

VWOA NEWSLETTER

Email Issue #35

Francis T. Cassidy Editor

2008



James S. "Jim" Farrior W4FOK

The **2008 VWOA AWARDS LUNCHEON** is planned for **Saturday, April 26, 2008** on the Top Deck of the Seamen's Church Institute in Manhattan.

Meet and greet some New and Old Friends at the Reception which starts at 1300 Hours.

Frederick H. "Fritz" Raab, Ph.D. in Electrical Engineering, with Call Sign W1FR and owner of consulting company Green Mountain Radio Research of Colchester, Vermont will be the main speaker at the Luncheon.

He will speak on **"The Revival of 600 meters"** in his present capacity of Experimental Project Manager for The 500 KC Experimental Group for Amateur Radio.

In this issue of the VWOA Newsletter we will publish PART TWO of our featured Author: James S. "Jim" Farrior W4FOK

Remember to use the *Zoom Magnification* if you find the Author's Text too small to read.

Enjoy the Adventures and Memories in:

My C.C.C. and Radio Telegraph Experiences

A short title for:

"My Experiences in the Civilian Conservation Corps, and How I Learned Telegraphy and Became a Radio Amateur and a Professional Radio Telegraph Operator."

by James (Jim) S. Farrior

Radio Amateur W4FOK (since 1938)

In our last VWOA Newsletter, it was 1936 and Jim had a job with the J. T. Farmer Baseball Bat Company pulling a cross-cut saw in Big Swamp, near Letohatchie, Alabama.

After sending out VWOA Newsletter #34, your Editor received a number of reports where the IP (Internet Provider) had a variety of problems associated with delivering that Newsletter which included 10 pages of unedited material from the featured Author's book. Some intended recipients received nothing, others had a loss of embedded pictures, etc., whereas previous VWOA Newsletters were well received. Because of this, I have cancelled the other Three Parts of the Series as an integrated part of the VWOA Newsletter.

I do consider the Featured Author's recorded writings in this specific selection to be of a historical importance to all who have contributed to Radio and Wireless history. I will make available *upon Email Request from VWOA Members*, PART ONE through PART FOUR of what I had prepared in anticipation of including them in the VWOA Newsletters. This action will provide to those interested an appreciation of what *James S. "Jim" Farrior W4FOK* and others like him did to enhance the history of Radio and Wireless.

In response to the Editor's request for VWOA Members to provide your personal, military, Merchant Marine or Wireless experiences we received the following from a relatively new VWOA Veteran Member Pete E. Haddad who listed his background as follows:



**VWOA Veteran Member Pete E. Haddad
W5PEH**

Retired U.S. Navy Submarine Radioman.
RMCM(SS). 1964 to 1990. Served onboard
USS Swordfish, Barracuda, Seahorse, Mariano
G. Vallejo, and Pennsylvania. Shore Duty NAS
Meridian, Ms and NAS Oceana, VA. 5 Year
Recruiting Duty at NRS Dothan, AL.

Stationed and lived in San Diego and Vallejo,
CA, Mississippi, South Carolina, Virginia,
Alabama, Washington, Connecticut, Georgia,
Hawaii, and Florida. Traveled and sailed the
oceans to and around Europe and the Orient.
Vietnam Vet.

Some of my fondest memories are handling ship to shore traffic while serving onboard the USS Swordfish in 1967 and 1968.

In '68 the USS Scorpion and the Russian K-129 Submarines sank. Swordfish has been a high profile topic by the Russians in conjunction with the loss of the K-129.

<http://www.everything2.com/index.pl?node=Glomar%20Explorer> .

These were two tragic losses for the U.S. and Russia, and more importantly for the families, loved ones, and friends of these fine Submarine Sailors.

I grew up in Jackson, MS and working around my Dad's TV and Radio Shop, and watching Silent Service on TV all the time, I guess I kinda developed a taste for tweaking knobs and wanting to be a Submarine sailor..hi.. I really lucked out with the Navy and became a Radioman and Submariner.

Presently working as a Nuclear Medicine Field Service Engineer for a major Medical Systems Company, maintaining Nuclear Medicine Gamma Camera Systems and associated software.

Got licensed back in 1973 as WA4GGR while serving in the Navy in Charleston, SC. I was transferred in 1974 and off the air until 2004 when I couldn't stand it anymore and went

nuts on Ebay and started putting together a station again.

When I moved to Texas back in 1991 it was license renewal time and my call changed to KC5QJW which I started using for a short time when I got back on the air in 2004 until becoming W5PEH.

I am presently running a Yaesu FT-1000MP Mark V Field and a Kenwood TS-830S as my secondary or backup rig. At times I use a TS-120S for mobile along with a Comet UHV-6 antenna for 40m and 20m.

My home antennas are a ground mounted Hustler 5btv, a 40m dipole up about 25 ft., and an Inverted L for 160M to 10M. The tuner is a MFJ-989C which gets the job done very nicely. I run a Collins 30L-1 when I need some extra punch.

I alternately use many different bugs and my favorite is hard to say, but I seem to favor the older ones. When I use a Paddle it is the Begali Simplex. This is overall the finest paddle I have ever used when compared to my past 7 or 8 Paddles. I also have a little Palomar IC Keyer/Key (Brown Bros. UTL) Combination paddle that I have been using mobile and a VIZ Key Portable Paddle for QRP.

My straight keys are a Signal Electric R-62 Brass Navy Spark Gap, Lionel J-38, Spies Polechanger, and a couple of other small portable keys. As for an outboard keyer when needed I am using the AEA MM-3 MorseMachine which is super.

I use a Small Wonder SW-40+ QRP Transceiver which is great and have worked plenty of U.S. stations. Running at 3.5 watts. I also added a RIT and a Pico Keyer Mod. I am using a LDG Z11 QRP Autotuner and an Oak Hills Research WM-1 QRP Wattmeter. Caught F2YT and S58A while I was running QRP...at 3.5 watts that was a treat.

Traveled to Cleveland Ohio for job training and made my first Dayton Hamvention, 2007. Spent Saturday there and had a Fun time. Met some of the SKCC members for our first Face to Face and had a quick coffee/lunch break together.

Ran a mobile rig while traveling to and from Cleveland and made numerous contacts. What a blast driving down the road and sending and receiving CW. Rig was the TS 120S and the small Comet UHV-6 antenna mounted on the trunk of my car. Got some decent signal reports and a lot of Qsoing. This setup worked out great.

Do occasional SSB, but love CW and need a daily CW FIX...hi..I hang out mostly on 40M evenings and weekends, but work all hf bands. Do CW 99.7% of the time now.

Bugs are becoming more enjoyable and habit forming the more I use them. Hard to get use to my hand feeling drunk when I try to go back and use a Paddle...hi...hi..

If you ever want to hook up on the air or rag chew about whatever, feel free to send me an email ...will gladly share photos or info....also run my WebCam or try to several times a week <http://w5peh.camstreams.com/> you can reach me at:

cameldriver777@aol.com .

VWOA

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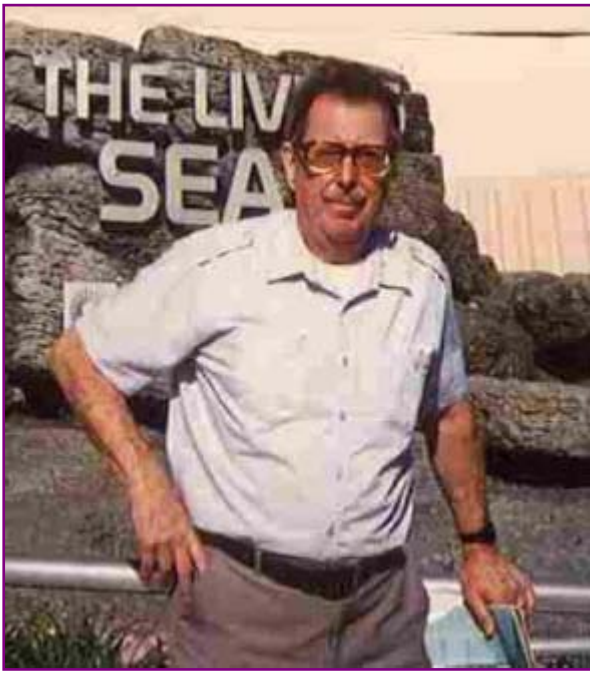
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Submarine Veterans Amateur Radio Association (SVARA)

ARRL and A-1 Operators Club.

Please QSL DIRECT.

CUL and Very 73....ZUT.....Pete



Eugene Kauder W4PRS

Eugene Kauder W4PRS writes again to the VWOA and submits one of his stories which he feels might be of interest to our membership. He previously provided VWOA in 2006 with a thrilling account entitled:

*LAST VOYAGE TO VUNG TAU:
A VIETNAM FINALE*

By Eugene Kauder W4PRS

“A story that he had written for **THE RADIO OFFICERS UNION MONTHLY MAGAZINE** in May of 1975.”

He recalled that his ship had just returned from the great evacuation of Saigon. In this evacuation, more than 275,000 Vietnamese were evacuated in this sealoft by many United States merchant vessels and MSC civilian manned mariners. It was a great story.

This newly submitted short story is entitled:

DECEPTION

By Eugene Kauder

June 1989, I was assigned as Radio Officer to the OMI Sacramento, a large bulker. The company informed me that the ship would load in the Gulf for cargo discharge in India. To me, that meant a long voyage and so I loaded my suitcase with lots of clothes, books, camera and a Heath Kit radio trainer and courses.

Flew to Mobile, Alabama, where the ship was at a lay berth. The taxi couldn't get alongside the ship as there were broken fields and ditches. So I had to strong arm my gear by hand and go up the very high gangway, because the ship was empty. I met the Captain and was promptly put to work sending some long telexes to the company and agents.

We sailed late afternoon. At supper I was informed that we were headed for New Orleans and that we were going to be laid off. That came as a shocker to everyone. The Captain, kept that up his sleeve until we sailed. Two days pay for all that trouble.

The next day we arrived and docked at NOLA. We were paid off and told that the ship was awaiting loading berth but no time was mentioned, and we had to take off all our gear and leave the ship due to Insurance requirements.

It was too late to make airline arrangements. I requested that I be allowed to stay overnight. The Captain told me to lay low, go ashore and come back late when everyone had disembarked.

I went to town, had some nice Cajun food, made airline arrangements and arranged for a taxi to pick me up at the pier 6 AM next morning.

The next day, I approached the gangway which was very steep and was planning how to go down to the pier the easiest way, when I spotted a line (rope). There were no seamen or watchman about. I tied the suitcase and started lowering it to the pier. Halfway down the line parted, the suitcase hit the end of the pier and as Murphy's Law would have it, split open and all the heavy gear flew into the Mississippi River. Only some clothes survived and they were wet from the early morning rains that wet the pier.

And just at that time here came the Taxi. The driver helped me collect the clothes and gave me some hope that we would find a store on the way to the airport. But nothing was open at that time. At the airport, the airline gave me a cardboard box. At my destination in Florida,

when the box came thru the chute and as I retrieved the box, the wet clothes came thru the box. It all ended up in the trash bin. I lost a small fortune in personal items, and lots of personal effects. All this is not uncommon in the life of a seafarer. A week later I shipped out on another vessel. The OMI Sacramento didn't recrew for about three weeks.

END OF STORY

We at the VWOA Newsletter would like to hear from you and try to pass along to the rest of the VWOA stories of events that you have experienced and that you feel the rest of the membership would enjoy hearing about. Send us a picture or two and we will try to include it in one of our Email Newsletters.

We would prefer to hear from you by Email at:

ftcassidy@optonline.net

or

wenben@nyc.rr.com

but if you must, send mail to:

VWOA

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