

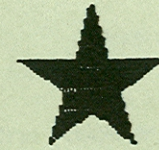
Joe Prockton
67 Burmon Dr
Orchard Park NY
14127



TO:

John W. Cullum Jr
6871 E. Webster Rd
Orchard Park NY 14127

1988 DUES
ARE DUE

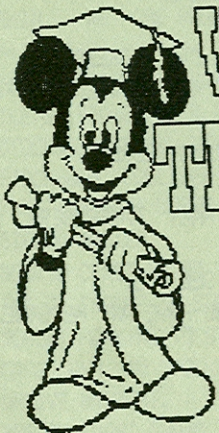


TELSTAR
Dec. 1987 - 88

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Merry Christmas



WE TESTS
TEST SITES

RAVE HOTLINE
876 - 6593

CALL FOR
TESTS - SCHOOLS

13 April 1988 = Wednesday = 7:00 PM = Hamburg Junior High



SOUTH TOWNS AMATEUR RADIO SOCIETY
OFFICERS AND BOARD OF DIRECTORS

President = John Leitten = KA2RFT
Vice Pres. = Bill Siska = N2GAD
Secretary = _____
Treasurer = Mal Vallone = WA2VER
Fin. Secy. = Chuck Louise = KC2SG
Director = Matt Gorski = N62M
Director = Nick Stanko = KA2SEJ

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CHANGES

NEW MEMBER

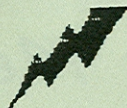
Adrian A. Georgeski = N2HPR
4019 Sowles Rd
Hamburg NY 14075
fone = 649 9169

UPGRADES

K2RDD = Dick Dukat to Advance
KA2SFE = Frank Modzelewski to Advance

LIGHTNING

RELATED ARTICLES



The following article appeared in the January issue of FIREJournal and printed (with permission) in its entirety in two installments. The reason being to condense it would ruin it. J. Anderson Plumer is President of Lightning Technologies, Inc., in Pittsfield MA, and a Senior Member of the Institute of Electrical and Electronics Engineers. Anyone interested in participating in a lightning research project designed to record and analyze the effect on systems and facilities in order to improve the methodology of lightning protection can write to Lightning Technologies, Inc., 10 Downing Parkway, Pittsfield MA 01201.

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WE NEED BETTER LIGHTNING PROTECTION

J. Anderson Plumer
President - Lightning Technologies, Inc.
from FIREJournal (January 87)

A central computer processing facility is forced to close to replace damaged components... A municipal service dispatch station loses its transmitter, and hundreds of homes and businesses are without police and fire protection... An electrical power generating plant is automatically shut down due to erroneous computer data... The common denominator in all these cases is lightning. And they are only a small sample of the toll taken by lightning every day.

Technological advances in a wide variety of industries have resulted in increased reliance on electronics to perform essential functions. When these electronic systems operate reliably, they represent significant cost savings and performance improvements. However, the loss of their function due to such unpredictable events as a lightning strike can result in costly downtime and in some cases, safety hazards.

Lightning strikes represent one of the most frequent causes of electronics failures. Especially vulnerable are systems composed of individual components widely dispersed among separate buildings and interconnected with electrical cables. The threat to high-tech or "smart" buildings and systems is particularly severe.

Owners, operators, and the public are becoming less tolerant of equipment failures and are seeking more often these days to pinpoint fault and financial responsibility. Gone are the days when insurance companies routinely paid claims for lightning damage. No longer does the "Act of God" defense go uncontested. Courts are recognizing that it is possible today to minimize damages and expensive losses.

Only through an improved understanding of lightning and its effects can proper protection be effectively implemented. And although lightning has been the subject of extensive research over the years, there is still much about it that is not known. This is especially true about the ways in which lightning interacts with new high-tech facilities and systems.

LIGHTNING FORMATION

A lightning flash is a very long electrical spark that extends between one center of electrical charge in a cloud and another center of

telstar #88 (3)

opposite polarity charge in the ground, in another cloud, or even in the same cloud.

The energy that produces lightning is provided by warm air as it rises upward into a developing cloud and cools. The water vapor in the air condenses into droplets that freeze into hailstones heavy enough to fall through the cloud, gathering water droplets as they do so.

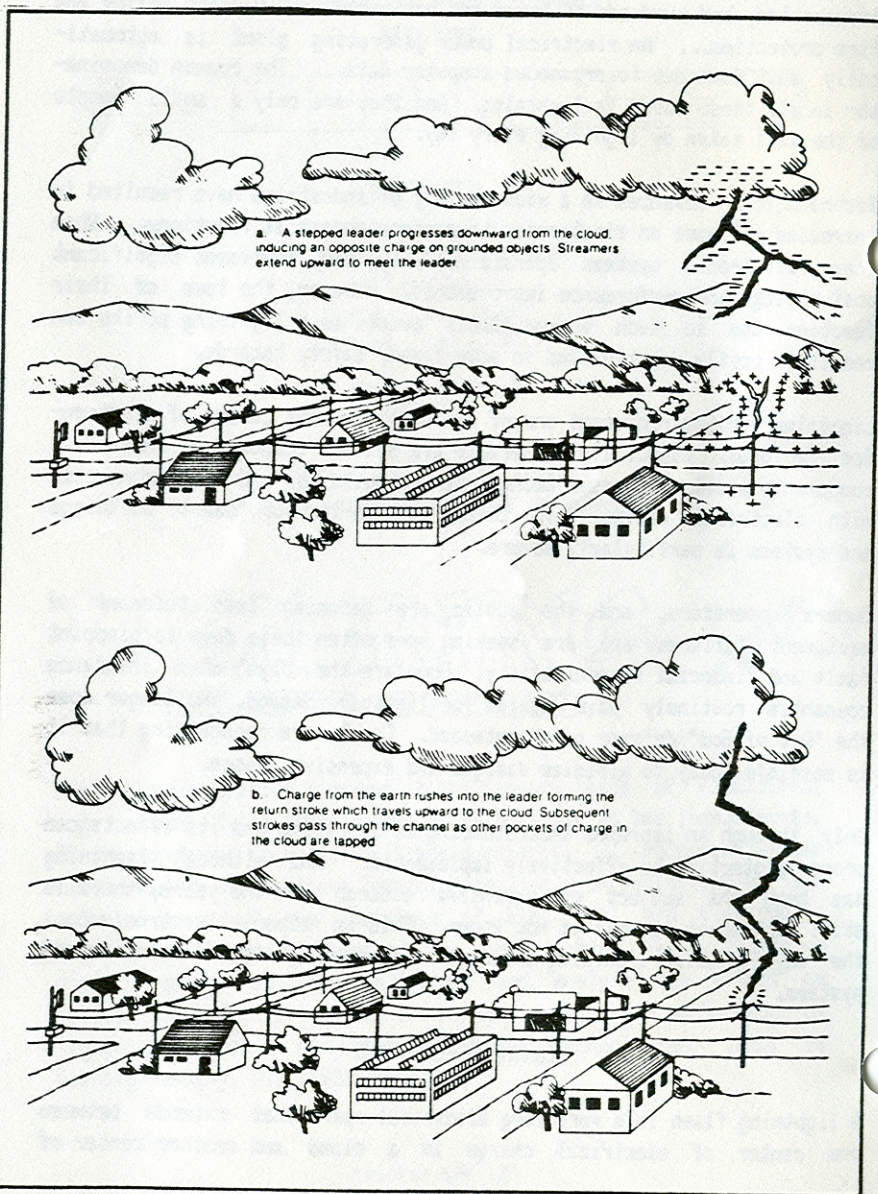


Figure 1. Development of a lightning stroke.

According to one theory, small splinters of ice chip off these hailstones as they freeze, carrying away with them a positive charge and leaving the hailstones with a negative charge. The vertical air currents then carry the positively charged ice splinters to the top of the cloud, which thus acquires a positive charge, while the negative hailstones fall toward the base of the cloud, which becomes negatively charged. This charging process may take only a few minutes after the birth of the active cloud, and the total life of the cloud may be only 20 minutes or so.

In a single cloud, there may be several electrically charged cells around which the electric field is very intense. When a sufficient charge has accumulated, the field may be strong enough to ionize the air, creating a luminous spark that jumps outward in a zigzagging column of ionized air called the "stepped leader". Some of the charge from the cloud flows into this leader. When it begins, the leader moves in the general direction of the ground, but it does not "know" where it will finally strike. There may be several possibilities, and the leader frequently splits into several branches on its way.

As the leader approaches the ground, the electric field is intensified and sparks, called "streamers", emanate from protruding objects, such as utility poles, trees, and buildings, and propagate upward toward the leader. When they meet, opposite polarity charges from the earth rush into the leader, neutralizing the charge in it from the ground up. This surge of current is called the "return stroke", and it creates the bright flash and loud noise associated with lightning. Figure 1 illustrates this process.

When the return stroke is complete, the original charge center in the cloud is connected to the earth by the conductive channel. Other pockets of charge in the same cloud or in a nearby cloud jump to the first center and follow the established channel to earth. Subsequent discharges like this are very common and are called "restrikes".

Between successive strokes, the channel is kept alive by the drain-off of residual charges from the cloud. The currents that flow during this period are called "continuing currents". This entire series of events, from formation of hailstones to continuing current, may last up to one second and is referred to collectively as the "lightning flash".

If recorded on a linear time-scale, the currents in a flash would appear as shown in Figure 2.

The individual strokes may reach hundreds of thousands of amperes but

last for less than one-thousandth of a second, whereas the continuing currents reach only a few hundred amperes, but persist for nearly the entire life of the flash. An important implication of this is that objects struck by lightning are subjected not to just one stroke, but to a series of strokes in rapid succession.

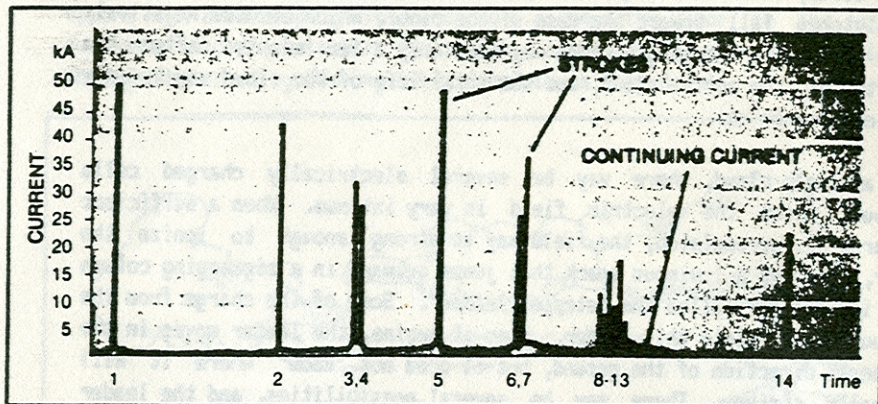


Figure 2. Currents in a multiple-stroke lightning flash. There are 14 individual strokes (numbered above), and the total duration of the flash is 0.7 second.

Most of the destructive energy produced in a lightning flash is delivered by the stroke current. These intense currents produce high over-pressures that can shatter concrete, glass, wood, and other non-conductors, and the rapid rate at which they rise to a maximum intensity can cause high voltages to appear along the conductors carrying them, resulting in "side flashes" to other objects nearby. The rapidly changing magnetic fields accompanying these strokes can also affect electronic systems, which may be damaged by the surge voltages these fields induce in wiring and cables.

Studies undertaken to measure lightning's electrical characteristics have found that the statistical distribution of magnitudes of these parameters varies widely. Approximately half of all recorded lightning strokes reach peak currents of 20,000 amperes or less; on occasion, though, peak currents 10 times that high occur.

Thunderstorms and lightning flashes also vary throughout the world according to the climate and topography of particular locations. Most observers agree that there are about three lightning flashes per minute in the average thundercloud and that a cloud covers about 500 square kilometers of ground for an average of one to three hours. This works out to a flash density of 0.3 to 1.0 flashes per square kilometer.

Thus concludes the first of two installments of "WE NEED BETTER

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LIGHTNING PROTECTION[®], it will conclude in next month's issue. The following month will show two different ham ideas of protecting their equipment as much as can be possible. Should you have ideas to submit - will be glad to continue this series.

/=/ /=/

General Meeting = 1st Thursday = 7:30 PM = Youth Center

Board Meeting = 4th Tuesday = 7:00 PM = Youth Center

75 Meter Net = Each Saturday at 10:00 AM = +/- 3925 kHz

2 Meter Info Net = Each Wednesday 7:00 PM = 147.69/.09

Telstar deadline = 20 of the month

/=/ /=/

WIND CHILL TABLE

TEMPERATURE

MPH	35	30	25	20	15	10	5	0	-5	-10	-15	-20	-25	-30
05	33	27	21	19	12	7	0	-5	-10	-15	-21	-26	-31	-36
10	22	16	10	3	-3	-9	-15	-22	-27	-34	-40	-46	-52	-58
15	16	9	2	-5	-11	-18	-25	-31	-38	-45	-51	-58	-65	-72
20	12	4	-3	-10	-17	-24	-31	-39	-46	-53	-60	-67	-74	-81
25	8	1	-7	-15	-22	-29	-36	-44	-51	-59	-66	-74	-81	-88
30	6	-2	-10	-18	-25	-33	-41	-49	-56	-64	-71	-79	-86	-93
35	4	-4	-12	-20	-27	-35	-43	-52	-58	-67	-74	-82	-89	-97
40	3	-5	-13	-21	-29	-37	-45	-53	-60	-69	-76	-84	-92	-100
45	2	-6	-14	-22	-30	-38	-46	-54	-62	-70	-78	-85	-93	-102

/=/ /=/

PACKET RADIO BBS (145.070 mhz)

I have a packet BBS system up and running and call it the K2R00 - STARS, LANCASTER LINK BBS.

I do intend to place STARS regular and board meeting dates on the board and all pertinent information information to the STARS members as it happens a week or so before the event takes place. The events of the Lancaster Radio Club as well as the events of the GRAM club will also be used as information to the radio amateurs of the western New York area. As a member of the above mentioned clubs and they all have their place on the BBS.

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The BBS will operate Monday, Wednesday, Friday, Saturday, and Sunday from 3 PM till 11 PM - Tuesday and Thursday hours will be 6 PM to 11 PM.

As the time allows the BBS will be expanded and linked to the national net for news and events of interest to all hams. So far the New York state area and Canada are covered. This will be a service to all in the western New York area. This all culminated to the efforts and advice given to me by the following: Bill, N2BAG, Syd, W2ICZ, and computer debugging of the program by Jim, KA2VTX. My special thanks to the above mentioned people for their participation and efforts in bringing this to its final conclusion.

73 ... Dick ... K2R0D

/= \=/

STARS GOSSIP COLUMN



At the December 3rd meeting there will be very little business transacted, it will be a social gathering of all the members, their families, as well as their friends. Bring something to eat, as John says bring finger food. The club will supply cups, plates, etc. and also coffee, tea, pop, etc.

If you see some of the past members why not invite them also and join our social gathering. Sounds like a good idea and perhaps we will do it more often.

1987 has finally flitted away and STARS can be proud of all their achievements during the year, such as participating in a Bike-A-Thon to a special event station, novice classes, two FCC examination sessions, the upgrading of a repeater, remodeling the Nike base storerooms, plus all the fun and enjoyment at field day which everyone looks forward to yearly.

For those unable to attend the November meeting, the following were elected to office: President - Bill, N2BAG; Vice President - Larry,

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K2KVS; Secretary - Dick, K2R0D; Treasurer - Mal, W2EVR; Financial Secretary - Frank, KA2SFE; and Director - Voit, KA2WIG. Looks like a good slate of members and by the gleam in their eyes I can see that they are anxious to make 1988 a better year for STARS.

How many of you like the miniature format of the club paper? With our editor there is never a dull moment and I hope for the coming year more members will write articles of interest. Come now, members, this is your paper and you should be tired of the same people submitting the articles all the time. I am sure if you tried it you will enjoy it and, Joe, our editor, will be a happy boy! hi! hi! (ed note: how right you are).

How many members are keeping abreast of the state of the art in amateur radio? Many of us who receive our ticket just get on the air and that's it. There are many articles in the various ham magazines to entice you to try something new. Our club is a learning club so take a few moments and explore the other good things our hobby has to offer. Should you have something special, why not share it with the rest of the members - I am sure that we are all open to new ideas.

Another point of interest, the STARS Saturday morning net has added a new gimmick, it is to your advantage and gives you a chance to become net control. At least one Saturday per month will be turned over to a guest control operator, so be prepared. Do not be afraid to volunteer, all of the Saturdays in December are still opened. Let me know which one you would want reserved for yourself.

At this time, I will take the opportunity to wish all of the members and their families a Very Merry Christmas and a Very Happy New Year.

See you all December 3rd

Guz, W2E2U

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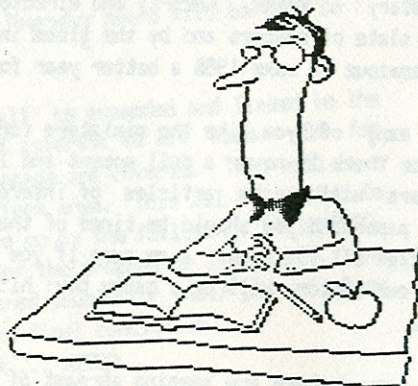


WHEN WE ARE FLAT
ON OUR BACK, WE
CAN ALWAYS LOOK
UP AND CHECK THE
ANTENNA ? ?

telstar #88 (9)

THE PREZ SEZ

Recently I found out, quite by accident, that hooking the output of my code oscillator to the input of my computer, when set up to copy code, I could send to it with a straight key. Why I never thought of this before is beyond me. To prove a point that my fist is not as bad as I have been told it is, I could get my call printed on the CRT. Bad! Not one



letter. I take that back, lots of E's and T's; so I did get one letter. I then had the computer send a K at 17 WPM over and over. Then I would send to it. After some time I could do it fast, slow, backwards. Great!! At least the world will know who the jerk is with the rotten fist but a good sounding call. This will never do. I worked at it each night, with the earphones on, it helps me to concentrate. My fist is not bad now. Have done a QSO with the straight key. Sure did go better than my novice days. Now the amazing part, without copying one letter, my code copying speed shot up. Maybe it was the sound of a letter than seeing the letter in print on the CRT. Maybe just the concentration on the sound of the letter, whatever, it worked. I sill can only hear letters not words. I don't know if I will ever get to 20 WPM but I broke the 15 WPM copy. Still can't send over 15 with a straight key, but it's coming along. If you can't get 13 WPM, try it. Send to your code copy set up with a straight key, see if it helps. The computer has all the time in the world. If it takes you 10 minutes to send a letter correctly, it will just sit there and print junk until you do it right. Let me know how you make out.

As you all know this is my last article under "THE PREZ SEZ". I look to 1988 as a great year. I ask you to help the 1988 officers as such as you have helped me in the past

Thank you one and all - GRT, 73, 88

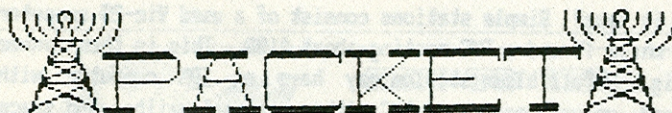
John, KA2RFT

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CALL CHANGE

Frank Modzelewski
ex-KA2SFE now KE2DG
keep eager 2 do good

telstar #88 (10)



ARTICLE NO.1 INTRODUCTION

How would like to get up to the minute ARRL Reports before QST comes to your mailbox? Do you need up to the minute Keplerian Elements for satellite tracking but you can't wait for the Amateur Satellite Report? Would you like to send a message to a buddy across town, across the state, across the nation or even across the world without waiting for the bands to open, or get an answer to a difficult Ham Radio problem?

If you answered yes to any of these problems, Packet Radio may be the answer for you. Through a series of short articles, I'll try to painlessly inform the STARS Club Members of the joys, pains, advantages, and disadvantages of packet radio, Ham's newest frontier.

Packet Radio is a form of high speed digital communication, between computers, using ham radio. The system is similar to that which uses a telephone modem and telephone lines, but instead utilizes a Terminal Node Controller (TNC) as its modem and radio waves for information transfer. These differences will be detailed in later articles.

With Packet Radio you can access numerous Bulletin Board Systems (BBS) both local and distant, which contain up to the minute ham radio information from ARRL, AMSAT, many in the know Ham Radio Gurus, and even (thanks to K2RDD) pertinent STARS Club information such as meeting times and nights and upgrading schedules. These BBS's often contain computer programs written by Hams for Ham and non-Ham related subjects. (More on BBS's in later articles.)

Packet Radio has even made it into space. Fuji Oscar 12, launched by Japan about 1 year ago, contains a Packet Radio Mail Box. This allows you to send "electronic mail" around the world to a friend in, say, Great Britain on schedule.

Packet Radio is currently active on 2 Meters, 220 mhz, and 10 meters for you DX fans, and the beauty of it all is the fact that several stations can converse on the same frequency, at the same time, cleanly, and ERROR FREE!

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What does it take? Simple stations consist of a used Vic-20 computer, a black and white TV and a TNC costing about \$100. This is then connected to your rig. A full blown station may have an IBM computer with a printer and color monitor, a TNC with a personal mailbox and space to store plenty of mail. Again this, to, is connected to your rig. Some TNC's even allow you to display a weather map from the NOAA Weather Satellite. Some Hams choose the portable approach using a lap type computer, a battery operated TNC (9 volt transistor batter for power) and a HT.

If you have any questions regarding packet radio before the next article or would like to see a packet radio demonstration first hand call me or Dick, K2RDD, at any time. We'll be glad to help you out.

Stay tuned for next month's article. Bill N2GAD

ARRL NEWS

#86 = 2 Nov 87 = VEC fee

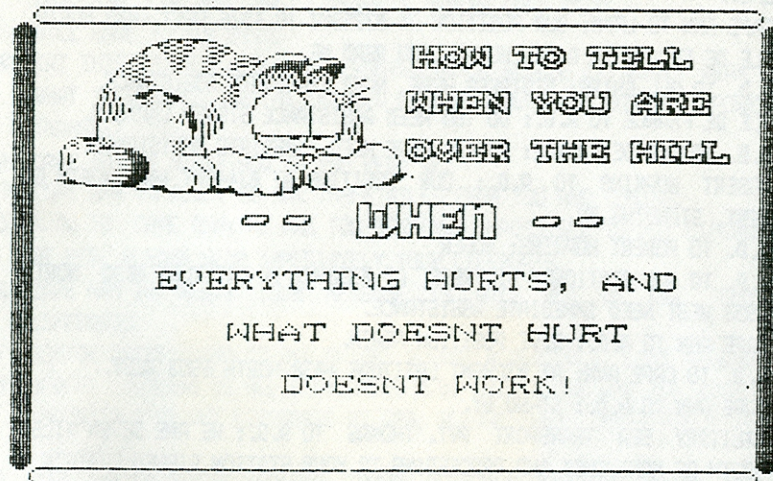
Effective January 1, 1988, the maximum allowable fee for an amateur examination administered by a VEC will be four dollars and fifty six cents. This increase is based upon on a 4.3 percent rise in the consumer price index between September 1986 and September 1987. The ARRL VEC will charge four dollars and fifty five cents effective on January 1.

#88 = 19 Nov 1987 = use of 200 in callsigns

In a letter to the ARRL dated November 17, the FCC has authorized the use of the number 200 in callsigns in celebration of the bicentennial of the US Constitution by preregistered clubs not specifically located in state capitals. FCC pointed out that the original order of July 9 did not specifically limit operations to state capitals. Therefore some 199 clubs which have registered with ARRL are approved. ARRL will individually notify clubs of this action by mail. FCC will also permit some additional registrations, provided they are made in a reasonable and prudent manner. Amateurs are reminded that only club stations registered with ARRL may participate, as it is an absolute necessity that each FCC field office be provided with an up to date database printout of all participating stations. Any additional questions should be address to the ARRL club services department.

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telstar #88 (12)



THE SINKING OF THE ANDREA DORIA

by Raymond Maurstad, W2JNA/MM
on board the SS Robert E. Hopkins

From the log of the SS Robert Hopkins, of distress communications concerning the collision of the SS Andrea Doria and the SS Stockholm and the eventual sinking of the SS Andrea Doria.

GMT

- 0320 ANDREA DORIA TO ALL STATIONS: DISTRESS DISTRESS FROM ANDREA DORIA.
- 0321 STOCKHOLM TO ALL STATIONS: URGENT URGENT FROM STOCKHOLM.
- 0322 A.D. TO ALL STATIONS: (SENDS INTERNATIONAL AUTO ALARM SIGNAL TO RING AUTOMATIC ALARMS).
- 0324 A.D. TO ALL STATIONS: JUST COLLIDED WITH ANOTHER SHIP, MESSAGE FOLLOWS, PLEASE SHIPS IN COLLISION PLEASE INDICATE.
- 0326 A.D. TO ALL STATIONS: DISTRESS AT 0320GMT LATITUDE 4030 NORTH 69 5 WEST.
- 0327 A.D. TO ALL STATIONS: (REPEATS POSITION).
- 0328 ROBERT HOPKINS TO A.D.: YOUR DISTRESS MESSAGE ACKNOWLEDGED, PLEASE STAND BY FOR OUR POSITION.
- 0329 A.D. TO ROBERT HOPKINS: ROGER, THANK YOU.
- 0332 CAPE ANN TO STOCKHOLM: OUR POSITION AT 0330 GMT 6936 WEST 4035 NORTH, STAND BY FOR OUR POSITION.
- 0333 LFPM TO A.D.: WE ARE ABOUT 150 MILES EAST OF YOUR POSITION.
- 0337 LFPM TO A.D.: ARE YOU GETTING ASSISTANCE. WE ARE ABOUT 150 MILES

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EAST.

0338 CAPE ANN TO LFPM: OUR POSITION AT 0335GMT IS 6936 WEST 4035 NORTH.
0339 ILE DE FRANCE TO A.D.: HOW DO YOU READ ME.
0340 A.D. TO ALL SHIPS: DISTRESS HERE, NEED IMMEDIATE ASSISTANCE.
0343 ILE DE FRANCE TO A.D.: DO YOU NEED ASSISTANCE SIGNED CAPTAIN.
0343 A.D. TO ILE DE FRANCE: ROGER, HERE NEED IMMEDIATE ASSISTANCE.
0344 ROBERT HOPKINS TO A.D.: OUR POSITION AT 0344GMT 4037 NORTH 69 WEST, STANDING BY.
0344 A.D. TO ROBERT HOPKINS: ROGER
0350 A.D. TO ALL STATIONS: DISTRESS, AT 0320GMT IN LATITUDE 4030 NORTH 6953 WEST NEED IMMEDIATE ASSISTANCE.
0351 CAPE ANN TO A.D.: GIVE POSITION AGAIN.
0351 A.D. TO CAPE ANN: AT 0320GMT LATITUDE 4030 NORTH 6953 WEST.
0352 CAPE ANN TO A.D.: STAND BY.
0352 MILITARY SEA TRANSPORT PVT. THOMAS TO A.D.: WE ARE SEVEN MILES SOUTH OF NANTUCKET AND PROCEEDING TO YOUR STATION SIGNED CAPTAIN.
0353 A.D. TO PVT. THOMAS: ROGER THANK YOU.
0354 ILE DE FRANCE TO A.D.: AM GOING TO ASSIST YOU, WILL REACH YOUR POSITION 0345GMT ARE YOU SENDING WHAT KIND OF ASSISTANCE YOU NEED SIGNED CAPTAIN.
0357 ILE DE FRANCE TO A.D.: DO YOU ACKNOWLEDGE MY MESSAGE.
0358 STOCKHOLM TO A.D.: HOW DO YOU READ ME
0359 CAPE ANN TO A.D.: HOW DO YOU READ ME.
0400 CAPE ANN TO A.D.: HOW DO YOU READ ME.
0400 CAPE ANN TO A.D.: I HAVE A MESSAGE FOR YOU HOW DO YOU READ ME.
0402 CAPE ANN TO A.D.: WE ARE 8 MILES FROM YOU WILL ARRIVE 45 MINUTES.
0403 A.D. TO CAPE ANN: ROGER OK.
0404 CAPE ANN TO ILE DE FRANCE: A.D. ADVISES COLLIDED WITH ANOTHER SHIP. WE ARE PROCEEDING ABOUT 8 MILES FROM HIS POSITION, ARRIVE 0430GMT.
0404 ILE DE FRANCE TO CAPE ANN: ROGER, OK.
0405 ILE DE FRANCE TO A.D.: DO YOU HAVE ANY MESSAGE FOR ME.
0406 STOCKHOLM TO ALL STATIONS: URGENT, HERE SWEDISH PASSENGER LINER STOCKHOLM COLLIDED WITH ANDREA DORIA AT 0310GMT NOW AT 0350GMT IN POSITION 4034 NORTH 6945 WEST BUT STILL INVESTIGATING OUR DAMAGE SIGNED MASTER.
0408 BOSTON COAST GUARD TO STOCKHOLM: ROGER YOUR MESSAGE.
0408 ILE DE FRANCE TO STOCKHOLM: ROGER YOUR MESSAGE.
0408 ROBERT HOPKINS TO STOCKHOLM: ROGER YOUR MESSAGE.
0409 CAPE ANN TO STOCKHOLM: WE ARE ON OUR WAY TO YOUR POSITION. WILL ARRIVE 0430GMT.
0410 BOSTON COAST GUARD TO STOCKHOLM: WHAT IS YOUR POSITION.
0413 MAURETANIA TO STOCKHOLM: I HAVE A MESSAGE FOR YOU.
0418 STOCKHOLM TO ANDREA DORIA: WE ARE BADLY DAMAGED...WHOLE BOW CROSSED AND NUMBER ONE HOLD FILLED WITH WATER, HAVE STRAIGHTED OUR

telstar #88 (14)

POSITION, CAN YOU LOWER LIFEBOATS AND WE CAN PICK UP WILL HAVE TO ROW OVER.
0420 (AT THIS POINT SIGNALS FROM ANDREA DORIA BECAME EXTREMELY WEAK AND WHAT IS ASSUMED THAT HE CHANGED OVER TO EMERGENCY BATTERY POWERED TRANSMITTER).
0422 CAPE ANN TO A.D.: HOW DO YOU READ ME.
0423 CAPE ANN TO A.D.: WE ARE THREE MILES FROM YOU AND COMING.
0425 A.D. TO CAPE ANN: WE ARE TOO BENDING, IMPOSSIBLE TO PUT LIFEBOATS AT SEA, PLEASE SEND IMMEDIATELY YOUR LIFEBOATS.
0426 CAPE ANN TO A.D.: YOUR MESSAGE IS HAZY BUT WE ARE SENDING LIFEBOATS.
0427 BOSTON COAST GUARD TO ALL SHIPS: PLEASE REPEAT A.D. LAST MESSAGE.
0428 ROBERT HOPKINS TO ALL STATIONS:: A.D. SAID — WE ARE TOO BENDING. IMPOSSIBLE TO PUT LIFEBOATS AT SEA, PLEASE SEND IMMEDIATELY YOUR LIFEBOATS.
0428 CAPE ANN TO ROBERT HOPKINS: ROGER, ACKNOWLEDGED, THANK YOU.
0428 BOSTON COAST GUARD TO ROBERT HOPKINS: GO TO WORKING FREQUENCY AND REPEAT A.D. LAST MESSAGE.
0428 ROBERT HOPKINS (ON WORKING FREQUENCY) TO BOSTON COAST GUARD: ANDREA DORIA IS BENDING TOO BADLY AND IMPOSSIBLE TO PUT LIFEBOATS AT SEA, PLEASE SEND LIFEBOATS IMMEDIATELY.
0430 A.D. TO CAPE ANN: HOW MANY MILES ARE YOU AWAY.
0431 CAPE ANN TO A.D.: TWO MILES.
0432 STOCKHOLM TO A.D.: SIX THOUSAND YARDS TO TWO MILES.
0432 STOCKHOLM TO CAPE ANN: OK, BUT HEAD FOR THE A.D. FIRST.
0433 STOCKHOLM TO A.D.: ONE OF YOUR PASSENGERS...CRANBARRA ON BOARD AND OK.
0434 CAPE ANN TO STOCKHOLM: WHICH SHIP IS BEARING WHERE.
0435 CAPE ANN TO STOCKHOLM: WAIT.
0435 CAPE ANN TO STOCKHOLM: WE HAVE ARRIVED BEARING 240 DEGREES.
0436 CAPE ANN TO STOCKHOLM AND ANDREA DORIA: WE ARE BETWEEN YOU TWO SHIPS.
0437 STOCKHOLM TO CAPE ANN: WE HAVE YOU IN BEARING 250 DEGREES.
0437 STOCKHOLM TO CAPE ANN: GO AHEAD.
0438 ANDREA DORIA TO CAPE ANN: NEED LIFEBOAT NOW MANY PASSENGERS IN WATER.
0439 CAPE ANN TO A.D.: WE ARE READY, 240 DEGREES, I SEE YOU.
0442 PVT. THOMAS TO A.D.: HOW DO YOU READ ME, DO YOU HAVE ANY MESSAGE.
0443 CAPE ANN TO A.D.: WE ARE LAUNCHING BOATS.

NEXT MONTH:

continuation of the radio log
"THE SINKING OF THE ANDREA DORIA"

telstar #88 (15)