

VWOA NEWSLETTER

Email Issue #62

Francis T. Cassidy Editor

2011



AMBROSE LIGHTSHIP

VWOA has seen a lot of changes in New York City during the last few years relating to the proud Maritime History of our Country and the part it played in making the United States the great country it presently is. Your Editor was impressed by a review written by Aline Reynolds, Staff Reporter of the Downtown Express Newspaper of Lower Manhattan, New York City and requested their permission to publish her recent report and hope you will follow the progress of the many situations that require change to make sure we Preserve our History.

“Fighting to keep Seaport museum from sinking” BY

**Aline Reynolds, Staff Reporter
of the Downtown Express**

Tourists hoping to catch an exhibit at the Seaport Museum are in for a disappointment, at least for the next month, and perhaps for good.

The museum at 12 Fulton St., which has been struggling to keep its doors open in recent months, seems to be unofficially closed.

Due to “a variety of scheduling and other issues,” the museum will not open its next exhibit until mid-May, at the earliest, according to a receptionist at the museum who wouldn’t disclose their name.

Details about the forthcoming exhibit haven't yet been released. "They're working on it right now and are hoping to have more information soon," said the receptionist.

The only exhibits that are currently open to the public are on the Ambrose lightship and Peking four-masted barque, two of the museum's eight historic ships.

The Peking, which reportedly is up for sale, has deteriorated substantially over the years, with restoration costs estimated at around \$28 million, according to marine surveyor and consultant Joseph Lombardi.

Mary Ellen Pelzer, the museum's president, declined to comment about the museum's finances, which have recently been in dire shape. A museum spokesperson issued a written statement, saying, "The Seaport Museum [NY] continues to work to resolve its current fiscal challenges and place itself on a path to long-term sustainability."

Several sources once or currently affiliated with the museum, however, don't believe that to be true.

"It seems to me the museum is trying to somehow manage to shut down," said Michael Abegg, former chief mate of the museum's schooner, the Lettie G. Howard, who was fired last week for violating a media policy.

A clear indicator of this, Abegg said, is the museum's decision to no longer advertise programming on its boats. "The current regime doesn't really see the importance of the boat or the education program," he said.

Only two staff members remain in the museum's education department, according to Abegg, and they're not currently booking trips on its sailing vessels.

The captain of the Pioneer schooner, who ran a very successful volunteer program, was let go on Feb. 2 amid other recent layoffs and furloughs that have led to a loss of more than half the museum's staff, according to sources.

The museum is thinking about doing away with its entire fleet, according to Abegg and other museum advocates. Three of the ships — the Pioneer, the Lettie G. Howard schooner and the W.O. Decker tugboat — have been leased at no cost for a year, according to Abegg.

The museum's spokesperson wouldn't confirm, this, however, and only said, "Seaport Museum [NY] is exploring various options regarding the maintenance of its historic vessels."

But the mere thought of the ships leaving the harbor distresses many Seaport museum lovers. "The [Economic Development Corporation] is telling the museum to cut costs, get rid of anything they can, and basically hunker down until they can somehow restructure the place," said Robert Ferraro,

the first president of the Friends of the South Street Seaport Museum, a volunteer group that helped get the museum up and running in its first years of existence.

The city, the museum's landlord, declined to comment.

Ferraro, along with other advocates, has joined forces with the museum's founder, first president and volunteer staff consultant, Peter Stanford, to devise a plan to salvage the museum. They held their first meeting with Pier 16 volunteers two Saturdays ago and are working on a written proposal asking that the museum take certain immediate steps to resuscitate itself.

"The whole purpose is to get the City, or whoever it is that's running the museum, to take a look at what we're suggesting," said Ferraro. "We just want to be heard, 'cause we think we have something important and valuable to say."

The museum used to be a thriving institution, Ferraro, added, and there is no reason why it can't prosper once again.

First, the proposal advises the museum's staff to rededicate itself to the public through a comprehensive program of meetings, newsletters and public events centered on the history of New York City and the South Street Seaport.

It also recommends that the staff organize public demonstrations of its ship operations and redevelop an active membership group and an accountable, elected board of trustees.

Rather than sell off or give away its boats, the museum should do the exact opposite — restore them and expand programming on them, according to the advocates. "The strategy of the museum is entirely backward — instead of going out and using the ships as appropriate vehicles to encourage public support, they're seen as liabilities," said Ferraro.

"They're not liabilities — they're its very heart and soul. It's got to use those great assets as a way to support itself."

The proposal calls for the museum to "bring our ships to life, with sail-handling and sailorly arts used in crew training" and "with visitors helping to handle line, telling their own stories and advancing a cultural heritage vital to the city's story."

To succeed, Stanford said, the museum must also rely wholeheartedly on its volunteers, "pick the rhythms of what people are interested in" and "campaign aggressively to get people involved" in fundraising.

"I don't think the basic New Yorker has changed that much," Stanford said of the recent decline in philanthropy. "They just

haven't been invited in an open, generous way."

Stanford is faulting Pelzer, in particular, for failing to engage donors and visitors. He is calling for her resignation and for an interim director to be appointed and guided by the leaders of the Erie Maritime Museum, the Mystic Seaport, and other successful maritime museums around the country.

"Mary should have never held this job... she didn't have enough experience, nor the generosity of spirit or willingness to learn," said Stanford.

Abegg said Pelzer's announcement of the museum's troubles to its staff seemed "inauthentic," and attributed the institution's financial meltdown to her "autocratic" ruling style.

The advocates group has scheduled a phone conference for Thursday to continue the dialogue and to figure out a way to reach Mayor Michael Bloomberg with its messages. The City, they argue, should be responsible for supplying the funds to keep the museum alive.

"A hidden factor in all this is that the Mayor, in ways we don't know, is really calling the shots around here," said Stanford. "I'd like the City to rebuild and restructure the museum, and stop the nonsense."

Abegg is co-leading a group of about 150 Pier 16 volunteers that has launched saveourships.org to get the word out about the museum's troubles and solicit aid.

The museum is an irreplaceable aspect of the history of New York City, according to Walter Rybka, president of the Council of American Maritime Museums, a collegial association of maritime museums of which Seaport Museum New York is a member.

"It would be a tremendous loss to the memory and the cultural fabric of New York to have that close," said Rybka.

The museum he said, "lets people come and just experience the closest thing they can to the environment of the early- and mid-19th century." -----Author Aline Reynolds

<http://saveourships.wordpress.com/>

Flotsam & Jetsam

Frank: I don't believe you ever ran a WANT-AD in the Newsletter. I have one if you think it is a good idea.

WANTED: WW2 surplus Command sets and ARC-5 radios, transmitters, receivers, BC and SCR series units also. Tell me what you have, tnx. Mike Shaw K2LRE

11 Caton Terr, Caldwell, NJ 07006

k2lre@aol.com or phone me 973-768-6322

WENDELL'S NEWS CORNER



73,

Carl Zelich, AA4MI

Carl, AA4MI, ex: WN1DZA, W1DZA, W8LMM, AC8LMM, W4OBR, was raised in Bridgeport, Connecticut.

His mother sent him to the local public library during the winter months because it was warmer there than at home. Within a building full of books, Carl began reading and his interest settled on the Electrical section. There he found instructions to build his first crystal receiver and at age 7 was listening to local radio stations during those cold winter nights.

He attended several Stratford Amateur Radio Club meetings. This club inspired him to get his Novice license. WN1DZA, in 1956. He continued on with his amateur radio studies and proceeded up through Extra class.

While attending Fairfield College Preparatory School in Fairfield, CT., Carl, as a member of

the Physics Club, built a transistor receiver using the famous first transistor CK722. This effort took the entire treasury of the club and the "smoke test" was a success.

His amateur radio exposure led him to a new career. He served with the U.S. Army Security Agency from 1959 to 1962. There his amateur radio talents were used to their fullest.

In '63, he worked for a public utility's accounting department. His supervisor came over to him and asked, "Carl, you know something about electronics don't you? Aren't you a "ham" or something?". Carl nodded his head yes. Immediately a huge pile of manuals, books and diagrams were dumped on his desk! His supervisor said, "There's a new thing called a computer or something downstairs; see what you can do with it." Thus his computer career was born.

During the next 30 years, he worked for several major corporations as a computer programmer, computer programmer analyst, senior computer programmer, lead programmer, system analyst and senior computer programmer specialist. He concluded his last 18 years at the Kennedy Space Center in software development for the Space Shuttle Project. He was also Training Instructor for more than 2,000 recent college graduates entering the computer workforce there.

In December '79, the FCC opened a window to allow Extra Class operators to request their suffix. Carl requested the "MI" suffix to fit his former Merritt Island QTH in FL. The FCC realized it had started to assign the "AA" prefix too soon and it was immediately closed. But not before a very rare prefix and a 2x2 call sign was issued! Carl's station was in great demand by certificate hunters and worldwide by DX stations. Thinking he was a new country, he sent out over 5,000 QSL cards in 1980, 4,000 in '81, 3,000 in '82 and '83!

He is past president of the Indian River ARC, Brevard Repeater Assoc. and founding member of the Brevard Amateur Radio Packet Assoc. Carl is an ARRL Life Member, Assistant Director SE Division, Volunteer Examiner and Official Relay Station. He is also past president of the Space Center Amateur Radio Society (SCARS) at the Kennedy Space Center, Cape Canaveral, Florida. He was a member of the Launch Information Service and Amateur Television System (LISTS) of Brevard County.

Carl also was one of the 5 original hams who established a 2 meter 1 kilowatt launch service for the east central region of Florida. It's purpose was to provide exact launch status for every mission leaving the Cape Canaveral area. This station was acknowledged by Kennedy Space Center officials and consequently, they have installed a receiver in EVERY vehicle at the space center! The signal reports for the station have been received from the Bahamas,

Cuba and Georgia areas. Additionally, this signal has been repeated by repeaters in those areas to extend the signal coverage beyond our wildest beliefs! It is even retransmitted on h.f. amateur frequencies!

Carl is also a member of the Society of Wireless Pioneers(2713-M), Veteran Wireless Operators Association, the Quarter Century Wireless Assoc.(13738), the Old Old Timer's Club(3887), the Amateur Radio Emergency Service (ARES), Radio Amateur Civil Emergency Service(RACES), Lake Monroe Amateur Radio Society(LMARS), Straight Key Century Club(1128), North American QRP Club(1237), FISTS(7451), Croation Telegraph Club(579)and the 10-10 Club(15485).

He has also been awarded Honorary Membership in May 2006 in the North Brevard Amateur Radio Club (NBARC) for his Special Event Management of the Space Shuttle Special Event Station N4S,(NASA for Space). A 25th Anniversary Certificate honoring the Space Shuttle was authorized by the Florida Space Authority at Cape Canaveral Air Station and signed by Lt. Gov. Toni Jennings, State of Florida.

He holds WAC, WAS, DXCC and various other awards. His current DXCC standing is 291 countries on cw.

Carl's most recent award is "The Karl Lambert, KB4DCR Memorial Education and Training Delivery Award" presented by the Lake Monroe

Amateur Radio Society (LMARS) on December 2, 2010 for providing outstanding leadership and personal involvement in developing and delivering education and training programs on behalf of LMARS in keeping with its constitutional mission and purpose.

Examples of his efforts include Code Training, Weather Balloon launch and tracking, Career Day for Seminole County Public School Teacher, Lake County Elementary Schools Amateur Radio Club, "Talk to the Astronauts" ISS Space Station contacts for 400 college students at Embry-Riddle Aeronautical University at Daytona, FL. and many other programs.

The LMARS Board of Directors is thrilled to present the first Karl Lambert Memorial Education and Training Delivery Award to Carl Zelich, AA4MI.

Carl lives on a 7 acre homestead in Chuluota, FL. He currently runs 1 kw on h.f. to a 1,000 and a 2,000 foot flat top and other antennas. Plans are underway for a rhombic and materials have been purchased. It will probably be about 500 feet long but he is still planning.

His days are kept busy with his wife, Julie, and step daughters, Nicole and Candice, and 2 cats, Nala and Bubba.

From: [PAUL RAICHUR](#)
Sent: Wednesday, March 02, 2011 2:32 AM
To: [Francis T Cassidy](#)

Cc: wenben@nyc.rr.com
Subject: Re: VWOA NEWSLETTER #61

Good Day Frank & Wen,
Thank you for your time and effort with the newsletters.

Am back at sea again since February 2011 as an "Electrical Technician" aboard the "Aquila Explorer" (Seismic Survey Vessel) in NZ waters.

Had served time in the Merchant Marine as a shipboard Radio Operator from March 1984 to August 1999.

Thereafter served with the New Zealand Coast Guard as a shorebased Radio Operator from August 2004 to December 2007.

God Speed & 73,
Paul.

From: Frederick Raab
Sent: Sunday, March 06, 2011 2:47 PM
To: [Radio Officers & Google Group](#)
Subject: [Radio Officers, &c] WRC-12 and COMSAR report
March 6, 2011

Greetings:

This is just my own personal opinion. It seems to me that the IMO has no real use for the frequencies, but they don't want anyone else to use them either, even on a secondary basis.

They have completely abandoned their heritage. If they get everything they want at WRC-12, the band from 495 to 505 kHz would be reserved for digital transmissions.

You may recall that some years ago the German Ministry of Transport proposed putting NAVTEX in this band. It was of course easier to put new NAVTEX near the present frequencies of 490 and 518. So the IMO came up with the new high-speed SYNOPTIC system. Many of us think (a) you can't achieve that bandwidth with small/moderate antennas, (b) there is no funding to build the system, and (c) the operators won't want to buy new equipment.

However, the idea successfully kept governments from supporting an amateur allocation from 493 - 510 kHz. This method has been withdrawn from further consideration at WRC-12 so there will be no combined amateur/heritage band at this frequency.

It is still possible that amateurs will get a secondary allocation below 487 kHz. 461 - 478 kHz is supported by our FCC and CITEL. If we get such an allocation, it will of course be a place where heritage stations can continue to operate and CW can continue to be heard.

73, Fritz, W1FR

We announce with deep regret the passing of
Carleton H. Gray
VWOA Life Member SK 03/03/11

From: Linda Rayner, his daughter
Date: March 6, 2011 11:29:39 AM EST
To: wenben@nyc.rr.com
Subject: VWOA YEARBOOK

I wanted to let you know that my dad, Carl Gray W4ACM, passed away on Friday, March 3, 2011. He was 100 years and almost 7 months old.

If you would like a copy of the obituary, I can forward it on to you.

Thanks for your friendship and all the yearbooks that you have provided. He was always surprised to receive one, but loved reading them. It was a part of his past that he could no longer be involved with, but was very proud of.

From: Linda Rayner
Date: March 7, 2011 9:18:24 AM EST
To: wenben@nyc.rr.com
Subject: Re: Carleton Gray - SK

Thanks Wendell for your condolences.

I have attached a copy of his obituary. You'll see we were very proud of his communication skills, as was he. He had his awards hanging on the wall and was sad when he had to give up his radios.

If you would take care of notifying QCWA and ARRL that would be great.

Thanks also for sending me the email this morning from QRZ. It's kinda sad to see Silent Key. He had W4ACM on his license plate and a hat also.

Take care of yourself. Thanks again for keeping him in the loop. He looked forward to seeing the newsletters and reading about something that he loved.

Thanks again.

Linda L. Rayner

Community Energy Conservation Program, Inc
Charlottesville, VA

PUBLISHED OBITUARY

Carleton H. Gray, 100, entered into eternal rest at Greenfield of Fredericksburg on March 4, 2011. He will be truly missed by his family and all the lives that he touched.

He was born on August 11, 1910 in Artas, South Dakota. His loving wife of 57 years, Zianna A. Gray who passed on March 11, 1996 and five brothers preceded him in death. He leaves to cherish his memory, a son, Alan S. Gray and his partner, Natalie Balderson of Richmond; a son, Richard M. Gray of Fredericksburg and his wife, Vickie; a daughter, Linda L. Rayner of Charlottesville; grandchildren, Alan Stephen Gray, Jr. and his partner, Dani Barker of Inwood, West Virginia; Kristin L. Rayner of Charlottesville; Kelly D. Gardner and her husband, David of Italy and Jennifer Brown of Fredericksburg; and two great-grandchildren, Alex Gray of Inwood, West Virginia and Thomas Gardner of Italy, as well as many other loving family and friends.

Carl built his first radio receiver in 1923 from instructions in the Boy Scout Handbook and the Radio News Magazine. He obtained his amateur radio license in 1926 and his commercial license in 1930. During World War II, he served nearly four years on active duty with the Army Signal Corps. He worked as an engineer at several Mid-West broadcasting stations, one of which was where he met his wife Zianna. After their marriage, he accepted a civil service appointment, in 1941, as a Radio Engineer and was assigned to the Army Signal office in Omaha, Nebraska. In 1962, he transferred from Omaha to the Office, Chief of Engineers in Washington, DC. He retired in 1973 as Chief of Engineers. In 1988, he received the Veteran Wireless Operators Association's Deforest Audion Gold Medal Award that recognizes the achievements of men who have distinguished themselves within the electronic field.

Carl was an elder in the Presbyterian Church (USA) and a member of Heritage Presbyterian Church in Alexandria Virginia. He was also a member of QCWA, VWOA, and the ARRL. He was an avid fan of the Baltimore Orioles and the Nebraska Cornhuskers. They have lost a true fan. Silent Key W4ACM

The family would like to thank the caregivers of Greenfield and Mary Washington Hospice for their special care over the last several months. We would also like to thank Chancellors Village, where he lived for 12 years.

DEFOREST AUDION AWARD

CARLETON H. GRAY

Carleton H. Gray was born in South Dakota and in 1927, while in high school, became a licensed radio amateur with the call sign 9EUH. A commercial license followed in 1930. He attended college in North and South Dakota and worked as a broadcast engineer before joining the Army Signal Office in Omaha as a civil servant in 1941.

During World War II, he served nearly 4 years on active duty with the Army Signal Corps and was responsible for the installation of over 250 Army and Air Corps radio facilities. After the war, he transferred from the Signal Service to the Army Corps of Engineers as an Electronic Engineer.

In 1962, Mr. Gray transferred from Omaha to the Chief of Engineers in Washington. As Chief, Communication-Electronic Section, he initiated a Corps-wide modernization program of its emergency and operational radio capabilities with the installation of single side band HF and VHF-FM radio equipment. Multichannel marine VHF-FM was installed at all Corps operated locks and dams. He developed the design and technical specifications for the installation of a completely integrated system of radar, TV cameras and radio service for the dispatching and control of ship traffic through the Cape Cod Canal. He received the Pace Award from the Secretary of the Army for the development of the system as the most significant contribution of an individual to the Army program. He also initiated the installation of a similar system at the Chesapeake and Delaware Canal.

He represented the Army on the Executive Committee of the Radio Technical Committee for Marine Services (RTCM) for ten years and served on many of its Special Committees. Several of his papers on the subject of improving maritime short range VHF-FM communication were published in the RTCM Symposium Papers.

Mr. Gray retired from the Civil Service in 1973 but continued to be active as a consultant in the field of maritime electronics for another ten years and represented the inland waterways on the RTCM Board of Directors.

Mr. Gray resides in Alexandria, Virginia with his wife Zianna. His hobbies are operating amateur radio station W4ACM and personal computers.

