



Recommended calling QRGs: 7.028, 10.118/10.128/10.133, 14.058, 18.085, 21.058/21.138, 24.908, 28.058/28.158

FEA Net: 7.026 MHz 2300UTC on Saturdays, 14.054 MHz 0800UTC on Sundays

FEA Crossing: 7.025 to 7.030 MHz, from 2330UTC on Fridays

FEA-100 Award: http://www.feacw.net/qrv/FEA-100_Award.htm

Newsletter Editor, FEA Net Manager, Membership Secretary: Nao JO3HPM (jo3hpm@fists-ea.org)

Web Administrator, QSL Manager, Newsletter E-mail Distributor: Harry JL3AMK (webadmin@fists-ea.org)

FISTS members can receive the morsEAsia via e-mail. Please email the web admin with your FISTS#.

Treasurer, Contest & Award Manager: Sugi JK7UST,

<http://www.feacw.net/> or <http://www.fists-ea.org/> (Secondary)

NEW MEMBERS

We're very pleased to welcome our latest members: Yon, YB1UUU #22120.

CAMBODIA UPDATE - DAVE, XU7AKG / ZL3AIK, #15253

Some FEA members may be aware that at the beginning of 2020, the Telecommunications Regulator of Cambodia (TRC) stopped issuing new, or renewing existing, Cambodia Amateur Licences. The reason given was that the Minister required the existing regulation, that all HF transceivers have a Cambodia Type Approval (TA), be applied. As a result, our 7 resident amateurs have not been able to renew our licences and the TRC have not issued any visitor temporary Licences.

Our little Cambodia Amateur Radio Group has decided on the Yaesu FT-891 type and we have been working with the TRC to gain a TA for this rig. The FT-891 was chosen for its reasonable price and it meeting most of the performance requirements of our members. Our current rigs might not be able to be used again, as a TA would need to be applied for each type. The progress has been quite slow, but at the present time we have the application in and are waiting for its approval plus waiting for a price for the rigs from the TRC approved Importer, which we are required by the TRC to go through.

We are hopeful that when the TA is issued, we might soon be able to renew our Cambodian Licences and visiting amateurs will be able to again apply for a temporary Licence when they arrive with their FT-891.

MY SHACK 2023 - HARRY, JL3AMK, #15002



I like old but not vintage transceivers.



My favorite keys -- THE BENCHERS.

WHEN WILL YOU GET A PROPER JOB GEORGE....., PART TWO - GEORGE, 7J1ATG / VK4BGR / GW3YTC, #15076

As a follow up to my earlier PART ONE story of the same title, (published in MorseEAsia Oct 2022), on my time onboard my first Merchant Navy passenger ship (TSMV City of York) as a Radio Officer - I will tell you the story of the very sad end to that beautiful vessel.

I was onboard the City of York as 2nd Radio Officer from September 1969 until about June 1970. I liked it that much that I managed to convince the Marconi Marine International Company (MIMCO) HR Person (actually I had to buy him many beers at the local pub for him to agree!) to let me do another 3 months on board the TSMV City of York (normally a 6 month maximum was the rule - before the 2nd R/O was sent "solo" on an Oil Tanker or Tramp Cargo Ship elsewhere!).



TSMV City of York

If the choice was mine – I would still be there onboard the “City of York” enjoying the lifestyle and wonderful food etc.....but as explained in Part One of this story - my job as a Radio Officer started to disappear upon the arrival of the Inmarsat Terminal Systems.

Back in 1969 and until maybe 1975 the radio communications and distress safety system onboard the Merchant vessels, internationally and particularly the British Flag ships, could be described as very “primitive” – because they were!

I will expand on this matter in future parts of my story and explain the systems on board but for this Part Two I will tell you the sad story of the ending of the TSMV City of York only.

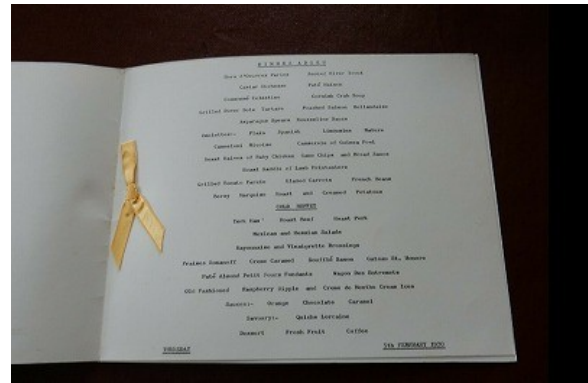
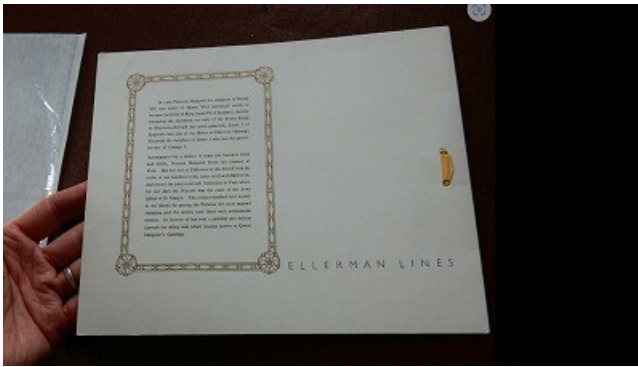
Life onboard the City of York was certainly busy. The two R/Os onboard were kept busy with numerous telegrams (of dubious importance) from very rich passengers to relatives and business agents ashore / receiving daily the text (by morse code) from the UK/EU/USA and South Africa Coast Stations to allow a multipage daily newspaper to be published onboard and the many many equipment breakdown and repairs (Radar/ steering systems / comms / Echo Sounders / Passenger Music & Intercom Systems and occasionally even the Captain’s electric razor!). Electronic equipment was not very reliable in those days!

But even we were very busy and working mainly on a 2 hour on duty / 2 hours off duty with a few extra hours sleep over night (if we were not awoken by the Auto Alarm announcing a Distress Signal from a ship in the vicinity which happened at east once or twice per night!) it was an enjoyable lifestyle.

My cabin being on the upper deck on the Portside (LEFT SIDE) enjoyed a beautiful Sunrise on our normal trip to South Africa and glorious Sunsets on our way back to the EU / UK.

Additionally onboard the 112 First Class only Passengers the Food and Service was impeccable and as Officers were also allowed to also enjoy that service.

Below is an example of the typical daily Dinner Menu for the time whilst I was onboard. This was the Western Food Menu – there was also a very splendid Asian Food Menu that was equally as amazing.....



Some time after I left the TSMV City of York – in fact in 1971 - the trade to South Africa from the UK/EU was impacted by the increase in container ships and long distant air flight had become fashionable - the City of York was no longer profitable to Ellermans (the owner) and was therefore sold and rebuilt into a Passenger Only type vessel and renamed “Mediterranean Sky”.

From 1971 till nearly 2002 the Mediterranean Sky (under Greek Flag) traded as a passenger only ship.

Personally, I think the remodelling of the ship resulted in a less elegant ship appearance but I guess increasing the 110 passenger capacity to maybe hundreds gave some financial gains for the new owners.



However by 2002 the Mediterranean Sky was looking rather sad.....in appearance :-



Mediterranean Sky during renovation in Perama, 1986.



Mediterranean Sky laid up in Eleusis, 9 AUGUST 2002.

By late 2002 the Mediterranean Sky was beached and abandoned by its owners :-



A very sad ending for a really beautiful Lady of the Sea. I have heard that her three sister ships (City of Exeter, City of Durban and City of Port Elizabeth) all suffered similar fates. Sadly perhaps an inevitable end to a glorious time in Passenger Shipping.....

Some of the other ships I have sailed on.....



REGENT FALCON (UK FLAG)



LAGAN BANK (UK FLAG)



OLIVE BANK (UK FLAG)



HOBART STAR (UK FLAG)



HOLLY BANK (UK FLAG)



BEN VENUE (UK FLAG)



ESSO PORTSMOUTH (UK FLAG)



CARCAPE (LIBERIA FLAG)



AVALON (UK FLAG)

In Part Three of my story I will explain about the radio communication and navigation equipment onboard various vessels that I subsequently sailed on.....73s / George

TRIP TO JA5 ES JA6 IN JUNE 2023 – MANABU, JE1RZR, #15020

I travelled Western Japan JA5 and JA6 in June for a half month visiting charcoal suppliers. It was almost 2900 km drive by my small car using a car ferry for 3 times. Actually I resigned from my job 5 years prior to retirement. I want to challenge myself to become a craftsman of Japanese traditional charcoal BINCHOTAN while I am healthy. Will QSY to Mie prefecture in the beginning of July.

During my trip in JA5 I found the small path in the mountain driving to Tokushima pref occasionally and decided to walk there. After some hours' walk I found the remains of the charcoal stove on the way. I felt the destiny of my new life.

CU AGN from Mie very soon.
JE1RZR es JI2MED Manabu

FEA CW NET RESULTS: NO. 954 TO 966 - NAO, JO3HPM, #15008

No.	Part	Date (Y/M/D)	Start Time (UTC)	End Time (UTC)	Freq. (MHz)	Controller	Participants
966	2	2023/06/25	08:18	08:48	14.054	JE7YTQ	7J1ATG/2, JJ1FXF, JS2AHG, JO3HPM, JL1GEL
966	1	2023/06/24	23:00	23:49	7.0265	JL3YMV	JK7UST, JS1QIZ, JS2AHG, 7J1ATG/2, JA4IIJ, JL1GEL, JJ1FXF
965	2	2023/06/18	08:00	08:35	14.054	JO3HPM	VK6RR, 7J1ATG/2, JS2AHG, JA4IIJ, JJ1FXF
965	1	2023/06/17	23:00	00:00	7.026	JA4IIJ	JS2AHG, JS1QIZ, JO3HPM, 7J1ATG/2, JJ1FXF
964	2	2023/06/11	08:00	08:38	14.0545	JL1GEL	JO3HPM, 7J1ATG/2, JS2AHG, JJ1FXF, VK6RR
964	1	2023/06/10	23:00	23:34	7.026	JE7YTQ	7J1ATG/2, JL1GEL, JS1QIZ, JO3HPM, JJ1FXF
963	2	2023/06/04	08:00	08:55	14.054	JE7YTQ	JO3HPM, VK6RR, 7J1ATG/2, JJ1FXF, JS2AHG, JL1GEL
963	1	2023/06/03	23:00	23:43	7.026	JS1QIZ	JK7UST, JE1RZR, 7J1ATG/2, JO3HPM, JF3KNW
962	2	2023/05/28	08:00	08:29	14.0555	JO3HPM	VK6RR, JS2AHG, 7J1ATG/2, JJ1FXF
962	1	2023/05/27	23:00	00:12	7.026	JL1GEL	JS1QIZ, JE1TRV, JO3HPM, JE1RZR, JA4IIJ, JJ1FXF, JM4AOA, JJ1TTG, JG1BGT
961	2	2023/05/21	08:00	08:42	14.0545	JE1RZR	JO3HPM, VK6RR, JK7UST, JL1GEL, JJ1FXF, ZL1HJ
961	1	2023/05/20	23:00	23:55	7.0265	JS1QIZ	JE1TRV, JK7UST, JG1BGT, JJ1FXF, 7J1ATG/2, J00SFV, JE1RZR
960	2	2023/05/14	08:00	08:33	14.054	JL1GEL	JE1RZR, JS2AHG, JO3HPM, JJ1FXF, 7J1ATG/2, VK6RR
960	1	2023/05/13	23:00	00:07	7.0265	JE1RZR	JL1GEL, JG1BGT, JK7UST, JO3HPM, JA4IIJ, JS2AHG, JS1QIZ, JJ1FXF, JR7OEF, 7J1ATG/2
959	2	2023/05/07	08:00	08:49	14.054	JE7YTQ	VK5GG, JE1RZR, JJ1FXF, JS2AHG, JO3HPM, 7J1ATG/2, JL1GEL
959	1	2023/05/06	23:00	00:14	7.0265	JA4IIJ	JO3HPM, JS1QIZ, JE1RZR, JJ1FXF, JS2AHG, 7J1ATG/2, JL1GEL
958	2	2023/04/30	08:00	08:37	14.048	JO3HPM	VK6RR, 7J1ATG/2, JJ1FXF, JF3KNW, JS2AHG
958	1	2023/04/29	23:00	23:58	7.0045	JE7YTQ	JS2AHG, JL1GEL, 7J1ATG/2, JO3HPM, JJ1FXF, JE1RZR, JA4IIJ
957	2	2023/04/23	08:00	08:49	14.054	JL1GEL	VK5GG, JK7UST, VK6RR, JE1RZR, 7J1ATG/2, JS2AHG, JO3HPM
957	1	2023/04/22	23:00	00:15	7.026	JA4IIJ	7J1ATG/2, JS1QIZ, JO3HPM, JE1RZR, JJ1FXF, JS2AHG
956	2	2023/04/16	08:00	08:40	14.054	JE1RZR	VK6RR, VK5GG, 7J1ATG/2, JO3HPM, JS2AHG, JK7UST
956	1	2023/04/15	23:00	23:59	7.026	JL3YMV	JS1QIZ, JE1RZR, 7J1ATG/2, JA4IIJ, JS2AHG, JJ1FXF
955	2	2023/04/09	08:00	08:45	14.054	JE7YTQ	VK5GG, JO3HPM, VK6RR, JE1RZR, JL1GEL, JJ1FXF
955	1	2023/04/08	23:00	00:05	7.026	JL1GEL	JO3HPM, JE1RZR, JA4IIJ, 7J1ATG/2, JS1QIZ, JJ1FXF, JG1BGT
954	2	2023/04/02	08:00	08:31	14.054	JE1RZR	VK5GG, JK7UST, JO3HPM, JS1QIZ
954	1	2023/04/01	23:00	23:58	7.026	JS1QIZ	JK7UST, JO3HPM, JE1RZR, JA4IIJ, JJ1FXF, JE1LGY

FINALE

According to the Space Weather Prediction Center (<https://www.swpc.noaa.gov/products/solar-cycle-progression>), sunspot numbers in this cycle 25 are increasing beyond the prediction now. It has already exceeded the previous cycle 24. Let's QRV on HF bands and enjoy QSO with friends around the world! By the way, do you think CW is a digital mode? 73/88 and stay sober de Nao.

