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# The DX Bulletin

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ISSUE 183 MARCH 28, 1983

PROPAGATION: Mar 28, high Normal; Mar 29, Disturbed; Mar 30, Below Normal; Mar 31, High/Low Normal; Apr 1, Low Normal; Apr 2, High/Low Normal; Apr 3-6, High Normal; Apr 7, Low Normal; Apr 8, Below Normal; Apr 9, Disturbed;

Flux (81)	Flux (82)	Date	Flux (83)	Alpha (83)	K (83)
206	195	3/9	124	7	1
206	184	3/10	117	7	3
204	181	3/11	104	15	3
191	183	3/12	104	25	5
204	188	3/13	97	31	2
211	204	3/14	97	22	3
212	211	3/15	103	14	2
189	230	3/16	116	10	3
176	233	3/17	119	17	5

TDXB EDITOR REVOLTING! Only kidding. No issue of TDXB was published last week (Mar 21), as the editor took one of his infrequent fishing trips. In case you haven't been keeping track, in the 188 weeks since we started TDXB in August, 1979, we have published 183 issues. Our 2200-mile drive was entirely uneventful except for a short stop to make an involuntary donation to the Commonwealth of Pennsylvania.

We took Two Meters along, but had little occasion to use it. The one big DX repeater we were close to is PL'ed, as are many in the U.S. these days. It has been suggested that all DX-oriented repeaters standardize on one PL code, for the benefit of traveling DXers.

SPRATLY: word from several sources is that DJ6SI and DJ3NG will leave Germany Mar 31 and be on from Spratly about Apr 6 or 7, signing 1S1SI and 1S3NG. For your information, Spratly and its associated islands are in the South China Sea; from North America the beam heading for the Philippines is about right.

BANGLADESH: word of this operation came too late for last week's issue (had we published one). Isao Nakashima, JH1RNZ, will be doing some medical work at the Cardiovascular Center in Dacca, Mar 21 to about the 30th. JH1KRC and JH6EGU will also be busy at the medical center, and JM1RFT and JE2LQX are along for the ride. Isao says his favorite band is 10 Meters but they'll be looking on all

other bands, both phone and CW. Calls are S21DX on CW and S21BG on SSB. QSL to Massy Inami, JH1ARJ, 5-6-2 Ooji, Kita, Tokyo 114.

Incidentally, the S21JA operation by JA8MWU and JH8NYK did come off, with them operating about two hours. No details on what cut the operation short. They did also get on from the Maldives, as expected, signing 8Q7NY and 8Q7JA.

TRINDADE: It turns out that PYLEFM/PYØT does understand English...he has been working his own pileups on both 15 and 20 SSB around 2000-2300Z. He should be there another month or so. We are still seeking a valid QSL route for him.

CHINA: BY1PK's new station is on the air, and they requested a schedule with a high-level ARRL official a couple of weeks ago; the sked failed due to lack of propagation. This was to have been on 15 CW at 0030Z. Reports on BY8AA are also scarce. England's DX News Sheet reports that SM6CVX has a permit from the Chinese Radio Sports Association to allow him to operate CW from BY1PK for two days "for the purpose of exchanging technical experience of operating amateur radio." Hans, not wanting to spend a lot of money getting to Beijing if he's only allowed to operate an hour or two (like JA1BK last year) is looking into the matter.

ANDAMANS: someone remarked the other day that one of their co-workers was taking a vacation trip to the Andamans...we checked with a travel agent and, sure enough, you can get there relatively easily and safely. Trouble is, in order to operate, you need a VU license, which requires a lengthy residency in India. VU7GV, mentioned a few weeks ago, was, according to VU2ABC, active from the Andamans into 1976 with a Swan 240 and he still holds the VU2GV ticket. He's presently active from Botswana as A22GV and does answer QSL requests for VU7GV contacts. Sulu supposedly trained several Andamans residents and at least one, VU7DSN, still has his Andamans license.

CURRENT hot rumor, just in, has TR8JD opening from 3C1 Equatorial Guinea any day now. If he does and you work him, QSL F6AJA. As we recall, our State Department operative in Accra has also been looking in that direction.

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# HEARD ISLAND

Our feelers out to Jim Smith have not as yet produced any information on the VKØJS/VKØNL operation last month, but we have heard that they had boat problems on the return trip and that the stop on Kerguelen had to be scuttled.

Regarding the VK6 DX Chasers' expedition to Heard (VKØHI/VKØCW), the following "Heard Island Expedition Fact Sheet," from G.K. Nichols, VK6XI, speaks for itself...

"Due to the numerous unfounded rumours which seem to be becoming the trademark of the amateur radio DX hobby (the 'even if you don't know you had better say something' syndrome), in particular, with regard to the VKØHI/VKØCW operation, we felt it necessary to detail a factual list of information. Please feel free to quote or reprint any of the following statements; perhaps then the rumor mongers will sit up and take notice or, although we somewhat doubt it - shut up!

"1. The total cost of the amateur radio contingent of the expedition was \$30,000, in addition to which approximately \$18-20,000 of new but fully-tested equipment was taken. This does not include the airfares and expenses necessarily incurred by the operators.

"2. Whilst three operators were due to go on the trip, one U.S. operator had to drop out at the last minute due to personal problems at home.

"3. Whilst a reserve operator was available, due to the sudden, unforeseen nature of the withdrawal (less than 48 hours prior to sailing) it was felt inadvisable to attempt to use him as all members were specifically outfitted with 'made to measure' Antarctic-type cold weather clothing, and we were not prepared to risk his health and well being by asking him to go ill-equipped for such harsh weather conditions.

"4. The \$30,000 was an equal, rateable proportion of the total expedition cost; the payment was not simply in exchange for the inclusion of the three operators but covered special clothing, food, fuel, bedding, and emergency tenting.

"5. There have been numerous comments relating to the expedition being 'ill-equipped,' amateur-radio-wise. To quote Al Fischer, K8CW, a DXpedition veteran, 'This is the best equipped expedition I have ever been on.'

"6. Fuel - it has been heard that insufficient fuel was supplied; the (trip) required precisely what we requested, a carefully-calculated 42 days' supply at 16 hours per day. In actuality, there was much more fuel available from a specially installed additional tank, but this was not required as they did not even use the drummed fuel provided.



VKØHI/VKØCW's "ANACONDA"

"7. 'The (VKØJS group) lost their landing craft and had to be rescued by another party on the island.' This rumor is what precipitated this Fact Sheet. The severe storm with winds estimated in excess of 80 knots caused the VKØJS vessel, the Cheynes II, to drag its anchors and it was forced to head out of Atlas Cove into deep water. In doing so, it lost its aluminum dinghy and motor, and the backup unit was found to have a frozen motor. The Zodiac landing craft used by our group was then used to lift the four mountaineers who accompanied the VKØJS expedition from an isolated beach and convey them to the whale chaser. We believe, but have yet to ratify, that other VKØJS expedition members also required assistance in getting to their ship." (this was at departure time - ed.)

EDITOR'S NOTE: the following "additional information," also provided by VK6XI, relates to the VKØJS expedition, particularly to their vessel, the Cheynes II, a whaling vessel. TDXB has no way of verifying the veracity of the statements. Jim Smith, leader of VKØJS, will be at the Dayton Hamvention.

1. The Cheynes II is in fact 157 feet LOA (not what Smith claimed).

2. It had a fuel bunker capacity of 217.5 tonnes (oil fuel).

3. During its last voyage before the Heard Island trip, it consumed 103.3 tonnes of fuel, from Albany to Hobart.

4. The Cheynes II had indeed been to Antarctic waters on many occasions - what seems to have been omitted is that on each occasion it accompanied a "mother ship," which refueled the chasers at regular intervals.

5. The Southern route between Hobart and Heard Island (which Smith used) is 2843.3 nautical miles each way; the Cheynes II could not possibly have used that route without a number of refuelings.



BANDPASS: Call/Frequency/UTC (plus West, Central, East Coast report)/Date

A35JL 3789 12E 20	KC6SZ 7003 14W 18	UM8MBW 14211 05W 11	3B9DA 14211 02E 18
A4XJO 14020 19E 20	AH2AN 14226 12C 14	UM8MAQ 14027 01E 18	W6YB/
A71BJ 14199 13C 22	KH7AA 14277 03E 5	UM8NAV 7007 12E 20	3D6 14219 14E 12
A92P 14224 15W 16	KG4CD 3796 11C 13	VK9YB 14025 13E 13	3D6AX 14002 13E 12
BV2B 14225 15W 9	KG4AW 21048 15C 19	VK9YC 7007 12E 13	LA2EX/
BV2B 14225 16E 9	OX5JM 7004 00E 12	VK9YB 14025 13C 16	3X1 21292 20E 9
BY8AA 21048 01E 7	OY7ML 7001 00E 18	VK9YC 7004 14W 17	4K1A 7004 23E 10
BY8AA 21050 01C 10	OY7ML 7001 23E 20	VK9YC 7011 12E 20	4K1D 7006 04E 10
BY8AA 21050 02E 10	PZ1DT 7003 02E 15	VR6TC 21343 00E 2	4K1D 3501 01E 14
BY8AA 14050 01C 16	PZ1DV 7001 02E 21	VR6KY 21305 20E 4	4K1D 7005 03E 15
BY8AA 14049 01E 17	ST2SA 14203 16W 15	VR6KY 21305 00E 15	5H3DM 21320 14C 13
BY1PK 14075 01C 18	9Y4RD/	VQ9CI 14206 16W 9	5N8ARY 3795 01E 13
BY8AA 14049 02E 18	STØ 14220 23C 16	VQ9CI 14201 13C 21	5R8AL 21340 19E 7
BY1PK 14050 01C 19	9Y4RD/	VS5HG 21345 23C 10	5V7HL 14221 22E 3
BY1PK 14050 02E 19	STØ 21295 20E 21	VS6DO 14245 12C 14	5V7WD 21307 21E 3
CEØAE 14297 03E 19	SV1NA 7002 23E 15	VS6DO 14211 12E 23	5V7HL 14291 21E 6
CEØZAD 14209 03E 10	S79WHW 14255 04E 10	VU2AVG 7012 00E 11	6W8EX 21023 23E 22
CR9T 14027 13C 17	TR8DC 14020 19E 20	VU2TTC 7005 12E 15	7P8CM 28525 15E 13
CT3DJ 7005 02E 13	TR8JD 28025 14C 21	VU2MDM 7012 12C 15	7P8CL 7002 04E 14
D44BC 28601 17C 7	TR8JD 21045 14E 22	YI1BGD 14222 15W 7	7P8CL 7026 03E 15
EA6KZ 7014 23E 14	TT8AD 21024 13E 12	YI1BGD 14207 14E 10	7P8CL 7004 03E 21
EA8AER 7019 23E 14	TU2HJ 14207 03E 14	YI1BGD 14215 15C 13	7Q7LW 28511 18E 20
EA8AQJ 28028 17C 16	TU2DD 14037 22E 14	YC1BKQ 7006 12E 14	9J2BO 7002 03E 13
EL7M 7001 23E 10	T3ØAT 14022 23E 12	ZC4BI 7001 03E 13	9J2BO 14004 03E 13
EL2BA 14210 04W 13	T3ØAT 14027 20W 18	ZC4MR 14012 22E 14	9J2BO 21025 20C 16
FB8WI 14022 13C 11	T32AF 21263 02C 17	ZD7WT 7003 23E 9	9K2QL 14025 14E 9
FB8WI 14031 13E 12	T32AF 14003 03E 19	ZD7WT 7004 23C 10	9K2QL 7001 22E 15
FB8WI 14030 16E 12	UAØYAD 14008 02E 15	ZD7WT 7003 23E 14	9M6YY 21025 01C 13
FB8WI 14020 14E 13	(Zone 23)	ZD7WT 21040 17E 19	9N1MM 14210 12C 16
FB8ZQ 14026 23W 10	UAØYAD 14011 02E 16	ZD7WT 28034 16C 20	9Q5JE 28609 18E 20
FC6FHX 21020 17C 16	UAØYAN 7001 00E 21	ZD9BZ 21044 20E 7	9V1VP 14027 14E 13
FG7AS 7003 02E 12	(Zone 23)	ZK1DA 3794 12C 19	9V1VP 14021 15W 18
FR7BP 7006 03E 11	UAØABL 7001 00E 10	ZS3YJ 7010 03E 13	
FRØFLO 14221 13C 12	UAØABB 3507 11E 14	Z21GN 28501 14C 13	
FR7BP 28025 15E 12	UAØZCR 3511 12C 15	3B8CF 7007 02E 9	
HT1JCC 7011 03E 18	UF6DZ 14037 16W 17	3B8CF 7006 02E 10	
HZ1AB 14227 03W 10	UF6FAL 7002 01E 18	3B8CF 7003 02E 11	
ISØOMH 7006 01E 15	UH8DC 7005 03E 12	3B8CF 7005 02E 13	
JH1GIV 3503 10E 14	UI8AFA 14026 02C 17	3B8FG 14029 03E 14	
JT1AO 7009 13W 11	UI8LBA 14031 02C 17	3B8FG 14030 02C 18	
JT1BG 14225 16W 11	UJ8SAO 14042 04C 10	3B8DA/	
JT1AN 14226 02W 16	UJ8AG 14028 03E 13	3B9 14218 00C 11	
JW6DY 7005 23E 10	UJ8SAO 14021 02E 16	3B9DA 14212 14W 12	
JY9CZ 7005 00E 12	UJ8AW 14028 01E 18	3B8DA/	
J28AZ 14224 04W 11	UL7MBE 7002 01E 12	3B9 14225 16W 17	

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6. It has been said that (the Smith group) were quote "unlucky" to run into a storm immediately on leaving the coast of Tasmania. The weather was, in fact, predicted in advance of actual departure and we have been informed by the vessel's owner that the VKØJS party was warned to delay their departure because of it.

7. As for the complaints by Smith of excessive fuel consumption, the vessel has always been a prodigious guzzler - this fact would have been easily established from the ship's logs and engineer's records.

8. The vessel (the Cheynes II) sailed with only one boiler meeting certification standards, and the life-saving equipment was considered by the surveyors to be below standard.

9. The Cheynes II has taken so long to get back from Heard Island simply because it had only around six days of fuel remaining (not enough to even get a third of the

way back), and was therefore forced to "sail."

10. Despite the "enormous planning" undertaken by the organizers of the Smith Group, the generators were only tested one day prior to sailing. It was a good test... all three were started and the first was put "on load," whereupon it promptly seized. Perhaps this was due to the fact that none of the generators had any oil in the crankcase? (this from Cheynes II owner Mr. R. Barnes).

FINAL EDITOR'S NOTE: this took a lot of space, but we think it was worth it. The whole 1983 Heard story has been fascinating. If we were a big, rich publication, we would catch a plane for Norfolk Island and interview Jim Smith ourselves! We'll just have to wait to hear what he has to say at Dayton.



CALENDAR

Bangladesh	S21DX/S21BG NOW to early Apr; Issue 183
Chatham	ZL1AMO/C starts Mar 28
Trindade	PY1EFM/PYØT on NOW; I 181, 183
Kuwait	9K2QL by YASME finished; Jordan next
Rodriguez	3B9DA on NOW to May
Crozet	FB8WI very active, 20 CW
Malagasy	5R8 by F6EXV cancelled
Spratly	1S1SI/1S3NG starts about Apr 6; I 181, 182
Burma	XZ5A now 1Z5A; XZ9A now 1Z9A
China	BY1PK and BY8AA both on NOW
Mauritius	K1BJ/3B8 NOW to Mar 30
Chatham	ZL4OY/C reported active; need reports
W Kiribati	T3ØCX by VK3AWN/VK3KHI Mar 24-Apr 8; QSL VK3DAK
St Maarten	K3OUC/PJ8 Mar 29-31
Rodriguez	K1BJ/3B9 Mar 31-Apr 6
Macao	Possible late Mar by KL7IHP
St Maarten	K3UOC/PJ7 Apr 1-3
Hong Kong	KL7IHP/VS6 NOW to Apr 2
Egypt	N5RM/SU Apr 8-12, mostly CW
Sierra Leone	Field Day Apr 9/10; I 181
Virgin Islands	AD8J/KP2 Apr 17-24
Convention	International DX, Visalia CA Apr 22-24

CONTRIBUTORS

N4XX, KH6BZF, KA1BU, W9TM, WØBW, W9KNI, XE1NI, KP4AM, K4LTA, WØJRN, K6YRA, W4VQ, K4CEF, KM9J, K1XM, W1WEF, NI4Y, WB2LCH, W2HAZ, W7YF, KA3R, K8CV, N6AIT, K4BAI, WD5AAM, K3MRT, KA4YAE, AB8K, WB8ZRL, W8GZX, W1NH, K6IR, KB8KW, KA1LY, VK6XI, AI3E, W3OO, AD8J, JH1RNZ, KH1KRC, K1NH, K3ZJ, W8UVZ, JH6SOR, W8ZET, KA1KD, W1JBW, W1BL, KR9R, W1BIS, WB2CVL, K1KTB, N4XY.

*"I get the willies every time I work UK9AAN on the gray path," Tom illuminated. (W1GNC)*

*"I love my crank-up tower," Tom piped up. (KØCVD)*

*"Sending a few "Vs" does not really cause QRM," Tom said testily. (KP4AZ)*

*"It's no picnic getting a newsletter out on schedule," Tom said weekly. (WØTJ)*

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