

KINGSTON AMATEUR RADIO CLUB NEWSLETTER

Founded in 1947

February 2020

Executive Committee

President

Brian Hopkins, VA3BAH

pres@ve3kbr.com

Vice President

Larissa Reise, VE3KGC

vicepres@ve3kbr.com

Treasurer

Greg , VE3PJ

treas@ve3kbr.com

Secretary

Pieter Kooiman, VE3NXE

sec@ve3kbr.com

KARC Repeaters

VE3KBR

146.940(-) MHz

151.4Hz Tone, IRLP Node #2750

VE3UEL Hartington APRS Node

144.390 MHz

VE3KER Kingston Packet Node

145.070 MHz Simplex

Committee Chair Members

VHF Net Manager

Volunteer Needed!

netmanager@ve3kbr.com

Membership Manager

Steve Cutway, VE3KC

<http://www.ve3kbr.com>



FROM THE PRESIDENT

MEMBER ARTICLE

Seasons of Changes

By Ron Walsh VE3GO

Not only are we changing to a New Year, but the marine season goes through many changes in this area.

This coupled with some changes to marine communications has produced a unique number of changes.

As always, the weather has a lot to do with what we hear on the air here. As I write the column, we have a Gale

Warning in effect with winds building to SW 35 knots veering to west, this afternoon. This wind across the warm, ice free, Lake Ontario has produced significant lake effect snow for Kingston and area. Since we are at the eastern end of the lake it lets the wind cross the whole body of warmer lake water and then drop the snow when it hits the colder land.

This can produce white-out conditions very quickly. We have two tugs seeking shelter in Kingston and a freighter waiting in Prince Edward Bay as I write. People can watch AIS data from around the world on the web site www.marinetraffic.com.

The weather has been quite stormy since October 31 and November 1 we had an early and strong reminder of the famous Gales of November on the Lakes. A Storm Warning was issued for eastern Lake Ontario.

At the local airport, (one-half mile from me) the winds were gusting up to 60 mph. At Pointe Petre, which is at the west end of Prince Edward County and open to the lake, the winds were steady at 46 knots and gusting to over 54 knots. A marine data buoy registered waves of 20.7 feet in height. Needless to say, we had several ships seeking a lee in this area. The Seaway canals shut down due to the winds. Several ships went to anchor and the pilot boat had to stay at its dock for the night. Our local ferries stopped service and the return of the Wolfe Islander III from her five-year inspection in Hamilton had to be delayed. We have had several gales and the snow got so heavy that the American narrows were closed to navigation as the visibility was near zero. With the strong currents caused by the record high lake water levels and outflows, navigation in the river has been tricky at the best of times. In fact, the broadcast weekly mean water level for Lake Ontario showed a 1 inch rise this week due to rain and run off. We have had two ship groundings this fall in the St. Lawrence Seaway. Station VBR Prescott was busy with many weather warnings being broadcast.

With the coming of December and the winter weather, the ice is beginning to form along the lake shore and riverbanks. This will eventually result in the closing of the Seaway and the Welland Canal. The official closing dates have been announced but that is always dependent on Mother Nature. The official announcement is below:

“Closing of the 2019 Navigation Season “The Seaway Corporations have been working collaboratively with stakeholders, including water flow regulators, over the past several months to identify possible measures that would support efforts to lower Lake Ontario water levels. We are reviewing conditions experienced during the

2019 season and will work with mariners to determine if options exist to sustain safe navigation at even higher flows during the 2020 navigation season. The information resulting from the efforts to explore higher water outflow possibilities from Lake Ontario will be used by the Seaway Corporations to better inform decisions on how to best manage Seaway operations next spring. “Mariners are reminded that there is always a possibility that unanticipated conditions may occur during the closing period. Should this happen, there is a chance that the dates outlined below, for the Montreal-Lake Ontario Section or the Welland Canal, may change.

“Montreal-Lake Ontario Section•

“The Corporations have decided to waive the operational surcharges on December 21, 22, 23 and 24. Any transit of the Montreal-Lake Ontario Section of the Seaway after 23:59hours, December 24, if permitted, will be subject to prior written agreement. Arrangements are to be made at the St. Lambert office. Irrespective of operating conditions, all vessels must be clear of the Montreal-Lake Ontario Section at 12:00 hours on December 31, 2019.

“Welland Canal

“Any transits of the Welland Canal after 23:59 hours, December 26, if permitted, will be subject to prior written agreement. Arrangements are to be made at the St. Catharines office. As part of a season extension pilot program this navigation season, the Welland Canal will remain open until 12:00 hours, January 8, 2020, operating conditions permitting.

“Sault Ste. Marie Locks and Canal (United States) “Closing of the Sault Ste. Marie Locks (U.S.A.) is currently scheduled for January 15, 2020. Please note the Notice

to Navigation Interests released by the US Army Corps of Engineers for further information.”

The annual race to the ocean (east of Montreal) has begun and the Seaway keeps mariners abreast of the situation by daily radio messages. They tell the number of ocean vessels above Montreal and Port Weller as well as the water temperature at the St. Lambert Lock (Montreal). Any messages regarding navigation are also added. They are broadcast on VHF by the Coast Guard Radio stations and the Seaway Control stations several times a day. Any vessel which enters the Seaway after December 9 is declared a wintering vessel. If you get caught by the weather after official closing, you pay for extra help or are caught here for the winter. Last year it was into January before the last ship cleared Montreal. The typical message is as follows:

SEAWAY RADIO MESSAGE NO. 1 – 2019 “This is the first radio message for the closing of the 2019 navigation season. Messages will be issued Monday through Friday. As the need arises, weekends will be included. The purpose of this message is to provide Seaway users with information that may facilitate the planning of vessel transits throughout the remainder of the navigation season. “Mariners are advised that the Montreal-Lake Ontario and Welland Canal drafts are as outlined in Seaway Notice

No. 16 of 2019. It is important for mariners to note that any vessel which enters the Seaway upbound at CIP2 after 2359 hours on December 9th shall be designated a wintering vessel in accordance with all the terms outlined in Seaway Notice No. 17 of 2019.

“Water temperature at St. Lambert on December 09, is -0.4 degrees Celsius. Last year’s temperature was 0.9 degrees Celsius. The ten-year average is 3.0 degrees Celsius. “At midnight December 08, the number of ocean vessels above St. Lambert was 42 as compared to 56 in 2018. Above Port Weller the number was 22 as compared to 26 in 2018. All closing procedures outlined in Seaway Notice No. 17 of 2019 remain in effect. The next radio message will be issued Tuesday, December 10.”

Let’s hope we have no grounding incidents or ships getting caught by ice in the locks this year. You will notice the water temperature at St. Lambert is below 0 C. This is the first time I have heard this low a temperature in the broadcasts. Lots of traffic to monitor.

Radio Changes

With the high noise levels here and the poor propagation I have still been monitoring the weather from USCG Chesapeake on 6501, 8764 and 13089 kHz as well as USCG New Orleans on 8402 and 12788 kHz USB. I have heard USCG Point Reyes on 8764 kHz. Honolulu on 13089 has been heard weakly through the noise on occasion. I did see a notice from the USCG about the possible ending of MF NAVTEX broadcasts in favor of satellite transmissions. The state of the equipment is old and hard to repair. Like their ending of MF radio broadcasts in the 2 MHz range and possible ending of HF weather radio broadcasts like the above, public comment is asked for. Will this join Loran? The official notice is below:

“Proposed Termination of U.S. Coast Guard Medium Frequency (MF) Broadcast of Navigational Telex (NAVTEX) and Shift to Satellite

“DATES: Comments must be submitted to the online docket via <http://www.regulations.gov>, on or before November 12, 2019.

“Navigation Telex (NAVTEX) is an international automated service for radio broadcast delivery of navigational and meteorological warnings and forecasts, as well as urgent maritime safety information. NAVTEX provides a low-cost, automated means of receiving this information aboard ships at sea out to approximately 100 nautical miles offshore. NAVTEX is part of the Global Maritime Distress and Safety System (GMDSS) which has been incorporated into the Safety of Life at Sea (SOLAS) treaty to which the U.S. is a party. The U.S. Coast Guard operates this system nationwide. For more information on MF NAVTEX in the U.S., please see the USCG Navigation Center website at <https://www.navcen.uscg.gov/?pageName=NAVTEX>.

“The U.S. Coast Guard is proposing to cease operating MF NAVTEX and, instead making this information available via IMO recognized satellite services in waters under U.S. responsibility. The current MF NAVTEX equipment is in dire need of replacement. The equipment is antiquated, and essential replacement parts are difficult to find and expensive, placing overall operation of MF NAVTEX at risk. Any approved GMDSS satellite terminal will be able to receive this information. We would like comments on this proposal to make the NAVTEX information available over satellite.

“We believe the transition from terrestrial broadcast to satellite will provide for more reliable delivery of NAVTEX information and allow better, more cost-effective products in the future. We also believe this change will have a low impact on the maritime public as satellite receivers have become more prevalent onboard vessels. However, we would like your comments on how you would be affected if we did provide the NAVTEX information via satellite, particularly if you use MF NAVTEX and do not currently have a GMDSS satellite terminal onboard your vessel. We would also like your comments on what types of Maritime Safety Information products you would like to see added in the future if we

did provide the NAVTEX information via satellite.

“With regard to MF NAVTEX from Canadian Coast

Guard radio stations there is a change in the way the broadcasts are identified so as to eliminate overlapping of areas.

Mariners may have to reprogram their NAVTEX receivers.”

Again, the official notice is added below.

“RADIO AIDS TO MARINE NAVIGATION CORRECTIONS

“Fisheries and Oceans Canada Official Publication of

the Canadian Coast Guard DFO/2019-2028 Page 21*1119 RADIO AIDS TO MARINE NAVIGATION 2019 (ATLANTIC,

ST. LAWRENCE, GREAT LAKES, LAKE WINNIPEG,

ARCTIC AND PACIFIC)

“PART 1 – Page 2

“INSERT THE FOLLOWING: 1.1.4 Establishment of

NAVTEX Service Areas

“The dissemination of navigational warnings via NAVTEX is a vital component of the Global Maritime Distress

and Safety System (GMDSS) as developed by the International Maritime Organization (IMO). To bring Canada

into alignment with the standards expressed in the IMO

NAVTEX Manual, the Canadian Coast Guard will establish

Service Areas within the Coverage Area of each NAVTEX

transmitter.

“Effective January 7, 2020 the new Service Areas will

ensure there are no broadcast overlaps or duplication of information being transmitted. Changes to the area of

responsibility for each NAVTEX transmitter may require mariners

to update their NAVTEX receiver ‘B1’ codes, in order to

continue receiving maritime safety information throughout

their voyage while approaching or within Canadian waters.

Further information will be provided by a monthly Notice to

Mariners to be published December 27, 2019.”

Again, be sure to scan the marine channels when ships

are in the area. Many of the simplex channels are used and

the vessels just go there automatically. I heard the Algoma

Enterprise on board commands on channel 68, 156.425 MHz

he Algoma Transport and some McKeil tugs also used channel 73, 156.675 MHz.

I am just being sure my 2-meter C4FM radio is installed so I can be of assistance during bad weather in this area. I monitor two repeaters and one has recently gone over to C4FM. They use automatic mode selection s



Island Queen and Island Belle tied for the winter and awaiting the ice to form. (VE3GO photo)



The venerable McKeil tug Jarrett M waiting for weather here in Kingston. (VE3GO photo)

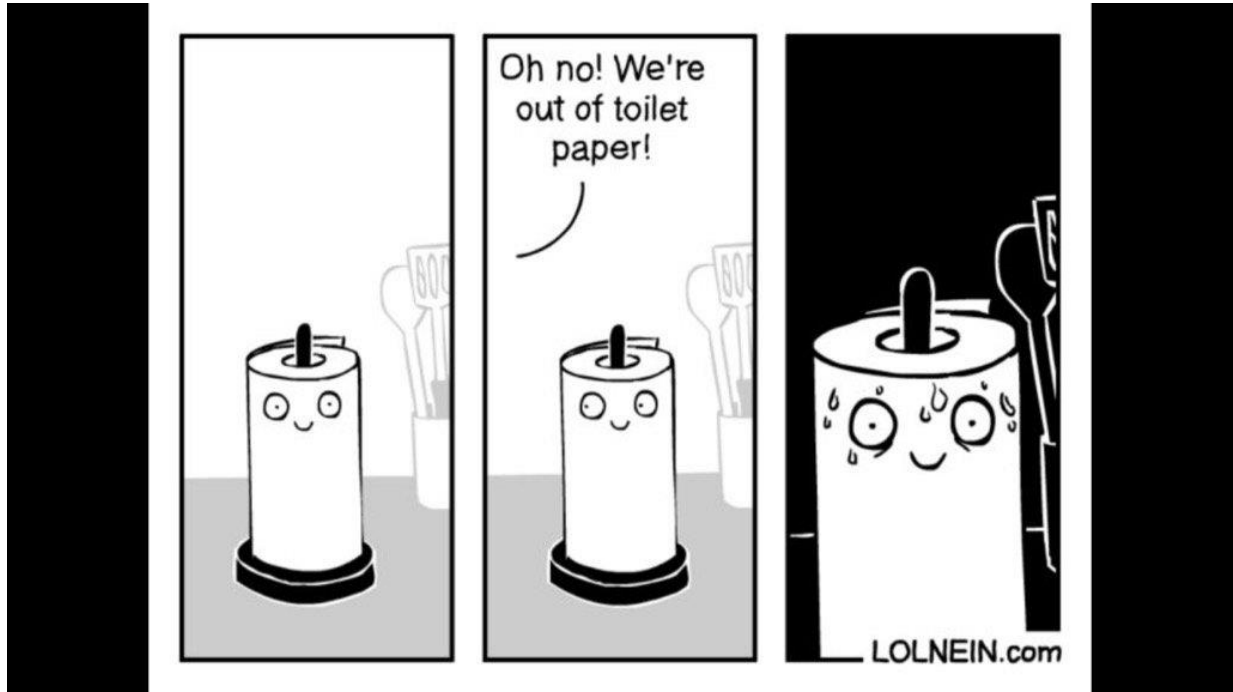
o you can still check in on FM. I have also given Canwarn reports to

Environment Canada on occasion. I also monitor more HF communications as the lakes go almost quiet. 2182 kHz is still active on the east coast and I always like to listen to

ZBR Bermuda radio. On amateur radio and on the anniversary of Pearl Harbor, I worked, NB5GC, the aircraft carrier USS Hornet on 20 CW. Their website shows a lot of work by some dedicated amateurs and I will certainly be applying for their certificate.

I must end this column on a very sad note. I monitor all kinds of communications and often listen to the local airport. Since I am so close their ATIS, transmissions of weather are very valid for me. I was listening and heard the tower tell an aircraft they had to report at a certain distance from the airport. He asked where they had started from and the pilot answered Buttonville. He asked what type of plane it was and the pilot answered with the type of Piper aircraft. I went for supper and realized I had heard no further transmissions from the plane. The arrival of a SAR helicopter alerted me to

the fact I had heard the last transmission from a six-passenger Piper aircraft, registered in Texas, which had crashed just a few miles from here. This crash was reported world-wide and my heart goes out to the relatives of the seven people of board who perished in this accident. It was very hard to go back to listening for a while. I could not help in this case, but it does alert all listeners that they may hear emergency communications and should be ready to help. I will be monitoring our amateur radio channels more closely and carefully this winter season.



MEETING MINUTES

Kingston Amateur Radio Club

Minutes of the Meeting

January 7, 2020

Held at Smitty's Restaurant

Kingston, Ontario

1. The meeting was called to order at 7:00pm by the President Brian, VA3BAH.
2. There were 15 members and guests present.
3. Minutes of the December 3 Meeting:
 - a. Corrections to the December 3 Minutes:
 - i. Call sign in Steve should read VE3KC [in 6-iii].

Motion: "That the minutes of the [corrected] December meeting be approved":

Moved by Chip, VA3KGB, Seconded by Eric Boucher. ... **Carried.**

4. Treasurer's Report:

In the absence of the treasurer Assaf/VA3PCI, Brian presented the treasurer Report.

The closing balance on December 2019 was \$4,604.56.

The total income for the year was \$ 2,725.43 while the expenses were \$ 3,529.59, thus given us a deficit of \$ 804.16. The expenses were mainly cause by equipment repair in the US, insurances, cost of the web site etc. The full Treasurers Report will be posted on our web site 'Members Only'.

Motion: "That the Treasurer Report be approved":

Moved by Dave, VE3EAC, Seconded by Les/VE3KFS. ... **Carried.**

A discussion followed whereas the costs of the website at \$ 628.30 were discussed. Assaf/VE3PCI will search for a better price

5. Old Business:

An email was received from Steve, VE3KC, informing the Club that Steve resigned as Membership chairman and laid down his responsibility as Insurance administrator.

Chip reported that the Members Only part of the website is functioning perfect. He clarified the 'log-in' procedure which was not followed properly by some members.

Brian reminded all that electronic banking is no longer available for the club's account.

Steve/VE3KC informed the club that an Insurance Certificate for 2020 has been received.

6. New Business:

- a. Brian introduced the new executive of the club:
 - i. President: Brian Hopkins, VA3BAH;
 - ii. Vice-President: Larissa Reise, VE3KGC;
 - iii. Treasurer: Greg Foster, VE3PJ;
 - iv. Secretary: Pieter Kooiman, VE3NXE;
 - v. The following members accepted positions in the Club:

1. Membership Chair - vacant
2. 2m Net Manager – Larissa, VE3KGC.
3. Web Page Administration – Chip, VA3KGB.
4. Insurance Liaison – vacant.
5. CFARS – Les, VE3KFS.
6. Newsletter – Assaf, VA3PCI.

In his letter of resignation as membership chair, Steve/VE3KC did not mention his role as the sole contact regarding the address of the VE3KRC repeater. Any access to the site of the repeater was routed via Steve, since his address was used as club address. Brian will contact Steve to find a solution to have a member of the club as contact person to access the owners of the repeater site.

Motion: “That the club address will be changed to the home address of the President of the Club”.

Moved by Chip, VA3KGB, Seconded by Peter, VE3POA. ... **Carried.**

b. Club Assets:

- i. Larissa/VE3KGB is compiling a list of all equipment available to members.
- ii. Those holding Club Assets, please inform Larissa.

c. Auction:

Les/VE3KFS informed the club of an upcoming auction for an enormous amount of electronics, parts, connectors, mobile radios, test gear, etc. on February 8, 10:00-14:00.

Motion:

“That the club provides up to \$ 100.00 for coffee and donuts at the auction”:

Moved by Chip, VA3KGB, Seconded by Peter/VE3POA. ... **Carried.**

7. Reports:

a. 2 Metre Net:

- i. Steve, VE3KC: No report. [new] Net manager Larissa. Schedule is forthcoming.

b. HF Net:

- i. HF Net Manager vacant.

c. CFARS:

- i. Les, VE3KFS, gave out the web address cfarsoperations.ca. The net is open to military, ex-military and civilian persons.

d. HF Remote Station (Chip, VA3KGB):

- i. Station is presently shut due to roof repairs.

e. Swap Shop (Larissa, VE3KGC):

- i. No action recently.

f. Amateur Radio Course :

- i. Les reported that Saturday 11th January a practical session will take place at the base from 9 till 15:00. Items like antennas, propagation, sunspot cycles etc. will be touched.
 - g. Hearts and Flowers:
 - i. Assaf reported that Dale, VE3AAM suffered a heart attack and needed bypass surgery.
 - h. KAREX:
 - i. Peter, VE3POA reported that more discussion in the KAREX groups is about satellite communications. Particularly slow scan TV. Antenna design is a major undertaking.
- 8. 50/50 Draw:
 - a. Peter, VE3POA, and the Club shared \$20.00 with each collecting \$10.00.
- 9. Next Meeting: 4 February 2020.
- 10. Adjournment:
 - Motion:** "That the meeting be adjourned at 20:40":
Moved by Les, VA3KFS, Seconded by Chip, VA3KGB ... Carried.

Pieter Kooiman, VE3NXE
Secretary,
Kingston Amateur Radio Club

MEETING AGENDA

1. Members and Guests introduce themselves
2. Additions to the Agenda
3. Minutes of the last Meeting: errors / omissions / approval (Chip VA3KGB)
4. Treasurer's Report
5. Old Business:
6. New Business:
7. 50/50 Draw
8. Presentation: TBD
9. Date of next meeting: 03 March 2020
10. Adjournment

NET CONTROL SCHEDULE

Coming soon – Awaiting completion of Windows updates on the interm Net Manager’s laptop.

NET CONTROL SCRIPT

Revised April 16, 2013

Good evening. This is [name and callsign], net control station for the Kingston Amateur Radio Club's Tuesday night Net.

The Kingston Amateur Radio Club Tuesday Night Net is an informal net that meets at 1930 hours every Tuesday evening on the KARC repeater, VE3KBR. We welcome participation by all amateurs.

Before continuing, is there any emergency or priority traffic? Please call now.

The purpose of the net is to take check-ins; to inform you of KARC activities; and to provide news of interest to Radio Amateurs. Information about KARC may be found on the web site (www.ve3kbr.com) or by contacting any of our club executive members.

I will take check-ins giving priority to mobiles, portables and stations checking in via EchoLink or IRLP. When checking in, please give your call sign phonetically, your name and location, and indicate whether you have any traffic or announcements for the Net.

Are there any stations using EchoLink or IRLP wishing to check in? Please call now.

Are there any mobiles or portables wishing to check in? Please call now.

Are there any base stations wishing to check in? Please call now.

Trivia Time

Here's tonight's trivia question(s).

Swap Shop

Are there any items for the swap shop?

Closing

Are there any additional check-ins or announcements before I end the Net?

That concludes this evening's Kingston Amateur Radio Club Tuesday Night Net. Thank you for participating. We had [number] check-ins this evening. 73. This is [name and callsign] returning the repeater to normal amateur use.