariners discovered that on arrival at their port of origin that their calculation of the date was one day adrift. This had to be taken into consideration in allocating time zone boundaries. So, the International Date Line was created along longitudes of low population in the central Pacific and therefore less likely to be a problem.

As the British were the instigators of the standardization of time, the longitude at the Royal Observatory at Greenwich was adopted as the global time standard. Hence Greenwich Mean Time, GMT. After a century of its adoption GMT is no longer the global standard and Universal Time Coordinated UTC has taken its place. There is no practical difference between GMT and UTC apart from a few nanoseconds.

Another aspect of how communities adjust their use of standard time is Daylight Saving, or Summer Time, when Clocks are advanced an hour to give more daylight in the evening. This has sociological influence and some commentators allege that it reduces the expenditure of energy. However this allegation has not been proved. How Summer Time is implemented is something of a can of worms that will be explained in a later article

Interesting articles on time can be found on our web site at
<http://www.fistsdownunder.org/-%20New%20Folder/Standard%20Time.html>

MEMOIRS OF A SHIP'S RADIO OFFICER

Part One

Joe Breen / EI7GW FISTS 8938

My introduction to being a Marine Radio Officer began in November 1961 when having joined Marconi Marine, I was assigned to a ship at Newcastle-on-Tyne in North East England. By good fortune the ship was only 6 months old; compared to a lot of older ships still around then. A tidy clean ship it was named Hopecrest / GHMH and belonged to Hopemount Shipping Limited. Looking back it's the only ship I know that had a personalized call sign to go with the owner's name.

After loading Urea fertilizer in Rotterdam for the Philippine's, we set out on the 23rd December sailing down the English Channel and into the Bay of Biscay. Sea sickness was gone by the 25th December (Thank Goodness!).



Our voyage was to take us into the Mediterranean Sea and the Suez Canal.

Some ten days later we arrived at Port Said and dropped anchor to await the Egyptian Pilot who would take us through the canal. I was told that Radio watch had to be continuous during our transit of the canal with the only communication to Port Said Radio / SUP. In the middle of the canal we anchored in the Great Bitter Lakes to allow the North Bound Convoy to pass, then proceeded to Suez and out into the Red Sea heading for Aden where we were to bunker (taking on fuel and fresh stores not forgetting the beer for the boys).

The heat in the Red Sea and Aden was intense; one could literally fry an egg on the ship's deck. It was here that I had to change the Radar Scanner Drive Motor it having gone faulty earlier. Not the best of jobs when one has no shade. Don't recall if a replacement was ordered via U.K. prior to our Aden arrival but I guess it must have been! Sweat was pouring off me, so much so that I had to obtain salt tablets from the Second Mate.

So from Aden onto the Philippine's and the ports of Iloilo and Manila spending a week in each port at anchor whilst the cargo was slowly discharged into barges. Here I was free to go ashore and see the sights, something later R/O's on container vessels couldn't do due to their shorter turn around in port! Having finished discharging our next destination was Bunbury, Western Australia via the famous Lombok Strait in Indonesia to load Bulk Wheat (or Oats – I forget) for Rotterdam and Hamburg – this being for brewing purposes. Thousands of tons of the stuff!

Having discharged at Hamburg we proceeded light ship back to the home port of Newcastle-On-Tyne where I was relieved and went home on two weeks leave. (To be continued)

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