

# A Visit To Marine Station KPH

A group of our members trekked out to Point Reyes to visit the ship to shore marine radio station KPH, the staff at KPH spent a good deal of time with us explaining the history of the station and its purpose of passing and receiving messages from ships at sea. The photos below tell a small story of our visit at the receiving station. Two members went on to visit the transmitting site in Bolinas and later joined up with us, many of their pictures will also be posted soon. Another opportunity was to use a straight key to send a Morse code signal on the Amateur CW Bands to other Amateurs who would be listening.













**RCA**



1985

**The Last Decade of Western**  
The formation of MCI and its subsequent acquisition of Western  
Telegraph & Telegraph (WTT) in 1985, the acquisition of  
Western Union in 1988, and the acquisition of Sprint  
in 1997, are all milestones in the history of MCI.  
December 11, 1985  
MCI acquires Western Union's long distance service  
May 1988  
MCI acquires Western Union's telegraph service  
June 19, 1997  
MCI acquires Sprint




**MCI** 1988



1996



1997











Pictured above from left to right Dee and her traveling pup, Mike, Berry, Walt, Mike G. Lin

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## **Bolinas Transmitter Site KPH**



Bob, Mark, Paul









THIS STATION WAS DESIGNED AND CONSTRUCTED  
BY THE

**RADIO CORPORATION OF AMERICA**

THE 200 KW HIGHER FREQUENCY ALEXANDERSON GENERATING  
EQUIPMENT WAS MANUFACTURED AND INSTALLED  
BY THE GENERAL ELECTRIC COMPANY

THE GENERAL ENGINEERING AND CONSTRUCTION WORK  
WAS PERFORMED BY THE  
J.G. WHITE ENGINEERING CORPORATION

1920

1920













Paul, Mark

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**MARITIME RADIO HISTORICAL  
SOCIETY**

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**Continued**

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**Perfect Storm Exercise  
Information Sheet**



**Visit Cont**





Steve and Kristen



Chuck and Donna say Hi!





Jack at work taking the minutes



Al and Nancy





Cheryl and Barry



Dave and Helen







Ken, ED. and his YL





# ARRL Vice President Visit

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## WFD 2025

Provided by Mark Godbout N6IV

Wrap up.

N6FRG WINTER FIELD DAY 2025

We arrived in Copperopolis at Barry's K06F0V home at 9am to a sunny blue sky and a crisp morning.

On site were Mike N6AXQ, Dee KM6ELF, Mike KB6USJ, Barry K06F0V (and xyl Cheryl), and myself, Mark N6IV. Helen KM6ELE arrived later to join the fun.

We set up a 40m doublet at 35feet, a 2 m Fm j.pole, and a 40m/80m wire antenna.

Qso's were to be had on 40m, 20m, and 10m. No contacts on 2m and we did not try 15m.

Propagation was fairly decent. We contacted HI, UT, WWA, OR, AZ, STX, NTX, ID, BC, MN, OK, NV, SDG, SF among others.

Helen and Barry made their first contesting qsos so now they are addicted like everyone else.



Clouds finally ensued and the temperature dropped to the point we said qrt.

We all are thankful to Barry and Cheryl for the accommodations, hot coffee, and homemade coffee cake.

All in all we had a good time and it was worth braving the elements for some good fellowship and ham radio.

73

Mark, n6iv

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## Cold Day For WFD 2025



N6AXQ , NVIS Antenna





## Small antenna Farm



N6AXQ making the connection



K06F0V surveying the site





Dee KM6ELF, And Barry K06F0V



Mike and Dee handling 40 Meters







K06F0V Barry at right with N6IV center and N6AXQ left Barry completed his first QSO on HF



Helen-KM6ELE- and Mark N6IV going over Log







Helen-KM6ELE- completed her first QSO on HF



Dee and Women's best friend warming each other

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**Winter Field Day January  
25th, 2025**





Winter Field Day is an exciting annual event for amateur radio enthusiasts, taking place on the last full weekend of January. It offers a unique opportunity for radio operators to set up field operations in remote locations, enabling them to connect with other participants worldwide. You may choose to participate solo or get your your friends, family, or whole club involved. Winter Field Day is organized by the Winter Field Day Association. The association strongly believes that ham radio operators should practice portable emergency communications in winter environments. This is because freezing temperatures, snow, ice, and other hazards pose unique operational concerns.