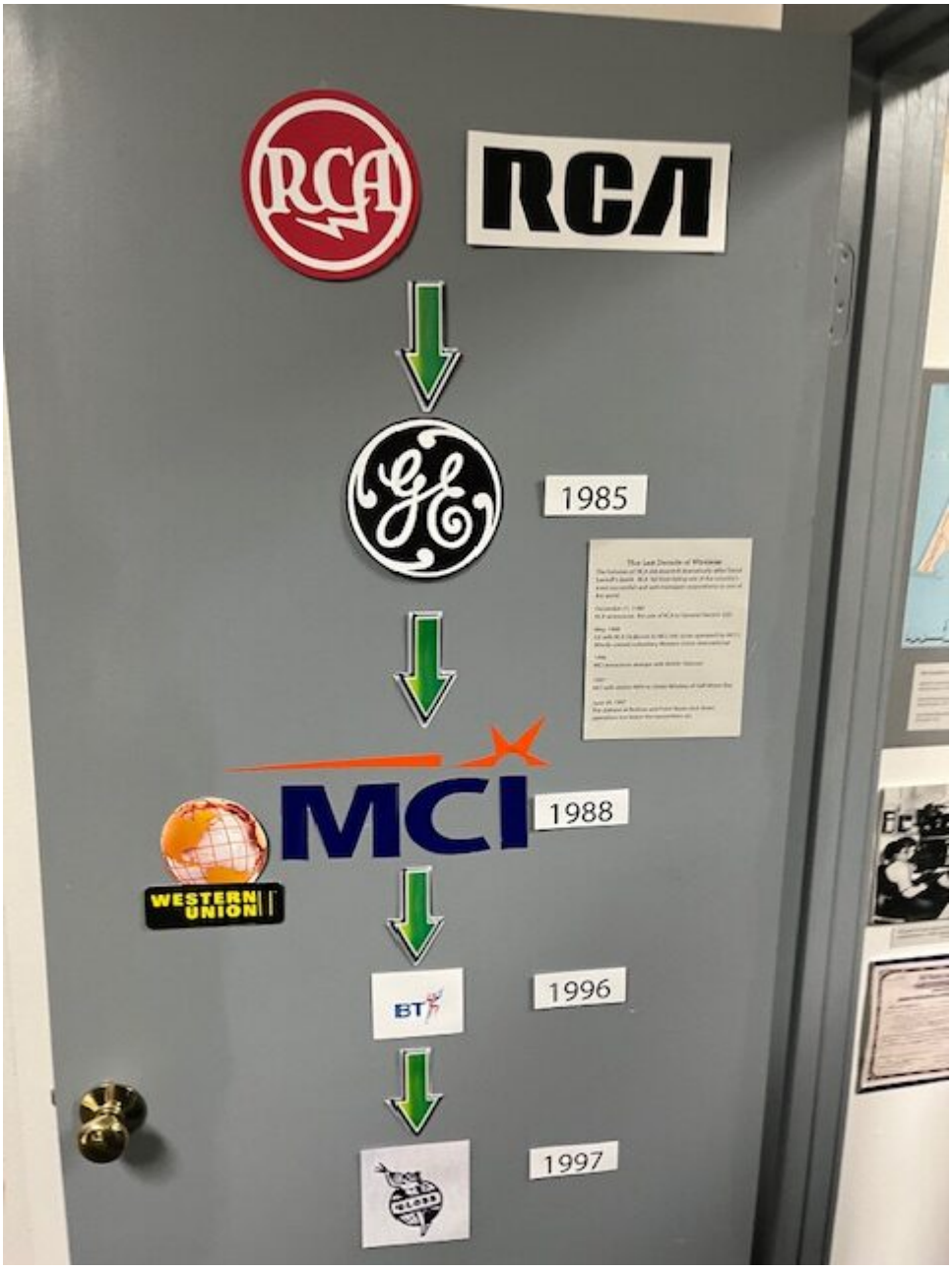
A Visit To Marine Station KPH

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.

Historic
Radio
Station KPH
MAP DWR 13
MAP DWR 14
MAP DWR 15
MAP DWR 16
MAP DWR 17
VOLUNTEER


RCA
RCA
1985
MCI
1988
WESTERN UNION
BT
1996
1997

TELEGRAPHIC KEY W/ BUZZER

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

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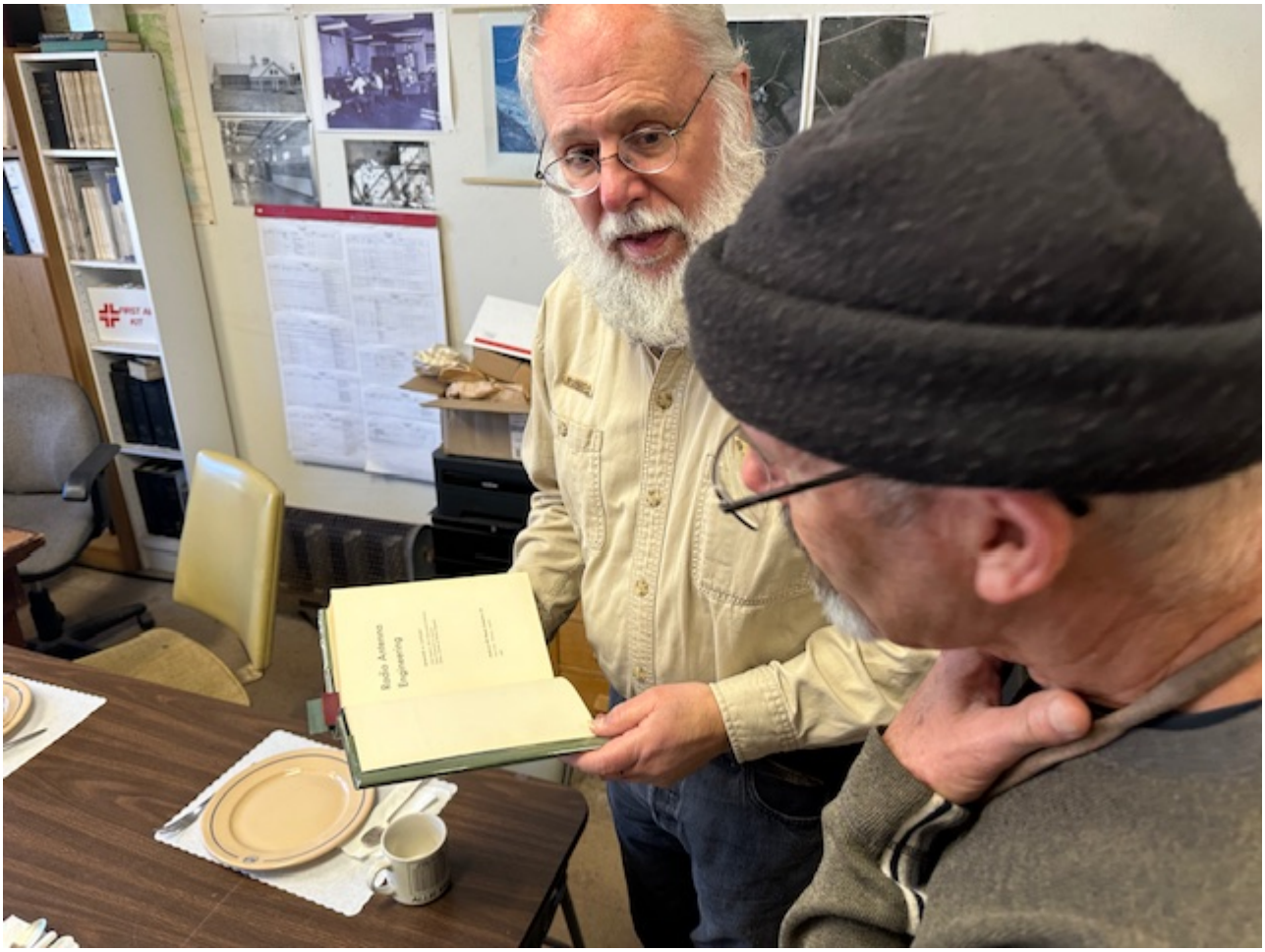
Bolinas Transmitter Site KPH

Bob, Mark, Paul


Radio Antenna
Engineering

THIS STATION WAS DESIGNED AND CONSTRUCTED
BY THE
RADIO CORPORATION OF AMERICA
THE 200 KW. HIGH 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

ITT WORLD COMM.
RADIO TRANSMITTER
"FCC DATA", TYPE 15A
SERIAL NO. 12
FREQ. RANGE 4-23 MHZ
INPUT 220V. 3Ø 60 CY.
OUTPUT 10 KW
ITT WORLD COMMUNICATIONS, INC.
BLOWERS—FANS
EXCITER
MAIN RECTIFIER
START
START
START
STOP
STOP
STOP

Paul, Mark

MARITIME RADIO HISTORICAL SOCIETY

Continued

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

45

Ken, ED. and his YL

MECHANICAL WAVES
• Easy to understand
• Can try at home
• rope, tension vs. motion
• Speed is reasonable
• Fun to watch
• Shive wave machine
• Big one at MIT 26.100

Kristen’s Presentation

ARRL Vice President Visit

WFD 2025

Provided by Mark Godbout N6IV

Wrap up.

N6FRG WINTER FIELD DAY 2025

We arrived in Copperopolis at Barry’s KO6FOV home at 9am to a sunny blue sky and a crisp morning.

On site were Mike N6AXQ, Dee KM6ELF, Mike KB6USJ, Barry KO6FOV (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

Cold Day For WFD 2025

N6AXQ , NVIS Antenna

Small antenna Farm

N6AXQ making the connection

KO6FOV surveying the site

Dee KM6ELF, And Barry KO6FOV

Mike and Dee handling 40 Meters

CALAVERAS AMATEUR
RADIO SOCIETY
calaverasars.org

KO6FOV Barry at right with N6IV center and N6AXQ left Berry 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

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.