

The Newsletter of the
Royal Naval Amateur
Radio Society
Spring 2016



Our new Patron - Vice Admiral Sir Philip Jones KCB

www.rnars.org.uk
The RNARS is affiliated to the RSGB

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UK: £15 or £5 per year due on the first of April and to be sent to the Membership Secretary. Cheques and postal orders to be made payable to “*Royal Naval Amateur Radio Society*”; bankers orders are available from the treasurer. Subscriptions can also be made via **PayPal** through the RNARS website. Click on the *How to Join* page: www.rnars.org.uk

Overseas members: Subscriptions via PayPal is the preferred option, see above for details.

Newsletter by e-mail: Members who receive their Newsletter by e-mail can apply for a reduction in their annual subscription. Please contact the editor for further details. See editorial (QRT) for contact information.

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Items published in the Newsletter do not necessarily represent the views of the RNARS.

Important

Annual subscriptions are due on the first of April

Check your payment method is up to date

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Chairman's Chat

By the time you read this, the weather will be superb and you will be able to get out and service all your antennas in order to take full advantage of working RNARS nets. At the moment it is pouring with rain and extremely cold and I am living in the South. My thoughts go out to those in the North who have suffered so badly from flooding, snow and gale force winds.

Once again I must thank Colin for producing another interesting Newsletter which of course is only possible if you, the members, provide him with material.

As I am sure many of you are aware that Wally, G4DIU, our membership secretary, has been suffering from poor health over the past year. Despite that he has continued to carry out his duties as Membership Secretary as well as being the Rally Co-ordinator. Over the past forty plus years Wally has been involved at the sharp end of the society. The only post he has never held to the best of my knowledge is Chairman. He was responsible in the early days of HMS Belfast for obtaining equipment and setting up the wireless office. Mike Mathews G3JFF and Wally were the bane of my life. I was the officer responsible for the disposal of ships in Portsmouth. These two reprobates were always at my door wanting to board the ships in Fareham creek to rabbit radio equipment for Belfast.

However it is now time to allow him to rest on his laurels so a relief is needed urgently. Membership Secretary is not an onerous job but it is essential that applications for membership are dealt with promptly and the membership data base be kept fully in date. Whoever takes on this post will be well briefed and all equipment needed is supplied by the society. It is not necessary to be local to Portsmouth to take on this post and can be carried out from anywhere in the UK. Wally lives in Nottingham and our editor in Scotland but with modern communications and video facilities they are always in touch with HQ.

Names to Joe or myself and I would repeat there is some urgency in filling this post.

Finally please note, my email address is now: **g4beq@yahoo.co.uk** , anything sent to g4beq@btinternet.com will no longer be received.

Doug

Welcome to our new patron - Vice Admiral Sir Philip Jones KCB

Philip Jones was born in Bebington, Cheshire and educated at Birkenhead School. He joined the Royal Navy in 1978 and after training at BRNC Dartmouth, he read for a degree in Geography at Mansfield College, Oxford.

His Fleet training included a period of active service in the South Atlantic in 1982 in HMS Fearless, as well as service in a number of other vessels including HMY Britannia.



In 1999, as Captain, he returned to sea for two years in command of HMS Coventry, which included her final deployment to the Caribbean in 2001, before decommissioning. He subsequently returned to MoD to serve as Military Assistant to the Chief of Defence Logistics, before a tour on the staff of Flag Officer Sea Training.

In 2008-9, as a Rear Admiral, he completed two short tours, first as the Flag Officer Scotland, Northern England and Northern Ireland (FOSNNI) and Flag Officer Reserves, and then as COMUKMARFOR, which included activation as the Op Commander for EUNAVFOR Op ATALANTA.

On promotion to Vice Admiral in December 2011 he became Deputy Commander-in-Chief Fleet, Chief of Staff Navy Command Headquarters and Chief Naval Warfare Officer. In April 2012 the title of Deputy Commander-in-Chief Fleet changed to Deputy Fleet Commander, and on 30 November 2012 he became the Fleet Commander and Deputy Chief of Naval Staff. He was made a Knight Commander of the most honourable Order of the Bath in the 2014 Queen's Birthday Honours.

Philip is married to Liz and they have three children. He is a Younger Brother of Trinity House, a Freeman of the City of Glasgow, an alumnus of the Windsor Leadership Trust and President of both RN Rugby Union and RN Polo.

HMS BELFAST – Part Four - Déjà vu

Life unfolds in mysterious ways and from time to time, during my visits to the BWO aboard HMS Belfast, I have reflected how true this is. For, I would calculate that, approximately a couple of hundred yards from the office chair to the jetty, was a building wherein I was employed. It was but a stone throw away, this however, would not be recommended, for I believe it's a criminal court, that has replaced it.

The area between Tower Bridge and London Bridge is a marina, yet some would be possibly amazed if they could visualise the period to which I refer. In the 1950's it was a hive of shipping activity with a regular flow of ships from Denmark, The Netherlands and Poland, the bulk of their cargo being dairy produce.

The buildings between the bridges, Hibernia Wharf, followed by the Head Office of Hay's Wharf ensconced in St. Olaf House. Then stretching to Tower Bridge the following wharves; Cottons, Wilsons, Symons and Mark Browns Wharf.

I joined Hay's Wharf in 1956 and was employed in a new department known as Customs Entries. In the first instance it was situated in St. Olaf House, but in time the space was insufficient to our needs, and the department was relocated to the Henry A Lane building which would be approximately opposite the site where HMS Belfast is now moored.

The current scene of modern structures includes the London Mayor's building, together with the wide open spaces, has no resemblance to the dock side scene of the 1950's. Crammed with run down warehouses, frantic dockers unloading the vessels together with road transport collecting goods. Tooley Street from end to end was a very busy thoroughfare. You may say it still is, but the traffic now is passing through, and not of warehouse loaded content.

Two ships on an alternative basis each week, would arrive from the Polish Port of Gdynia, they were named; Jaroslav Dabrowski and Baltover. Their usual place of berthing would be Mark Browns wharf adjacent to Tower Bridge. I recall occasions when apart from their legitimate cargo, the odd stowaway would be discovered on board. The other wharves mainly dealt with dairy products from ports such as

Esbjerg and Aarhus. Hibernia wharf dealt mainly with varied cargo from ports such as Rotterdam.

Each of the wharves had a staff of Customs and Excise Officers in situ, who were responsible for the release of the cargo which complied with presented documentation, showing details of the consignment and duty imposed.

This is where our special department was involved. Hay's Wharf Customs Entries Department dealt with the importers documentation to include assessment of duty payable and presenting to the Customs Officers at the appropriate wharf. The first three days of any week were extremely busy as the vessels needed a quick turn-around for the return voyage the following week.

Sadly, and due to outdated shipping practices, together with dock strikes, Hayes Wharfe decided to close their London facilities and transfer to the East Coast to such ports as Felixstowe, container trade was also also looming. The area along the South Bank is now a completely different scene, and between the bridges an extended esplanade paraded daily by hundreds of different cultures and the sound of different languages from all parts of the globe. Although a heritage area, the bustle of Hays Wharf is now part of history.

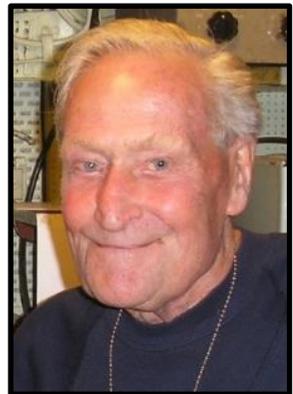
Bill/GØIEC/3526/LG345

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Sadly, Bill's final instalment of his time operating from HMS Belfast and of his reflection on how the Pool of London has changed over his lifetime was submitted to the Newsletter just a weeks prior to his passing.

Bill's family asked for this article to be published in his memory and as fitting tribute to a committed member of the RNARS and HMS Belfast London Group.

My sincere thanks to Bill's family for allowing his articles to be published following his passing.



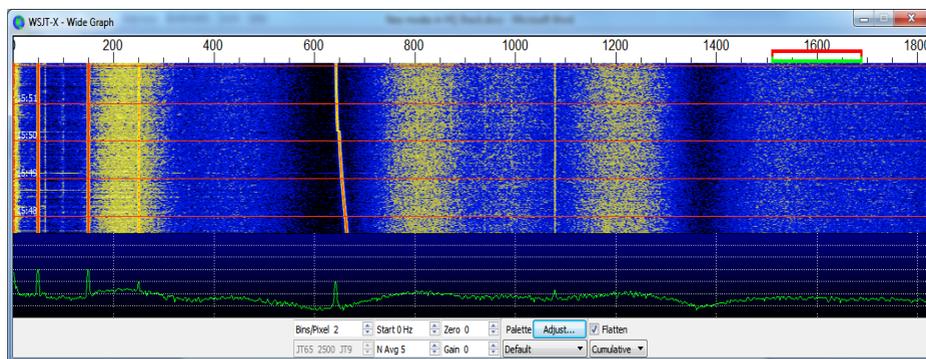
## Weak Signal Digital Modes

We've added a new pair of digital modes to our repertoire in the HQ Shack, JT9 and JT65. Like most of the other digital modes they make use of a PC to code and decode the signals. But be warned - they're not really suitable for rag chewing. Twitter's limit of 140 characters per message seems positively loquacious. In JT9 and JT65 each message is 13 characters long.

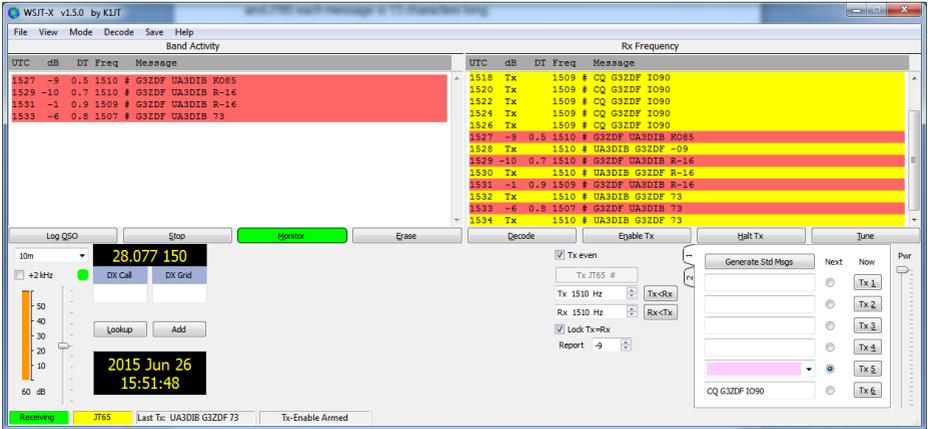
JT9 and JT65 are part of the weak signals communications family developed by Nobel laureate Professor Joe Taylor, K1JT (hence the JT prefix). WSPR is also part of this same family. The home page for all this software is: <http://tinyurl.com/3oowyl> and it's all free. For those of a geeky nature the source code is also available. If you have used PSK or other digital modes then these two modes will not seem too strange.

WSJT-X is the program for JT9 and JT65 and as K1JT says in the User Manual (<http://tinyurl.com/okvtm4s>) *'Both are designed for making reliable, confirmed QSOs under extreme weak-signal conditions.'*

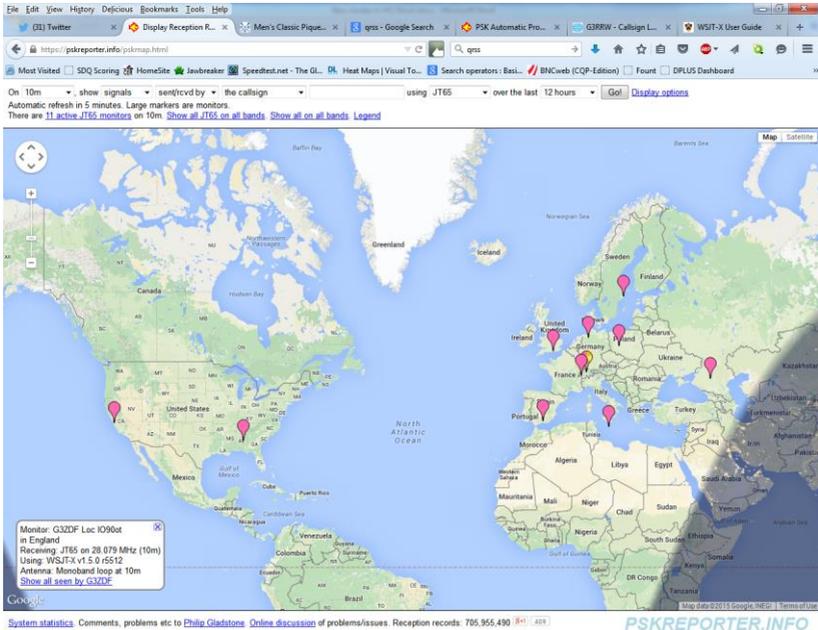
You will need a link between your rig and the sound card in your PC. If you have a link for PSK then that will work. You can also make use of CAT cable to control the rig. Unlike Digipan or HRD the 'waterfall' part of the display is a separate window.



This shows a very, very quiet period on 10m.



Like Digipan, HRD and other digital programs you can set up macros or pre-defined chunks of text to send as messages. Provided you are connected to the Internet you can also have your reports posted automatically to the PSK Reporter server where they may look something like this.



A typical QSO might look like this:

| UTC  | Transmitted Message | Comment                                        |
|------|---------------------|------------------------------------------------|
| 1526 | CQ G3ZDF IO90       | G3ZDF calls CQ and includes his locator square |
| 1527 | G3ZDF UA3DIB KO85   | UA3DIB answers with his square                 |
| 1528 | UA3DIB G3ZDF -9     | G3ZDF sends report, S/N -9dB                   |
| 1529 | G3ZDF UA3DIB R-16   | UA3DIB sends acknowledgment and report         |
| 1530 | UA3DIB G3ZDF RRR    | G3ZDF sends acknowledgment                     |
| 1531 | G3ZDF UA3DIB 73     | UA3DIB sends 73                                |

Each over starts exactly on a minute and takes about 50 seconds and for that reason the PC clocks are synchronised.

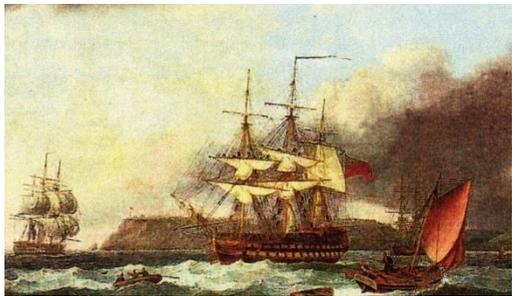
This is not meant to be a comprehensive guide to these modes, just a sampler. Full details can be found at the link above including instructions on downloading, installing, configuring and using WSJT-X.

Joe G3ZDF



### **A visitor from France & early naval signalling**

At 08:00 on Wednesday 24th July 1815, HMS Bellerophon accompanied by HMS Myrmidion dropped anchor off Brixham at the beginning of what was to be a momentous time, not just for the local population around Torbay, but for the whole of Europe. Up on Berry Head,



adjacent to the powerful gun battery, the men manning the Naval Signal Station no doubt confirmed the arrival of both ships even though they had no idea of the passenger carried aboard Bellerophon. The moment marked the arrival of Napoleon Bonaparte off our shores

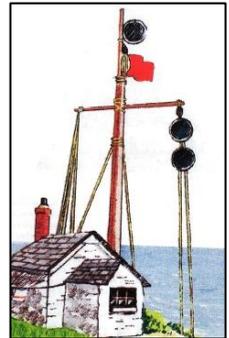
as a prisoner of the Royal Navy following his defeat at the battle of Waterloo on the 17th June.

Immediately on anchoring, a guard boat started to patrol around Bellerophon, keeping at bay the normal bevy of small vessels, often referred to as bum boats that came out of Brixham to trade with visiting naval vessels. Understandably the powers that be were paranoid about any attempt to rescue Napoleon and his presence on board was to be kept top secret at all costs.

The presence of the guard boat and the movements of the ship's officers caused considerable interest among those on the quay, amongst whom was a local baker called Michelmore. He set out for Bellerophon in a rowing boat with a supply of fresh bread for the Jack Tars on the lower deck. On approaching the ship Michelmore was warned off in no uncertain terms with the threat to sink him should he persist.

Whilst lying off Bellerophon his attention was drawn to a sailor at a lower gun port beckoning and then slipping an object into the water, allowing the object, a small black bottle to drift toward Michelmore. On retrieving the bottle, a message within read; "We have Boney on-board".

The baker immediately headed back to the shore to broadcast the news. Now that the secret was out, an armada of small vessels laden to the gunwales encircled Bellerophon with expectant observers.



Once their Lordships at the Admiralty found out they were losing control, having been advised of the situation by Lieutenant Fletcher who had ridden post-chaise to London, both ships were instructed to leave Torbay for Plymouth. Needless to say the scenes at Brixham were repeated off Plymouth but in greater numbers. In London the die was cast, Admiral Lord Keith, C-in-C of the Channel Fleet at Plymouth, had the task of informing Napoleon of his fate; exile to St Helena for the remainder of his life. On Wednesday 7th August, 1815, Napoleon Bonaparte, together with his not so inconsiderable

entourage, was transferred to HMS Northumberland at St Mary's Bay, Brixham, under the guns of the Berry Head battery.

To mark two hundred years since Napoleon's arrival in Torbay, a full sized replica of a Napoleonic-era naval signalling mast has been installed at South Fort, Berry Head. The mast stands approximately thirty-six feet tall with a base diameter of ten inches narrowing to six inches at the top. The replica mast will eventually replace the look-out mast that was removed from Berry Head in 2013.

In a famous oil painting, dated 1817 by Thomas Luny depicting HMS Bellerophon off Berry Head, it is just possible to discern at the promontory, a signalling mast with flags flying.

Berry Head Signalling Station, designated Station Number 14, was manned by a half-pay naval Lieutenant, a midshipman and two able seamen who were tasked with observing and reporting on movements of any enemy (French) warships or merchant vessels off the coast and to be on the lookout for an invasion force. Messages were communicated from Berry Head station to neighbouring stations at Coleton and Dawlish Head by means of a combination of yellow and blue pennants and four black signal balls displayed at the signalling mast.

Fortunately no invasion force materialised so the Berry Head Station would display the combination of flag and three balls as shown in the reconstruction. Commanding Officers would recognise this signal location, which aided their coastal navigation. Other coastal signalling stations similarly had their own unique flag and ball recognition signals.

The wood for the new mast was sourced locally from three larch trees from the Grove Woodlands at Churston. The replica mast was carved by Mike Tichurst and Bill Waleham of Brixham Trawler Mast Makers.

This story is reproduced by kind permission of the Editor of the English Riviera Magazine. Should any readers wish to read the full version of the Magazine they can do so at the following link:  
<http://tinyurl.com/qx4p6u6>

*John G4KGT 1364*

## **Minutes of the 55<sup>th</sup> RNARS AGM - Saturday 10<sup>th</sup> October 2015**

**Present** M6UBI, GØLFI, GØIEY, GØIUY, GØMIU, G8PUO, DK9MOS, DK9OS, G4BEQ, M0EHL, G3TZM, G3RDR, G3KOJ, President, M5ALG, M3AGI, G4JBE, M0LRE, G4GSA, M0KTT, G4TNM, G4PZV, 2E0JVM, M1AFM, G4TNN, G4TKR (visitor), G4PIJ, M3VLB, G3ZDF

### **Chairman's Welcome**

Mr President, ladies and fellow members welcome to the 55th RNARS AGM and thank you for attending. I would like to thank Captain Jordon for permitting us to hold this AGM within the Establishment and WO1 Rea for the facilities here in the mess.

Willkommen Hans und Maron und danke ihnen für ihr kommen. Vielen Dank Maren für die Gerurtstags Überraschung. Many of you know Hans and Maren our two German Members who regularly come over for the Easter activities on HMS Belfast. Hans was unaware that he was attending this AGM as Maren had arranged it as a birthday surprise for him. He was told to pack his bag and hammock at the last minute.

### **Apologies**

Alan, G8CJM, 1657, Danny Sharpe, G3ZUN, 0459, Peter Saunders, HZ1PS/VK6APW, 1440, Glenn, G0GBI, 3481, Ron, G4RTH, 2011, Ivor, M0IMJ, 1532, Phil, G1LKJ, 2954, Paul Joosten, PA5UL, 3302, Iain Hill, ZL2BJC, 0972, Tom Taylor, GOPSE, 4831, Doug, GOLDJ, 3686, Jo, PA0VLA, 0944, Jeremy, M0VIY, 4919, Henry, M0ZAE, 4955, Eric, M0HFF, 4834, Wally, G4DIU, 0391, John, G0JSC, 1702, Dave, G4ZMP, 2616, Brian, G4CJY, 0176, Jim, N8NAV, 3913, Glenn, G0GBI, 3481, Ken, G3RFH, 0175, Des, G3LCS, 0038, Paul, G3VCN, 0327, Nigel M0NAF, Marc G0TOC

### **President's Report**

Ladies and gentlemen good afternoon and welcome to the 55th AGM of the Royal Naval Amateur Radio Society. Thank you to Don Turner and ICOM for their enlightening presentation on D Star prior to this meeting.

You may recall that our Chairman had planned to retire at the last AGM, but agreed to extend his Chairmanship to this year. Well, I am delighted to hear that he will extend his Chairmanship for one more year - delighted not only because I think that he is doing a good

job, but also because, selfishly I find him a very easy person with whom to work - providing he does not go heavily into technicalities.

This year's details of the Association will be covered in detail by the various Office holders and Managers; however there are two things which I wish to mention. The Association has an Almoner - and as you all know, an Almoner is an official distributor of Alms for the Association. I was laid low recently with an inflammation in my hip and was delighted and amazed to receive one of our official get well and offer of help card from our Almoner - the system works - and thank you Julia.

My final message is one of very sad news and that is that our Patron Admiral Sir Peter Abbott died at the end of September of cancer. Although I knew him fairly well, I was unaware that he was ill. For those of you who may not have known him, I give you a very brief résumé of his career.

He joined the Navy after completing a degree course at Queens College Cambridge and after a number of general service appointments did the Long Communications Course at HMS MERCURY in 1970-71, followed by an appointment to HMS LONDON as her SCO. He commanded HMS CHAWTON, was SNOWI's Flag Lieutenant and Operations Officer, Commanded HMS AMBUSCADE, was the Commander of HMS BULWARK and the Commander of HMS DRAKE, the Barracks in Plymouth. As a Captain he commanded HMS AJAX and was Captain F , Director of Naval Plans and as a Rear Admiral was Flag Officer Second Flotilla, Assistant Chief of the Naval Staff, as a Vice Admiral was Deputy to the Supreme Allied Commander (SACLANT) in Norfolk Virginia and then as an Admiral, Commander in Chief Fleet (CinC Fleet). We lesser men all thought that he was then going to be First Sea Lord, but instead he became Vice Chief of the Defence Staff as his last serving appointment. In semi-retirement he was Chairman of the Royal Naval Museum, President of the Marine Society and Sea Cadets and Chairman of the Commonwealth War Graves Commission.

This was quite a career for a very clever, intelligent and charming person - and our Patron.

**Minutes of the 2014 AGM** Proposed by Julia G0IUY and seconded by Dave G4JBE and agreed unanimously

## **Chairman's Report**

This year out of the many members who have crossed the bar, the President has already mention our Patron, I was very sad to hear of the passing of Diana G4RNO. It has not been my usual practice to mention particular individuals but in Diana's case I am sure her passing will be felt by many. Last year we made a special presentation to her for her many years of loyal service and dedication. Her call was as well known worldwide due to her activities running the RNARS Data Comms. Woe betides anyone who stepped out of line using that mode whilst she was in charge. A lovely lady.

In the time honoured tradition I would therefore ask you to stand and join me in a one minute mark of respect.

The year has passed very quickly for those of us who are responsible for the running of the society. This year has been more pressurised than in the past due to the many changes within HMS Collingwood especially with respect to security. Unfortunately because of security threats to this country the military have had to act accordingly and as we are privileged to have our HQ within a military establishment it is essential we do not cause problems. I have had many meetings which can be very exhausting especially when you are in your late 80's but because we have such a superb secretary in Joe, who takes on all the paper work, I have managed to cope. With luck things should be more settled in the coming year.

Collingwood Open Day, our opportunity to prove our worth to the powers to be, went well. However for those of us who were involved in making it so it was very hard work indeed. Because of the lack of support from the membership, even though we put out many appeals, it was left to the committee plus two to bear the brunt, meaning we had no time to spare for such mundane things as having a meal or short break. As you may be aware our show piece is sending live TV via the internet which is well received worldwide. To maintain full day coverage this involves six people constantly filming, monitoring, editing and ensuring 100% transmission.

This left Joe and I to man VHF/HF, PSK, Telephone, Skype, as well as attending to visitors to the shack and other minor functions. Later in the day it was only Joe as I had to leave to care for my disabled wife.

Unless we keep ourselves to the forefront within the establishment our chances of remaining here will rapidly diminish. Should that happen then I would predict the RNARS could quickly

fold. Obtaining a suitable alternative to all the facilities we have here would be quite expensive to say nothing of how or who would take on the responsibility to run it.

Many rallies have had an RNARS presence across the country thanks to a dedicated few members, but unfortunately we did not set up the usual stand at the Newark Rally due to the mounting costs. Wally G4DIU has been the mainstay in keeping us to the fore at this major event over the years but it means he travels from Nottingham to do so. This means finding accommodation as due to his health deteriorating he no longer drives which adds to the cost. What is needed is someone who is fitter and more able and possibly local to take over next year and re-establish our presence there. Alternatively someone who lives local and can offer a bed to Wally and transport to the show would be ideal.

It is up to the membership to put more effort into supporting the society and not to expect that the few, very few, willing hands will continue to keep the ship afloat. A lot of time and effort has also been put in getting the D Star repeater operating fully. With hind sight I think I would have vetoed the project when I view the many problems that had to be resolved to get it finally up and running. Had it not been for the many hours that Joe G3ZDF and Dave G8PUO put it in would have never happened. Dave has been a tower of strength. When you consider he lives in Eastbourne and at a drop of the hat he drives over to solve the latest problem with the equipment, at no cost to the society I might add, it makes one ponder over the lack of interest shown in supporting the society in its activities by those who live within striking distance of the HQ shack.

Finally I would like to thank the committee and in particular Joe, our secretary for all their hard work and support they have given me over the past year as well of all those other active members who keep the RNARS to the fore at rallies, on the nets and other events, not forgetting our superb editor and the QSL manager as well as the awards manager who is always keen to receive more applicants for the many awards we have, and much to my surprise have all agreed to continue under the present demanding, sometimes dictatorial, chair should he be re-elected; more on that later.

Thanks to the efforts of Wally and other members of the Committee the latest version of The Short History of the RNARS is now available. Copies will be available after the AGM.

Doug G4BEQ

## Secretary's Report

**50 year Membership Awards** were confirmed for

G3LIK 0004 G3EN (SK) 0023 G3LCS 0038 G3NXV 0139  
VE6BF 0142 GØCWF/ZS1WA 0091 ZL2TX 0200 G3RDR 0241  
certificates and blazer badges despatched.

In December 2014 we ran a **Special Event Station GB6BFI** to commemorate the 100<sup>th</sup> anniversary of the Battle of the Falkland Islands. Dave G1OCN, Doug GOLDJ, Nigel MONAF and myself were the operators. We kept having to explain to those we contacted that it was the 100<sup>th</sup> anniversary we were commemorating.

Late last year the Committee agreed to install a **2m D-Star repeater GB7RN**. The repeater itself was supplied free of charge by Icom(UK) and the Society purchased the filters and PC controller. Without the help of Dave G8PUO it is unlikely we would have got it live.

Early this year in a drive to recruit new members and to encourage lapsed members to rejoin I contacted some 40 members of the former Submarine Amateur Radio Club. We had just one rejoiner.

Joe G3ZDF

## Treasurer's Report

**Balance Carried forward 1/4/2014** **£49,972.24**

Unpresented cheques 2013/14

**Sub Total** **£49,972.24**

### Income

Subscriptions £6,072.51

Commodities £952.70

Interest £343.88

Sundry £1,184.70

Sale of Surplus Kit £1,459.00

**£10,012.79** **£10,012.79**

### Total Income

**£59,985.03**

### Expenditure

Expenses £1,783.98

|                     |            |                   |
|---------------------|------------|-------------------|
| Rallies             | £799.47    |                   |
| Newsletter          | £3,152.57  |                   |
| Broadband           | £405.37    |                   |
| AGM                 | £380.55    |                   |
| Ins                 | £299.13    |                   |
| Refund Subs         | £5.00      |                   |
| Equipment & Repairs | £3,138.89  |                   |
| Commodities         | £889.00    |                   |
| Sundry              | £667.17    |                   |
| RSGB                | £47.00     |                   |
|                     | £11,568.13 | <b>£11,568.13</b> |
| <b>Sub Total</b>    |            | <b>£48,416.90</b> |

Unpresented cheques as at 31/3/2015

**Balance of Accounts as at 31/3/2014** **£48,416.90**

### **Membership Secretary's Report**

**Rally Attendances** have continued mentored by the stalwart few, as always reports can be read in the relevant News Letters.

**Silent keys**:- There have been 32 members who have crossed the bar this year or who death was notified to us during the year.

**Membership** continues slowly to increase but we could do with a good few younger applicants to boost the numbers.

**A number of members are still paying their subscriptions on the anniversary of their joining dates and not, as per the rules, on the first day of the current financial year. (April First)**

Wally G4DIU

### **Announcement and presentation of RNARS Awards**

**G3WNJ Trophy RNARS Merit Award**: Dave G8PUO for his help and guidance in setting up GB7RN.

**Certificate of Merit** to: Simon G0IEY for his work in improving the power circuits in the HQ Shack. Roy 2E1RAF for his contributions to the Society Newsletter and for acting as an interface between RNARS and RAFARS

**Robert Sharpe G3AWY Award:** Jürgen HB9ANE For his article on High Voltage Power Supply for Experimental Work in the Spring 2015 Newsletter

### **Certificates of Appreciation**

Net Controllers

|             |             |             |            |
|-------------|-------------|-------------|------------|
| Glenn GØGBI | Mick G3LIK  | Bill WA1HMM | John G4KGT |
| Ken G3RFH   | John GM4VUG | Peter HZ1PS | Mike GØVIX |

### **Shack Manager**

There has been a steady flow of work done in the shack over the past twelve months. The D-star repeater is up and running and a big thank you must go to Dave Williams and Joe Kirk for all the help in this. A UPS has now been obtained and this will be fitted as there have been numerous interruptions in the power supply. It is not known if this is due to the base supply, or a case of cleaner gerfingerpoken! The cost to the association of the D-star was nil as the cost was more than covered by the sale of surpluses equipment.

The cable on the HF mast has been replaced as it was rusty and considered unsafe. A new VHF/UHF. Set has been fitted and a D-star hand held has been bought to enable both VHF and D-star to be used simultaneously.

A decent set of tools is slowly being put together, including a decent temperature controlled soldering iron.

ATV has continued to improve in capability and quality, and this was obvious in the quality of this years Open Day. Next year, of course, will be even better!

Sadly the work has fallen of since May due to ill health, and for this I apologise. Hopefully work will resume soon with the carpentry and electrical work in the shack.

Nigel Auckland MONAF

### **Data Comms**

This year marks two important events. First, and sadly, we lost Diana GORN0 our long time Data Comms Manager. Secondly the Yahoo group is now 10 years old!

There have been no notable changes during the transitional period when I took over from Diana for the day to day running of the Yahoo group.

The main difference anyone would have seen, I now compose the weekly news instead.

The group continues to slowly grow, we now have 150+ members. The monthly average for messages is approximately 200.

Weekly News will continue as they always have, also any “Stop Press” items will be issued as and where necessary in between News bulletins.

Any member of the group can send in items for possible inclusion in a News bulletin, it should be relevant to the RNARS, the Service or the hobby. Please include the URL source for the information if possible.

Membership of the RNARS Yahoo Group “reflector” is limited to those who are current and paid up members. Lapsed or resigned members will be removed from group membership. They can of course re-subscribe upon becoming “current” members once more.

Like all Yahoo Groups, we too can occasionally be troubled with “spam” messages, please DO NOT click on and spread it around, if you don't trust the source DELETE IT. With regard to “spam” if you are requested to change your password(s), please comply as soon as you can. This action is proven to stop most problem mails.

Another source for up-to-date news is of course the Society's Website, maintained by Joe G3ZDF the RNARS webmaster.

Finally: Many thanks to fellow RNARS Managers and Committee for their input to the Society, and to those that take time to send in updates and information.

Last but not least, to Diana who has been my “mentor” for the past 7 years!

Dave Lacey G4JBE

### **Webmaster**

On behalf of the Society I would like to thank Bob Jennings, G3NXV for continuing to provide free hosting facilities for the Society's website [www.rnars.org.uk](http://www.rnars.org.uk).

I am trying to make it a repository for all the historical information we have regarding the Society but there are only so many hours in the day available to scan magazines and documents. If anyone has electronic versions of our Newsletter prior to Colin taking over I would welcome them. It doesn't matter what the format is,

Last AGM I mentioned that one of the copies of The Communicator I scanned and uploaded had enabled someone to find their father. Since then a book has been published about his search for his father. It is an interesting and informative description of the steps that people have to go through in searches such as this. Originally it was going to be called 'Looking for Mike' but that

subsequently changed to 'Tracing Mike' and the author is Ro Hancock-Child. If anyone would like to borrow a copy just let me know.

Joe G3ZDF

### **Newsletter Editor**

With so many members receiving their Newsletter by e-mail, it is now possible to now run to four editions per year starting from 2016. However, it will require more effort and contributions from members. Short articles are especially welcomed as I have a number of longer articles which need to be spread over a number of issues. As I've said so many times before, no articles equals no Newsletter!

If you wish to subscribe to receiving your Newsletter by e-mail, please follow the simple instructions in each and every editorial. Wally, Joe, Doug Bowen and I are NOT mind readers. Additionally, to e-mail me, again instructions are in the Newsletter. The filters on my e-mail system are there to protect my computers and the membership e-mail distribution list. Judging by the very high number of phishing e-mails that are blocked by my filters that originate from RNARS members, if you are on my list, the filters have protected your details many times.

My sincere thanks to the committee for their support and help from Wally, Joe, Doug B and of course Doug H, as well as those who send in items.

Colin

### **Election of officers**

The following were elected unanimously and unopposed:

Chairman - Doug Hotchkiss G4BEQ

Treasurer - Adrian Mori 2E0JVM

Secretary – Joe Kirk G3ZDF

Membership Secretary – Wally Walker G4DIU

### **Election of new Committee**

The following were elected unanimously and unopposed as members of the Committee

Dave Lacey G4JBE

Doug Bowen G0MIU

Marc Litchman G0TOC

Nigel Auckland M0NAF

Al Terry G4PZV

Colin Topping GM6HGW

The Meeting closed at 15:30 and the date of next AGM is 8<sup>th</sup> October 2016.



### **Future AGM arrangements – Your views are needed.**

Over the last three or four years, attendance at the AGM had varied between 35 and 40. In recent years the Society had subsidised lunch for those attending the AGM as a way of encouraging attendance. However, catering in the WO & SR's mess has been very disappointing and it is felt we need to look at alternatives. Previous attempts at holding events in other locations had been less than successful; one AGM in London managed two members in addition to the Committee and Officers and the get together in Coventry to celebrate the 50<sup>th</sup> anniversary of the Society had only managed to meet the minimum numbers by the Chair inviting members of his own family.

The Secretary had reported at the previous committee that he had been in touch with the Royal Maritime Club (Royal Sailors' Rest/'Aggie Weston's'). Costs for the AGM without lunch would be just under £20 per head. Single and double room accommodation is available. As suggested at the previous committee, he had been in touch with HMS Warrior and another Portsmouth Dockyard venue. Both venues used outside caterers. HMS Warrior had said that to hold our AGM with lunch for 40 would cost approximately £750. The Dockyard venue prices started at £40 per delegate for lunch and afternoon coffee. Joe was asked to check with local hotels to see what facilities they could offer to host the AGM.

The Chair had suggested that with the numbers envisaged attending the AGM, we could hold it in the HQ Shack? He had already confirmed with our ex-officio that we could have access to the other half of the building for the day. We could make use of outside caterers to provide a finger buffet rather than having a sit down lunch.

Your views on the above will be of interest to the committee, please respond to Joe Kirk, his details are in the list of officers and managers on page two. **Do it now!**

### Me in my shack

Bill Ferguson (GM4AGL 123) is the latest member to send in a picture for the “*me in my shack*” spot. Do you have a picture of yourself in your shack? Please send it in so others can put a face to the voice.



New members, please don't be shy, your picture and a few lines about yourself would be especially welcome.

Although not in his shack, Carl Mason (GWØVSW) sent in this picture taken on Remembrance Sunday of himself and his son Al who recently passed out of CTCRM Lympstone. A proud moment for father and son; well done Al.



~~~~~

H/F and M/F DF Sets

Just before 2014 saw itself out, there was a brief exchange of notes on the RNARS yahoo group re the HF/MF DF SETS carried by RN ships during our era. These of course, were the FH4 and FM12. This exchange got me thinking about my own experience with these sets; very little when it comes to the FH4. It always had its own little caboose in the ships that I served in. Occasionally it was fired up to check everything was ok and that was that; apart from one instance at RNAS Brawdy in '63 where the German Panzers flew in for training on the Castlemartin tank range. They rotated every two or three weeks. Their transport from Germany was the French twin boom Nord Noratlas. (The aircraft used in the original film, 'Flight of the Phoenix').

A good percentage of my time at Brawdy, was spent as Intermediate Controller, 'Brawdy Tower'. At that time, we dealt with a mixture of

VHF and UHF equipped aircraft. For example, the ferry pilots who brought in aircraft for the station's holding unit would be picked up at by an old VHF equipped Anson and shuttled back to their respective bases. The student pilots, on the other hand, flew UHF equipped Hunter T8s and G11s. As a consequence, I had split headphones with head mike for UHF and a foot switch and desk mike for VHF. It sounds awkward, but you soon got used to it.

At that time, all aircraft transiting UK airspace were under regional control (London) and flew on a regional pressure setting based on QNH. On handover to destination fields, altimeters were reset to local QFE, which takes into account the airfield's elevation. Along with the QFE, incoming aircraft are also advised, the runway in use, current wind speed and direction. This was supplemented along with current wx, (visibility), and runway conditions.

No radar guidance was available for visitors. Our radar was geared to keeping an eye on the student pilots on jet conversion and their safe return in the form of a QDM if requested, or given instructions. These were pre ILS days too. Quite basic when compared to today's standards. We did have a FH4 situated in its own red brick shack in the middle of the airfield and I only ever recall it being used by myself once.

The occasion might have followed an incident that occurred one week end, when a new contingent of Panzers were flying in. It was customary for aircraft on long finals to report "airfield in sight" or "I have you visual". This normally coincided with your own sighting of the aircraft. However, in this instance, I didn't have him, although he said he had me. I remember he was either number three or four with the earlier arrivals already safely down. I turned to my right to get the attention of the flight director for another pair of eyes when I caught sight of the Noratlas ten miles to the south, lined up on the disused wartime airfield at Talbenny. The main runway being parallel to our own. Lucky to catch sight of him, I gave him a "Go round!" Talbenny was more often than not, used at weekends for the then 'newish' craze of go-karting. He might have put the wind up them, but he'd certainly put the wind up me!

Noratlas was fitted with HF, hence the FH4 being brought in to give

them a bearing (QDM) for the field. I only remember manning it the once personally, and it did work. As an aside, Workers Playtime was broadcast from RNAS Brawdy sometime during the summer of '63 and I recall bringing Stan Stennet in, in his own private aircraft. During his time at the base, he put in quite a few hours, giving sightseeing tours to the lads of the Pembrokeshire coastline. Our remote location was ideal for general aviation flying, free of the restrictions associated with controlled airspace. However, our days were numbered at Brawdy. It was rumoured that Wrens were taking over the communications department. Six months later I found myself travelling up the coast road to Cammell Lairds Birkenhead with kit bag and pusser's green strapped on the back of the Enfield to pick up the 'brand new' Ajax.

The FM12 was more familiar to everyone. Always tuned to 'five ton', the 'silence periods' being religiously observed.

On the 14th December, only two days after being accepted from the makers, Ajax was in the Channel in a typical 'pea souper'. It was probably during the first watch that I picked up a distress from SS Llasanés, she had thrown her prop and was drifting off the Casquettes. I informed the bridge and acknowledged, taking a bearing. We soon homed in on her and towed her into Cherbourg, arriving early the following morning, under the gaze of a huge Dutch ocean going salvage tug.

A few weeks later, 25th February, still fine tuning in the Channel....blow me. I picked up another distress on 'five ton'. This time it was MS Solklint with a deck cargo of timber. Her bows now badly damaged and a cargo shift after a collision in fog. Informing the bridge again, I acknowledged. We towed her stern first, again into Cherbourg. Being watched by, you've guessed it, the big Dutchman. Needless to say, after this, I couldn't set foot near the FM12 without comments like, "Hey up, Charlie's at it again!". Any frequency changing exercises after that were always nnnn kc/s plus Charlie's favourite, (500). In 1965 I found myself in BMH Singapore having contracted TB. (Non positive). At sometime during my three month stay, I was asked to pop over to the pay office at Terror.....for a nice double windfall. I can still see that very pint of Tiger top I bought at the club immediately afterwards. It tasted good!

Post Script: Coming to the present day, curiosity being what it is, I googled MS Solklint and what a life she has had. Now fitted out as a luxury yacht, she was bought by Aussie multi-millionaire off shore yachtsman Chris Packer, renamed LISSA and was sailed from the Baltic, around the world via Peru and the Pacific back to Oz. Behind the door, he carried arms to combat the pirates around the Timor Sea. Calling in at Bali, he failed to declare these. The ship was impounded and he spent three months in jail. Unfortunately Chris has now sadly passed on. Lissa Solklint however, as she is now called, is now in the hands of Skipper/owner. James Andrew McCormack, WA. Up to four years ago she was delivering humanitarian cargoes around Timor when she again became a casualty. An engine blower bearing collapsed requiring her to be towed into Freemantle. She was seven years old back in '63. Next year, she will be sixty and is actually on facebook but do a 'google' on her as 'Lissa Solklint', or Lissa, you'll see some lovely pics of her. A beautiful little coaster with classy lines.

Graham 'Charlie' May MØAHF

Nine volt Power supply

Jurgen H Timcle recently sent me a short article on building a small one amp - 9 volt regulated power supply using the 7809 voltage regulator chip. I (editor) have built a number of devices using the 78XX series of chips. The last two digits indicate the output voltage and a higher output current of two amps can be obtained if you use the 78SXX series of regulators. Both the standard 78 and 78S require a good heat sink but remember that the heat sink is common to the ground pin on the chip, so be very careful how you mount the heat sink!

The 78XX series of voltage regulators are almost a complete low current regulated voltage power supply in a single package incorporating thermal cut out and load protection. They come in a number of output voltages 5, 6, 9, 12 and 24. The input voltage needs to be just over 2 volts higher than the chip's output. And to make a simple power supply from mains voltage to the desired voltage, all you need is a transformer, bridge rectifier and a couple of capacitors.



The 78XX chips can also be used as a voltage reference to build a high current DC power supply in conjunction with a couple of 2N055 transistors which can carry 5 amps each. Another use is to drop the 12 volts from the DC supply in a car to a suitable voltage to use hand-held radios and scanners from a car accessory socket.

As stated (editor), I've built a few projects around the 78XX series using veroboard, PCB and even gluing pads of PCB onto a larger board to solder the components to. Jurgen has suggested using Pertinax, which I think this is the same as Teflon or Paxilon in the UK.

Clearly Jurgen is good at metal bashing, if you can't reproduce Jurgen's casing or don't have the facilities, Maplin electronics and others sell a number of project boxes suitable to house a home-brew power supply.

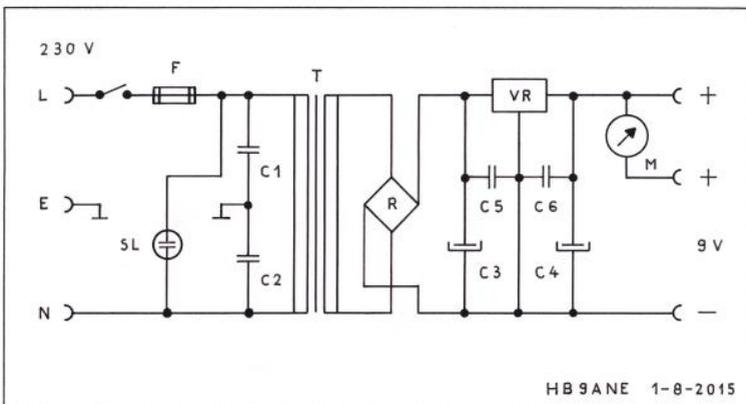
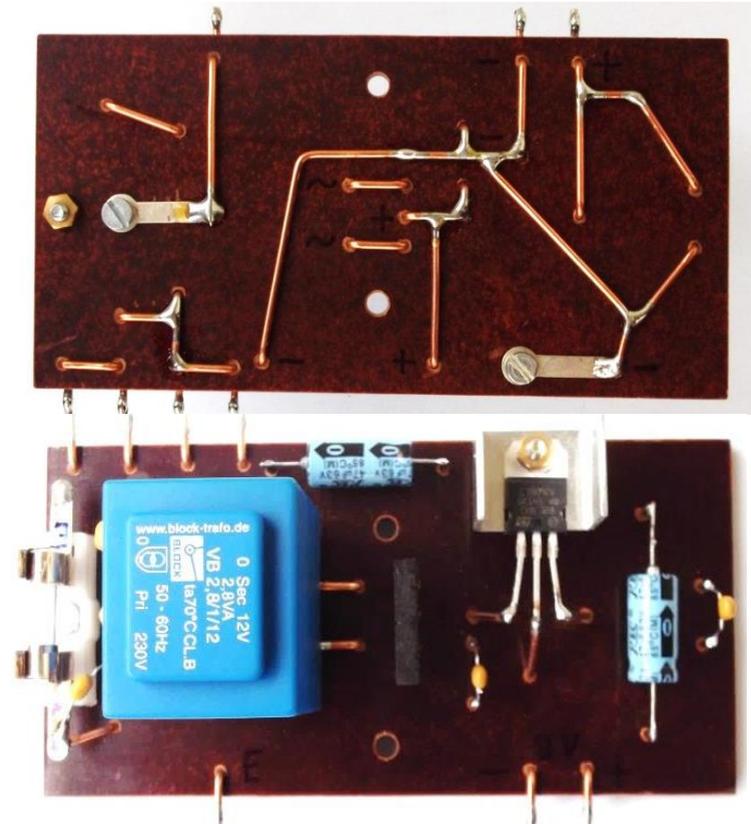
Now a word of warning; mains voltages (EU 230 V AC) can kill, so please be careful. The RNARS, author and editor will not consider any retrospective claims for damages if you disappear in a blinding poof of smoke and find yourself floating on a white cloud playing a harp dressed in white vestments. Or for some, cast into an eternal burning fire!

Jurgen's circuit is fairly standard and shown below along with the parts list and description.

~~~~~

**Nine Volts DC** is a useful voltage: either for experimental work or for the operation of small appliances. My reason for building the power supply was to operate my home-made HF-Square Wave Signal Generator (see Newsletter --Summer 2008). The built-in accumulators no longer held their charge and new ones are rather expensive.

The board is not an etched printed-circuit board with holes for the components to be soldered on the lower side. It is very difficult to remove soldered components from such a board. Therefore I devised a simpler design for the board. It is made of 3 mm thick Pertinax, with the wiring on the lower side and protruding through to the component side for the various components to be soldered to. This method allows soldered components to be removed easily.

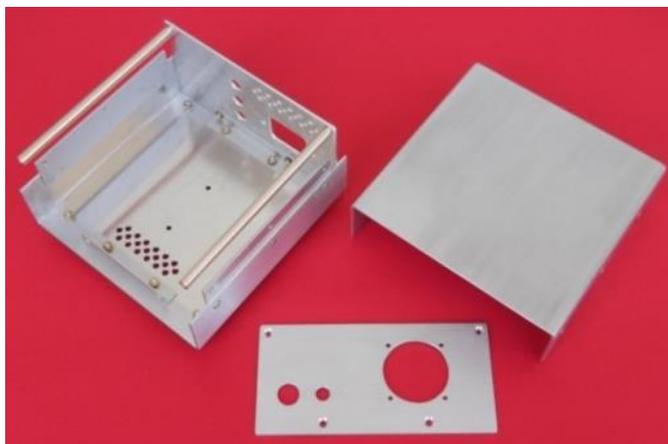


### Casing & Parts List

The casing is home-made from 2 mm thick aluminum sheet.

To show the design of the casing better, the front panel is not screwed on. The two stiffening rods (round brass,  $d = 6$  [mm]) at the rear panel are only screwed on to show them in the figure above. For the assembling of all components and their wiring they have to be removed and later on screwed on again.

|        |                                                                                                                    |
|--------|--------------------------------------------------------------------------------------------------------------------|
| T      | Transformer EI 30/23 2,8 VA $U_P = 230$ [V]<br>$U_S = 12$ [V] $I_S = 233$ [mA]<br>No-load voltage $U_S = 20,8$ [V] |
| F      | T 400 mA, 250 V                                                                                                    |
| R      | Full-wave rectifier B40 C1500                                                                                      |
| VR     | Voltage regulator $\mu A7809$                                                                                      |
| SL     | Signal lamp 230 VAC, red                                                                                           |
| C1, C2 | Ceramic capacitor 4,7 nF / 1 kVDC                                                                                  |
| C3, C4 | Electrolytic capacitor 47 $\mu F$ / 63 V                                                                           |
| C5, C6 | Ceramic capacitor 100 nF, X7R                                                                                      |
| M      | Ammeter 500 mA                                                                                                     |



The outsides of the front panel and the rear panel as well as the lower and upper casing cover are in several steps ground with fine abrasive paper and after this washed with soap to get a dull glance of their surfaces.

Jurgen H Timcle

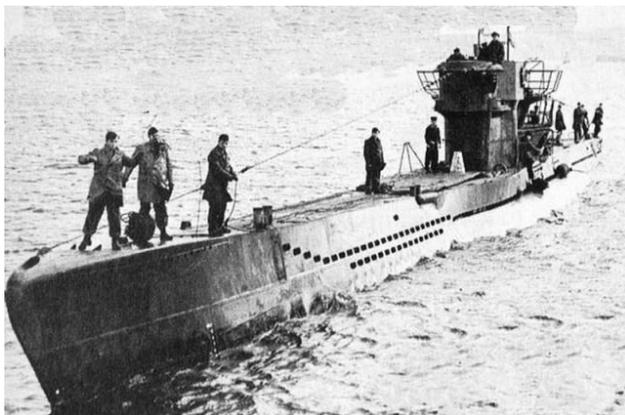
### **The only sub' to be sunk by a dump in the heads**

U-1206 was commissioned on 16<sup>th</sup> March 1944. This type of U-Boat was equipped with a new type of toilet designed to allow the submarine to dive deeper and avoid Allied attack. It was a very complicated high pressure valve system which required special training to use them.

Captain Karl-Adolf Schlitt and the crew trained with the U-boat for the rest of 1944. In early 1945 they were sent on training patrols in the North Sea after which they were finally ready for the real thing.

Their first and only patrol started on 6<sup>th</sup> April 1945 and lasted just eight days after they left from Kristiansand in Norway heading towards the British Isles in search of Allied shipping. All went well until the 14<sup>th</sup> April. A crew member, reportedly the captain, used the heads (toilet) and had trouble operating it. An engineer was called to help and he opened the wrong valve.

This caused water to enter the submarine which flooded forward compartments and then the batteries. That in turn caused highly poisonous chlorine gas to form in the U-boat leaving Captain Schlitt with no other option than to surface the ship.



Unfortunately for the Germans, they were very close to the Scottish coast and quickly spotted. The crew was frantically blowing clean air into their U-Boat when they were spotted by Allied aircraft. Being unable to re-enter the U-Boat and dive because of the chlorine gas Captain Schlitt decided to let the U-Boat sink. This ended his first and only combat command.



## **A very warm welcome to our new members and up-dates**

### **New Members**

|                  |        |      |
|------------------|--------|------|
| Tony Worthington | MØVVV  | 4991 |
| Doug Goodison    | GØLUH  | 4992 |
| Nick Evetts      | 2EØLUN | 4993 |
| David Firth      | SWL    | 4994 |
| Benjamin Angus   | SWL    | 4995 |
| Scott Woodworth  | N7GJW  | 4996 |
| Robert Clow      | MM6ZFT | 4997 |
| Howard Chapman   | G3NZL  | 4998 |
| Rod Beggs        | G4SPS  | 4999 |

### **Re-joiners**

|                   |        |      |
|-------------------|--------|------|
| Peter Savage      | VK6YV  | 1271 |
| David Evans       | VA7DXX | 0772 |
| Andy Kersey       | GØIBN  | 3314 |
| Simon Langlois    | GJ4ODX | 2858 |
| Rev Graham Taylor | GMØIMH | 1109 |
| Bill Denton       | SWL    | 2944 |
| Sepp Lange        | OE3OLC | 4675 |

### **Changes**

|                           |       |      |
|---------------------------|-------|------|
| Peter Savage (was VK6NCP) | VK6YN | 1271 |
|---------------------------|-------|------|

### **Resigned**

No reports

### **Silent Keys**

|                                   |        |      |
|-----------------------------------|--------|------|
| Peter Haylett                     | G3IPV  | 0030 |
| Rob Warner                        | G8LTW  | 3654 |
| Alan Gittens (also RAFARS member) | 2E1HHA | 4906 |
| Peter Blakeborough                | G3PYB  | 4926 |
| Bill Archibald                    | SWL    | 4300 |
| Tom Taylor                        | GØPSE  | 4831 |
| Peter Blakeborough                | G3PYB  | 4926 |
| Addison Lowes                     | SWL    | 1488 |
| Mike Wadsworth (former member)    | GW3UOF | 0424 |
| Dennis Dawson                     | GØCIW  | 1226 |

### **CQ – Former RNXS Members**

I Joined the RNXS and within a year it was disbanded, nothing to do with me; honest! I ran an amateur radio station from HMS Vernon – GB2RNX working several RNARS stations. A special social was held in the NAFFI club at HMS Nelson on our last training night, a very sad affair with the final presentations held aboard HMS Victory.



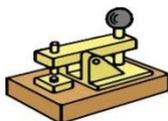
After the RNXS was disbanded, HMS Vernon also closed for development. An attempt was made by some members to set up the Maritime Volunteer Service;



MVS. A building near the Naval Dockyard was available and equipment was collected and training based along RNXS lines was started. A mast was put up and we were able to monitor marine VHF. Thoughtfully a bar was set up and became a meeting and social area.

Some ex RNXS from other arears joined us leading to a lively mess dinner in our new HQ. Sadly I left the Portsmouth area and lost contact with the MVS and former members of the RNXS, if there are other former members of the RNXS in the RNARS, please get in touch with me.

*Peter G3RDR RNARS 241*



### **RSGB 2016 AGM**

The RSGB is holding the 2016 AGM in Glasgow on the 23<sup>rd</sup> April.

If there are any RNARS members attending, perhaps we can meet up? Please get in touch via my contact details in the editorial.

*Colin*

## Rally Reports Kempton Park

This was quite a busy rally and the noise level seemed particularly high. We were the only Service organisation present. The RSARS had not planned to attend and RAFARS didn't show so we had an empty stall next to us. Our stand was tucked away in the corner next to the Coulsdon bring and buy stand so there was plenty of passing traffic.



Joe G3ZDF, Jim G3VRY & Phil G1LKJ

The two minutes silence at 11:00 was very well acknowledged. There were seventeen sign-ins and three new members signed up. A number gravitated to the stand at 11:30 for 'Up Spirits'.

Phil G1LKJ and Christine M6UBI helped to run the stand. Not many commodities sold but the new personalised body warmer seemed to attract some interest. At £30 plus P&P it's a bargain. It is now one of the standard items for sale in all sizes up to 4XL. See the commodities list and order one.

Photographs taken at the rally can be viewed here: [www.rnars.org.uk/PhotoAlbums.html](http://www.rnars.org.uk/PhotoAlbums.html)

Joe G3ZDF

## CATS Bazaar 15<sup>th</sup> November

Coulsdon Amateur Transmitting Society (CATS) Coulsdon, Surrey.

CATS have moved their rally from their old location in Lion Green Road to a new one at Coulsdon Community Centre.

The new hall was bigger brighter and warmer and with good facilities. RNARS members signing in were Phil G1LKJ, Pete G1INF and Fred G3ZJY, at the show there were some ex members Colin G4DIW now living in Colchester and Ian G3ROO living in Dover, also present was MØZEY Neil from the London HMS Belfast Group.

Phil G1LKJ

### **Can you help Roy?**

In his early years my Father wanted to join the Royal Navy. His Victorian parents would not permit that, his father was a boilermaker and very proud of that but as deaf as a post! They would only permit him to take up a "real job". Therefore he entered into an apprenticeship as a boot and shoe maker. Once qualified he fell into the system of working for six months with the CO-OP in Gainsborough and for the rest of the year he took off around Europe and further afield on his cane framed bicycle.



Father never did talk a lot about his adventures, snippets such as living with Romani, being told to keep away from their women and learning how to prepare and bake a hedgehog. And for six months he got as far as Greece and lived in a monastery on a promontory currently inhabited by male monks and animals, paying for his keep by mending sandals.

My first tour abroad was to Aden and when I got back, talking to the old man, he asked me if I enjoyed the tour? I replied that it was a dismal place populated by scabby camels and goats and subject to sandstorms at the drop of a hat. Father replied; "yes it is isn't it!" He never did expand on that.

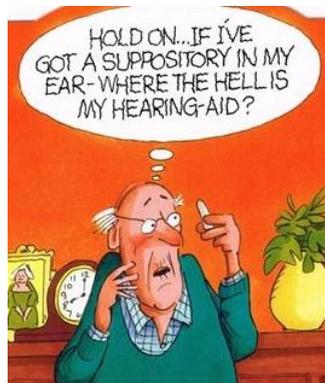
Before he died, my father left me a silver coin. It measures an inch across, both sides are inscribed with images of obviously eastern figures one being carried in a Palanquin by about four others shading her with an ornate sunshade. I wonder if anyone can help me to identify the origin of this coin or medal?

Roy 2E1RAF RNARS 4923



## No need for Specsavers

None of us is getting younger and one of the first signs is that the contents of the web browsers on our computers – Internet Explorer, Chrome, Firefox or many others start getting more and more difficult to read – text too small or too light coloured. Instead of trying to find the menu bar and then the View option followed by Zoom all you need to do is use the Ctrl (control) key and + to zoom in. That will magnify the contents of the screen. Ctrl and – will zoom out and Ctrl and figure 0 goes back to the default.



Many web sites use what they term ‘minimalist’ design. One of the mean features of this style is the use of letters/fonts in a light grey colour on a bright background that personally I find difficult to read. If you have that problem then one possible solution is to use an add-on\* to your browser that changes the appearance of the text on the page from light colour on white to white text on a black background. After straining my eyes for far too long I installed the ‘High Contrast\*’ add-on on Google Chrome. When I come across a page I find difficult to read I can switch the contrast from light on white to white on black and that makes it easier to read.

Joe G3ZDF

\*Any add-ons are installed at your own risk.

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News Flash

An unnamed member of the RNARS committee was recently pulled over by traffic police at 02:45 and asked where he was driving to at that time of night.

“I’m on the way to a lecture on alcohol abuse, smoking and staying out late at night”.

The officer replied; “Very interesting, who’s giving this lecture?”

“My wife!”

RNARS CW Activity Contest 2016

- Date / Time 12:00(Z) Saturday 12th November - 12:00(Z) Sunday
13th November 2016
- Bands 3.5, 7, 14, 21 & 28 MHz
- Exchange RST & Navy Number (use only one throughout the contest)
- Scoring 10 points with each naval station
RNARS, MF, INORC, MARAC, MFCA, YOMARC, FNARS, BMARS, ACRS, ROA, PNARS.
One point for all non-naval contacts.
- Multiplier Each RNARS signing members country worked – count only once regardless the number of bands you work them on. VE, VK,W,ZL, ZS call areas plus GB2RN, GB3RN, GB4RN all count as a separate country for this activity.
- Logs Separate log for each band if sent by post
- Logs to Mick Puttick G3LIK, 21 Sandyfield Crescent
Waterlooville, PO8 8SQ

Email Logs mick_g3lik@ntlworld.com
Logs to be received by 31st December 2016

2015 Results

| Position | Callsign | Club Number | QSO's | Points | Multi | Total |
|----------|-------------|-------------|-------|--------|-------|-------------|
| 1 | HB9BQR | Non Mem | 69 | 554 | 10 | 5540 |
| 2 | OE4PWW | CA135 | 73 | 469 | 9 | 4221 |
| 3 | G3RFH | RN175 | 41 | 356 | 11 | 3916 |
| 4 | GB4RN | RN4 | 47 | 360 | 10 | 3600 |
| 5 | GW4HDB | RN1474 | 37 | 316 | 8 | 2528 |
| 6 | HZ1PS | RN1440 | 26 | 197 | 12 | 2364 |
| 7 | G3PEM | RN1917 | 26 | 224 | 9 | 2016 |
| 8 | GM4GIF | RN852 | 25 | 187 | 10 | 1870 |
| 9 | G3ZNR (QRP) | RN213 | 22 | 193 | 7 | 1351 |
| 10 | M0AEK | RN1050 | 20 | 101 | 10 | 1010 |
| 11 | OE6NFK | RN4582 | 27 | 189 | 5 | 945 |
| 12 | G3WNQ | RN4591 | 15 | 132 | 6 | 792 |
| 13 | DL2HUM | MFCA31 | 19 | 154 | 5 | 770 |
| 14 | R1NW | RN4263 | 18 | 153 | 5 | 765 |

| | | | | | | |
|----|-------------|---------|----|-----|---|------------|
| 15 | PAOVLA | RN944 | 11 | 92 | 5 | 460 |
| 16 | OE1/1001007 | MFCA65 | 15 | 121 | 6 | 726 |
| 17 | LZ2CH | Non Mem | 7 | 52 | 2 | 104 |
| 18 | MMOCJF | RN4593 | 3 | 30 | 3 | 90 |
| 19 | I5EFO | RN4988 | 15 | 42 | 1 | 42 |
| 20 | M5ALG | RN4869 | 1 | 10 | 1 | 10 |



G3PEM: I found going very hard, so not many contacts I am afraid. Only one QSO on 80M too much noise from plasma TV's in the area. It was a lot of search and pounce type operation.

GW4HDB: I only managed one contact on the day so this is for that person to claim the points from me.

OE6NFK: The propagation conditions were fb. This year there were more RN members on air and so I was happy to work 11 RN with 5 multipliers. It was fine to activate OE as RNARS country again. Unfortunately, the MFCA is still not mentioned as naval club as MF, MARAC, etc

GW4HDB: Hard going thanks to all.

OE6BQR: It was nice to see more participants and more multis. We faced heavy QRM by the LZ contest however.

OE1 SWL: Heavy QRM from the LZ contest.

HZ1PS: A few more points than I usually have but not as many contacts with non-Members for a change. Really would have liked to have given 40 a go, but couldn't afford to stay up with work on Sunday.

G3RFH: Shortage of members as usual. I took the night off after waiting an hour and a half between QSO's! Good to have the HQ station on air and I reckon they deserve a medal for sticking it out.

PAOVLA: You will not have too much trouble checking it I suppose? Not a very big result, too much QRM here from the OK/OM contest.

MMOCJF: The day started off well then nothing but noise till the end. I hope next year will be better.

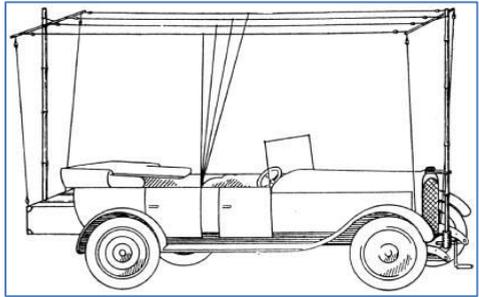
G3ZNR: Propagation was very poor again, it was only European stations I heard plus HZ.

GB4RN: Some very strong European stations but found it a struggle with the LZ contest. A total of twelve stations provided the multipliers this year which included the following G GB3 GB4 GM GW HZ I OE ON PA RN W4. Hopefully more people will participate next year. I will co-ordinate next year's event too.

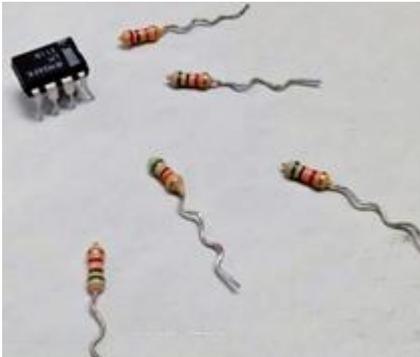
Caption Competition

The winning entry for the caption in the last issue came from Henry (MØZAE):

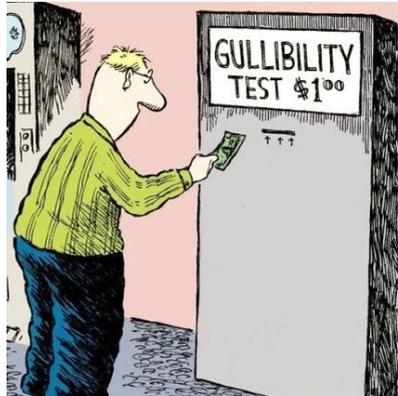
"Testing my new LF aerial; any excuse to drive the wife to the shops"



Do you have a caption for the above picture? Send it in to using the contact details in the editorial.



And that my son, are how synthesizers are made.



HMS Belfast – Easter Activity Week – GB2RN

The London Group's annual Easter Activity Week starts on the 28th March and runs until the morning of Monday 3rd April. Overnight accommodation is available to male members in 3C mess.

The AGM of the London Group will take place at 11:00 on Friday 1st April.

Further details can be found on the GB2RN web site: www.gb2rn.org.uk and clicking on the "diary page": Bookings for accommodation, social and buffet can be made through the members only area of the web site or by sending an e-mail to: eaw@gb2rn.org.uk



QRT – Editorial

I trust everyone had a good Christmas and that 2016 is a good one for you and yours.

My request to all who received the last Newsletter by e-mail to re-subscribe in order I could synchronise my list with that of our membership officer and secretary, had very poor results. Many did respond and my listing checked with Wally and Joe. Sadly however, many didn't respond for whatever reason. So if you hear of members that normally receive their Newsletter by e-mail and did not receive this edition, you can tell them why.



Next off, I have had to change the e-mail address I use for RNARS Newsletter correspondence. The previous address received an infected e-mail, killed a lap-top and heavily spammed my previous RNARS address.

The address to use now is **news@colinsmagic.com** and ensure that **only** the letters **RNARS** are in the subject. My filter will now reject **re: RNARS** and **fwd: RNARS** as that was how the infected mail slipped through. I would ask you all to check the security of your e-mail

account password, not only for your own security, but for all addresses in your address book. Ideally your password should have a mix of letters and numbers. Letters should be a mix of upper and lower case.

If you want to receive your newsletter by e-mail and save yourself a few pounds, dollars, spondoolies, euros or whatever your local currency is, use the same address as above, but this time **only** put **Newsletter Subscription** in the subject. In the body of your mail all I need is your name, RNARS number, call-sign and postal address; **do not enter** into correspondence when subscribing.

As always, I'm looking for articles. It's always the same few who seem to help out and to whom I'm very grateful. Just about anything with a service or radio theme will be considered. Don't worry if your grammar and spelling isn't up to much, I can sort that out as long as it is sent in a digital format; e-mail, disc or USB stick. Here are some ideas for you to consider; how I got started in radio, my first ship, pictures for the "me in my shack" spot and if you've recently bought a new bit of kit, how about a short review? And a plea to our newest members; how about a few lines about yourself along with a picture as a way of introducing yourself to the rest of the gang?

Well that's enough from me; I'm in the local sheriff court tomorrow to seek continuation of my bail after my arrest in the supermarket. The girl behind the counter clearly said; "Facing me, strip down". Nothing was said about how to put my debit card into the machine?

Colin

| | | |
|------------------|---|-----------------|
| Contacting me: | Mobile: | 07871 959654 |
| | Home: | 01592 774085 |
| Out with the UK: | Home: | 00441592 774085 |
| | Mobile: | 00447871 959654 |
| Skype: | colintop | |
| Postal: | 26 Crathes Close, Glenrothes, KY7 4SS, UK | |



RAFARS & Royal Signals ARS Nets

| RAFARS | Time | Freq | Control |
|---------------------------|-------------|-------------|-----------------------|
| Daily | 1100 A | 3.71 | GØSYF GI4SAM |
| | 1830 A | 3.71 | G3HWQ MØRGI |
| Monday | 1900 A | 3.7 | G3PSG GØBIA |
| Tuesday | 0730 A | 14.27 | G4IYC |
| | 1400 A | 7.015 | |
| | 1900 A | 3.567 | |
| Wednesday | 1500 Z | 14.29 | ? |
| | 1530 Z | 21.29 | |
| Thursday | 1830 Z | 14.17 | ZC4RAF |
| Friday | 0730 A | 14.055 | CW Net |
| Sunday | 0900 Z | 5.403 | ? |
| First Monday of the month | 1000 A | 3.71 | ? |
| RSARS Nets | Time | Freq | Control |
| Monday - Friday | 1000 A | 7.17 | GW3KJW M3VRB |
| Monday | 1830 A | 3.585 | GM3KHH (RTTY) |
| | 1400 A | 7.17 | MØOIC |
| Tuesday | 1600 Z | 14.18 | G4BXQ |
| | 0600 Z | 14.143 | Various |
| Wednesday | 1030 Z | 3.615 | ? |
| | 1830 A | 3.565 | GM3KHH |
| | 2030 A | 1.946 | 2EØBDS |
| Thursday | 1400 A | 7.17 | GØRGB |
| | 1800 A | 3.743 | G6NHY |
| Friday | 1830 A | 3.583 | GM3KHH (PSK31) |
| | 1830 A | 3.565 | High speed CW |
| | 2000 Z | 14.055 | CW |
| Saturday | 0600 Z | 14.143 | SSB |
| Sunday | 1000 A | 3.565 | G3JRY (Slow speed CW) |
| | 1100 A | 7.17 | GW4XKE |
| | 1100 A | 3.745 | GM4FOZ |
| Joint Service Net | Time | Freq | Control |
| Sunday | 0900 A | 5.4035 | G3RAF |
| Tuesday | 1900 A | 5.4035 | G3RAF |



RNARS Nets

All frequencies +/- QRM. DX nets are GMT; UK nets are GMT or BST as appropriate. The list is compiled by Mick Puttick G3LIK mick_g3lik@ntlworld.com – 02392255880.

| UK | Time Local | Frequ | Net | Control |
|---------|------------|---------------|----------------------|-----------------------------|
| Daily | 2359-0400 | 145.727 | Midnight Nutters | Vacant |
| Sun | 0800 | 3.667 | News 08:30 | G3LIK |
| | 1000 | 7.065 | Northern Net | GM4VUG |
| | 1100 | 145.4 | Cornish Net | GØGRY |
| | 1100 | 7.02 | CW Net | G4TNI |
| Mon-Sat | 1030 | 7.065 / 3.743 | Bubbly Rats | GØGBI GØOKA GWØSFI MØZAE |
| Mon | 1400 | 3.575 / 7.02 | QRS CW | GØVCV |
| | 1900 | 7.088 / 3.743 | North West-News 2000 | GØGBI |
| Tue | 1900 | 7.028 / 3.528 | CW Net | G3RFH |
| Wed | 1400 | 3.74 / 7.088 | White Rose | G4KGT |
| | 1930 | 3.743 | SSB News 2000 | GØOAK |
| | 2000 | 145.4 | Stand Easy | Vacant |
| Thur | 1900 | 3.542 | Scottish CW | Vacant |
| | 2000 GMT | 1.835 | Top Band CW | GØCHV G4KJD |
| Fri | 1600 | 10.118 | CW | SM4AHM |
| Sat | 0800 | 3.74/7.088 | GØDLH Memorial Net | GØVIX |
| DX | Time GMT | Frequ | Net | Control |
| Daily | 0800 | 14.303 | Maritime Mobile | Vacant |
| | 1800 | 14.303 | Maritime Mobile | Vacant |
| Sun | 0800 | 7.015/30555 | MARAC CW | PA3EBA/PI4MRC |
| | 1430 | 21.41/28.94 | RNARS DX | WA1HMW |
| | 1900 | 14.33 | N American | WA1HMW |
| Mon | 0930 | 3.615 | VK SSB | VK1RAN/VK2RAN |
| Wed | 0118-0618 | 7.02 | VK CW | VK4RAN |
| | 0148-0648 | 10.118 | VK CW | VK4RAN |
| | 0800 | 3.62 | ZL SSB | ZL1BSA |
| | 0930 | 7.02 | VK SSB | VK5RAN |
| | 0945 | 7.09 | VK SSB | VK1RAN/VK2RAN |
| Thur | 1430 | 21.41 | RNARS DX | WA1HMW |
| Sat | 0400 | 7.09 | VK SSB | VK2CCV |
| | 1330 | 7.02 | VK CW | VK2CCV |
| | 1400 | 7.09 | VK SSB | VK2CCV |
| | 1430 | 21.41 | RNARS DX | WA1HMW |

RNARS activity frequencies

| | | | | | | | | | |
|-----|-------|------|------|--------|--------|--------|--------|--------|--------|
| FM | 145.4 | | | | | | | | |
| CW | 1.824 | 3.52 | 7.02 | 10.118 | 14.052 | 18.087 | 21.052 | 24.897 | 28.052 |
| SSB | 1.965 | 3.66 | 3.74 | 7.088 | 14.294 | 14.335 | 18.15 | 21.36 | 28.94 |

RNARS Commodities

| Item | Price |
|---|------------------------|
| Body Warmer , embroidered with the new RNARS logo, your name and callsign. Colour: Black only Sizes: S to XXXL | £30-00 P&P £3-00 |
| Polo shirt , embroidered with new RNARS logo, your name and callsign. Colour: Navy only Sizes: S to XXXL | £16-00 P&P £3-00 |
| Sweatshirt , embroidered with the new RNARS logo, your name and callsign. Colour: Navy only Sizes: S to XXXL | £16.00 P&P £3-00 |
| Fleece jacket , embroidered with new RNARS logo, your name and callsign Colour: Navy only Sizes: S to XXXL | £21-00 P&P £3-00 |
| Gold blazer badge with new RNARS logo | £10-00 P&P £2-00 |
| Lapel badge with new RNARS logo | £2-00 P&P £1-00 |
| RNARS Tie with old logo | £4-00 P&P £2-00 |
| RNARS Log Book | £4-00 P&P £2-00 |

Size in inches:

Small 36-38

Extra Large 42-44

4 Extra Large 48-50

Medium 38-40

2 Extra Large 44-46

Large 40-42

3 Extra Large 46-48



RNARS Commodities Order Form
PLEASE write clearly and use block CAPITALS
Photocopies of this form are accepted

Call-sign | RNARS No: _____ | _____

Name: _____

Address: _____

Post Code: _____

Telephone: _____

Advisable to check before ordering as to availability in your size.

| Item Description | Size | Colour | Qty | Price | P&P | Sub Total |
|---|------|--------|-----|-------|-----|-----------|
| | | | | | | |
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| | | | | | | |
| | | | | | | |
| Total Payment £ | | | | | | |
| Enclose cheque payable to: Royal Naval Amateur Radio Society | | | | | | |

Overseas members, please add £5 to cover additional postage.

Send orders to: Doug Bowen GØMIU
14 Braemar Road, Gosport, PO13 0YA
E-mail: g0miudoug@btinternet.com

Please allow fourteen days for delivery and while these prices are correct when going to press, prices do vary and are subject to change.