

ROYAL NAVAL AMATEUR RADIO SOCIETY



NEWSLETTER – SPRING 2008



*Mike Butler, **VE1CYO**, #3148, operates **VE1VAS** from Glace Bay, Nova Scotia, site of the old Marconi station VAS, working **EI100MFT** at Clifden, Ireland, on 17th October 2007, marking the centenary of the first transatlantic radio service between the two sites.*

ROYAL NAVAL AMATEUR RADIO SOCIETY

(Affiliated to Radio Society of Great Britain)

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Membership subscriptions – **FIFTEEN (GB) POUNDS – are due on 1st April ANNUALLY**

UK Payments should be forwarded to the **Membership Secretary** by Cash/Cheque or Postal Order

All Cheques to made payable to the Royal Naval Amateur Radio Society (RNARS)

Bankers' Orders are available from the Membership Secretary – one will be found enclosed.

Overseas Members are requested to send their subscriptions in £ (GBP) by International Money Order, or direct **Bank Transfer**.

USA members may send their subscriptions direct to Bill Cridland WA1HMMW, 57 Pinewood Rd,
Bolton, Mass 01740, U.S.A.

VK members may send their subscriptions to VK1DV.

Bank transfer: The Society Bankers are

Lloyds TSB Bank plc, 272 London Road, Waterlooville, Hants, PO7 7HN.

Account No 0022643, Sort Code 30.99.20. If overseas, quote the bank ref. LOYDGB21271, and the IBAN (which identifies the branch and account number), GB92 LOYD 3099 2000 022643.

Please ensure your name and RNARS number appear on all transactions.

PLEASE BE ADVISED THAT YOUR DETAILS WILL BE HELD ON THE SOCIETY'S DATA BASE
BY THE MEMBERSHIP SECRETARY. THESE DETAILS WILL BE PASSED TO OTHER OFFICERS AS AUTHORISED
BY THE COMMITTEE, UNLESS YOU NOTIFY US THAT YOU DO NOT WISH THIS TO TAKE PLACE.

**Items published in the Newsletter do not necessarily represent the views of the
RNARS. If you submit something you have read elsewhere, please obtain the
consent of the author/publisher and acknowledge in the article. The Editor reserves
the right to shorten or amend articles.**

Newsletter

The Journal of the Royal Naval Amateur Radio Society

Spring 2008

Patron: Admiral Sir Peter Abbot, KCB

President: Lt Cdr Andy Webster

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Chairman's Chat.

Hello everyone, and welcome to the Spring edition of the Newsletter. I sincerely hope that not too many of you suffered from snow and bad weather, although I know a lot did.

Conditions are still not perfect on the bands, and there have been a few peaks and many troughs, making contacts with members difficult, but let us hope things will improve from now on as we are coming out of the bottom of the cycle and can look forward to better times ahead.

Once again please look at the RNARS web site, which Jim 9H1RN has updated for you, and please pass your comments on to him as you scan the various portions of the site. All the contest results are listed there too. Diana, G0RNO, continues to produce an excellent weekly news bulletin, so if you are on e mail and have not subscribed, please contact her on rnars2news@btinternet.com

You will note that things are changing in the RN world, and at the AGM in October there will be

changes to the eating arrangements, in that people will have to pay at the time for what they order. This is reflected in the application form for the AGM. It also looks likely that there will be a new dining room for everyone, I will let everyone know the relevant details in the Summer edition of the Newsletter, as I expect the accommodation charges will increase in April.

At the AGM it was voted to **increase the subscriptions from 1st April 2008 to £15 per year**, so a gentle reminder to those who pay early to make certain you pay the correct amount, a new Bankers Order went out in the Winter Newsletter, additional copy with this one, and I hope all members who pay that way have made, or will make, certain they have dealt with this issue.

Mick Puttick G3LIK
Chairman RNARS

PS If the licence comes through in time, you should find a reply-paid envelope in this issue – you can use that for the AGM response/apologies, Commodities and the Bankers' Order form, plus any suggestions you wish the committee to consider.

NOTICE OF AGM & SOCIAL, HMS COLLINGWOOD
25TH OCTOBER 2008.

The RNARS AGM will be held in the WO's & Senior Rates Mess, HMS Collingwood, at 1400. There will be an opportunity to visit the HQ Shack, before and after the AGM. Note that the meeting will commence at 1400 prompt, so please arrive before this time. RNARS Commodities will be available in the HQ Shack after the AGM. Tea and coffee will be available after the AGM.

The RNARS Social will take place in the same venue. The Mess is on the ground floor so there are no stairs to climb.

Commence 1900 There will be background music while members
 renew acquaintances
 2030 Curry/cold Buffet
 2100 Large Raffle with good prizes
 2130 Background music until midnight

There will be limited accommodation available in HMS Collingwood, available on a first-come, first-served basis, we have hopefully secured 15 single and 10 double rooms @£10 per head. The social ticket will be £15. Due to a change in routine, all meals are now 'pay as you go' on the day - you pay for what you have when you collect.

A list of accommodation in the area is given below.

Once again there will be **NO** ® **NO** Pussers rum available on the day.

ALL Members who are attending the AGM or those attending the AGM and Social evening please complete the booking form (enclosed) and send it with your cheque **payable to RNARS** to:-

Mick Puttick G3LIK, 21 Sandyfield Crescent, Cowplain, Waterlooville, Hants, PO8 8SQ.

**Please enclose a stamped addressed envelope for your ticket for both
AGM and Social evening.**

HOSTELRIES IN THE FAREHAM AND GOSPORT AREA.

ABSHOT HOTEL AND COUNTRY CLUB	01489 573 936
ALVERBANK, STOKES BAY ROAD	023 9251 0005
ANGLESEY HOTEL (GOSPORT)	023 9258 2157
AVENUE HOUSE HOTEL (FAREHAM)	01329 232 175
BELLEVUE HOTEL, LEE-ON-SOLENT	023 9225 5025
BUGLE HOTEL, TICHFIELD	01329 841 888
CARRICK HOUSE (FAREHAM)	01329 234 678
CATISFIELD HINTO HOTEL	01329 313 444
DORMY HOUSE HOTEL	01489 572 626
DOWNES D, FAREHAM	01329 510 910
ELLERSLIE PARK (FAREHAM)	01329 822 248
FORTE POST HOUSE (FAREHAM)	0870 400 9028
MANOR HOTEL, BRIDGMARY	01329 232 946
NUTCRACKER HOUSE, FAREHAM	01329 829 884
OAKLAWN, ALVERSTOKE	023 9252 5255
OLD HOUSE HOTEL (FAREHAM)	01329 833 049
OLD LODGE HOTEL (GOSPORT)	023 9258 1865
RED LION HOTEL, FAREHAM	01329 822 640
ROUNABOUT HOTEL (FAREHAM)	01329 822 542
SOLENT HOTEL (FAREHAM)	01489 880 000
SOLENT VIEW, SOUTHAMPTON	01489 572 300
SPRINGFIELD HOTEL (FAREHAM)	01329 828 325

GUEST HOUSES & BED AND BREAKFAST PLACES IN FAREHAM AREA

BEMBRIDGE HOUSE, 32 OSBORN ROAD, FAREHAM	01329 317050
BRIDGE HOUSE, 1 WATERSIDE GARDENS, FAREHAM	01329 287775
CATISFIELD COTTAGE, 1 CATISFIELD LANE, FAREHAM	01329 841652
CHESTER LODGE, 20 CHESTER CRS, LEE-ON-SOLENT	023 9255 6291
CHIPHALL ACRE, DROXFORD RD, WICKHAM, FAREHAM	01329 833188
GREAT POSBROOK FARM, POSBROOK LANE, TICHFIELD	01329 846928
HARBOUR VIEW, 85 WINDMILL GROVE, PORCHESTER	023 9237 6740
IRISH SHEBEEN, 63 LABURNHAM ROAD, FAREHAM	0771 3040736
KING'S LODGE GUEST HOUSE, 16 KINGS RD, LEE-ON-SOLENT	023 9255 2118
NUTCRACKER HOUSE, 22 OSBORN ROAD, FAREHAM	01329 829858
SPRINGFIELD HOTEL, 67 THE AVENUE, FAREHAM	01329 828325
SEVEN SEVENS GUEST HOUSE, 56 HILL HEAD ROAD, HILLHEAD, FAREHAM	01329 662408
ST ANNES HOUSE, 2 ST ANNES GROVE, FAREHAM	01329 235090
WESTCOTE B&B, 325 SOUTHAMPTON ROAD, TITCHFIELD,	01329 846297
WEST WIND, 197 PORTSMOUTH ROAD, LEE-ON-SOLENT	023 9255 2550

ROYAL SAILORS HOME CLUB, 75-80 QUEEN STREET, PORTSMOUTH, PO1 3HS
023 9282 4231

Those with internet facilities should check www.smoothhound

COPY DATES

FINAL dates for copy are shown below. Please note that earlier contributions will be given preference – if one is received after the magazine is full, it will be held over. The exception will be last-minute, topical news items.

All contributions made electronically (e mail) will be acknowledged on receipt. If you send by post and would like confirmation of receipt, please enclose a SAE or stamped, addressed postcard.

Issue	Published	Copy Date
Spring Issues	April	10th Mar.
Summer Issues	August	10th July
Winter Issues	Dec.	10th Nov.

From the Editor

Shortly after the AGM, I visited George Dance, your Editor for many years. He was very welcoming, and his XYL insisted on providing my son and me with an excellent meal. George ‘laid down his pen’ in order to concentrate on other things, but I must take this opportunity to thank him, on behalf of us all, for the work he has done over the years, and the very high standard he has set for me to follow. His office was immaculate, with everything neatly stored

away – that’s at least one area where we differ, as my work area is covered in paper (and crumbs)! He handed over the equipment purchased for his use by the Society, and this showed clearly just how long he has been in the job, as it is all obsolete, and he had long since replaced with his own machine and software. I could not have had a better hand-over, and would like to add my personal thanks for this. He gave me a CD on which were stored recent issues and also several articles, which you had submitted and which had not been printed. I then had an interesting journey from Wales to Scotland – inside a recovery vehicle, as my aged campervan developed terminal prop shaft fatigue. George handed over several unpublished articles, so I have a number in stock. If you have submitted earlier and have not yet been published, you could check with me if you wish to see if I am holding yours. I know that George always tried to strike a balance in selecting just what would go in which issue, and I’ll try to do the same. I am able to do most of the set-up work myself, so we hope to save on production costs, and sometimes may run to a colour cover. Good quality colour images are

therefore always welcome. We have a good laser printer, so are able to produce single-sheet A5 flyers for the Newsletter at low cost – is there anything you'd like to have in this way? The envelope in which you receive this may be cluttered – our former printer had overprinted several thousand of our envelopes, which we can't use as they are, so I must send them using labels before moving onto a new stock.

Please remember that if you are extracting an article from somewhere else, obtain permission from the author and publisher, and ensure you give credit. I'd much prefer you to e mail contributions to me, or send on CD. Long hand-written or typed copy will be considered, but I have to weigh up the time involved if I have to retype against the time I could be spending elsewhere! If you don't have a computer, you may be able to find someone who can do this for you. I can read most programmes, but if in doubt send rtf (rich text format) or Word. Don't try to format it – I'll probably have to re-do to fit into available space. I'll try to keep editing to a minimum.

I'm playing with voice recognition software, where I talk into a headset and the words appear by magic

on the screen. When I have trained the programme to my voice, it will save much time, but for the moment it is a bit like Chinese Whispers – what emerges bears only a slight resemblance to what I input! I hope you like this edition – if you do, it is due to the contributors, including the committee. If you don't then, of course, it's entirely my fault!

PDF – Portable Document

Format. As part of the production process, this newsletter is now produced as a pdf and sent to the printers. If you would like to receive your copy electronically, direct to your computer (or via a friend, if you don't have a PC), please let me know for future use. It can then be printed on any suitable printer. You'll receive your copy earlier, and it could cut our mailing costs significantly if many of you adopt this, and you will receive all images in colour (assuming this is how they were submitted in the first place).

PayPal. We are looking to register with PayPal to enable payment of subscriptions and ordering of RNARS commodities to be done electronically by those who wish. The problem is that PayPal seem never to have met an organisation

like us, so it is taking time! We investigated the Direct Debit route, but the bank advice is that it would cost us more in fees to service this than we would receive! It is only economical for large concerns. Credit and Debit cards would also be costly. For those unfamiliar with PayPal, it is a means of making 'instant' payments or money transfers over the web, via an ultra-secure system. I use it almost every day, living as I do in the middle of nowhere. One needs to register and have a bank account and credit/debit card. PayPal is given your authority to charge your bank or card whenever you make a purchase. So, if I want to buy a book on Amazon, for example, there is now no need to risk sending my credit/debit card details each time – I simply charge to PayPal. The seller (in this case, the Society), pays a small fee for each transaction, but it is a free service to the purchaser.

Recruitment:

If you have a Cadet or Sea Scout contingent nearby, then please make contact and ask if they would be interested in lessons/demonstration of amateur radio. We can send a fully-approved Senior Instructor, CRB-

vetted, at no cost to that organisation. Make contact via the Secretary in the first instance. *(Sorry – UK only for the moment....!)*

Publications Received:

Thanks to the Cape May County Amateur Radio Club for two of their newsletters, including an article by Bob, N4XAT, covering his visit to HQ, the AGM, HMS Belfast and the Mid-Sussex ARS. Bob – if you could send that electronically we'll use in another edition. Check out their website at <http://www.capemaycountya-mateurradioclub.org>

73 de Robin GM3ZYE
robin@glenamour.com
01671 404 387

Corrections to last issue:

Bill, G3TQM, #328, should have been included in the list of apologies presented at the AGM.

An error crept into the report on membership given to the AGM. The figures should have shown **total membership as 1,266, including 215 life and free members.**

Obituary:

The death of **John Peter Hastie**, VE3WF, #1248, was reported earlier. His wife, *Mary Hastie*, has now sent in the following:

John Peter Hastie 1928 - 2007

John never retired. He was in communications of one sort or another all his working life from the year 1945 to 2007. He was born in Leith, the Port district of Edinburgh Scotland. John visited the Docks often and got a taste for the ships and the sea.

During the latter part of the War John made a couple of trips on a Royal Navy Minesweeper and attended Cadet training camps around the Firth of Forth and this was the start.

He attended the North British Radio College, Caledonian Radio College and Leith Nautical College and obtained a 1st Class Licence in Radio Telegraphy and Telephony. He then went on for another 2 year course in Radio Theory and Mathematics. John applied for a position with Marconi International Marine Communications as a Merchant Navy Radio Officer and was on his 1st ship in January, 1947, the ship was the Tamaroa. For

71/2 years he never looked back he sailed on 17 ships in total as Radio

Officer. He visited every Continent and loved to tell stories of the places and people he met over these years. In 1952 he upgraded to a brand new 1st Class Marine Licence and took a Radar Course at the British Thomson Houston Radar Factory. He joined a ship called the Tabor this was a brand

new ship and during the ships trials they were advised that the Direction Finder at the May Island Beacon (off the Firth of Forth) had to be calibrated, John did this successfully, this was his 1st calibration but by no means his last.

Due to Family commitments he gave up the Sea Life in 1953 and joined the Marine Shore Stations with British Telecom. He was stationed in Wick in the North of Scotland although ashore he again was in communications with British and Foreign ships all over the World.

After 4 years he and his family decided to emigrate to Canada in 1957. At this time he started to work with Newtonhill Industries in Weiland as a Marine Radio and Radar Technician. 1959 found him working for the Canadian Marconi Company Special Services Division, Mid Canada

Radar Line stationed at Great Whale River and Cape Jones QC. In 1961 still with Marconi Company he went back to the Weiland Canal as a Marine and Land Communications

Technician.

Marconi then decided to transfer him to Thunder Bay, Ont, in 1964. He continued to work for Marconi Company until 1972. He then went into Partnership with Bill Exell and started up the business of Thunder Bay Communications. John's portion in the partnership was repair and installation of Marine Radio and Radar Equipment also Radio Beacon Repair and installation at Northern Airports.

John stayed in Communications in one capacity or another until 2000 when he decided it was possibly a good time to retire but this only lasted 2 years - he started a position with the Corp of Commissionaires in August 2002 and worked in the Passport Office for 5 years.

While all this was going on John was in the Royal Canadian Naval Reserve for 22 years and held the rank of Chief Petty Officer Electronic Branch. He joined the RCNR as a Petty Officer 1 Telegraphist at HMCS Star (Hamilton) and transferred to HMCS Griffon (Thunder Bay) in 1964.

He attended several courses whilst in the Reserve Navy at HMCS Naden(Victoria),HMCS Kootnay, Destroyer,(Halifax) and several weekends on Gate Vessels on the West Coast. In the year 1983 from the month of June to September John taught the Summer Youth Em-

ployment Course at HMCS Griffon - this was something he really enjoyed doing and was very pleased when one of the students on that course went on to become Lieutenant Commander of HMCS Griffon.

Of course, Ham Radio was very dear to his heart and at every opportunity he could be found in the "Ham Shack" in communication with the world. His regular excuse to go to the "Ham Shack" was that it needed to be tidied up, at least I always knew where to find him. When the computer age came along he was a bit reluctant to go that route but he succumbed and he determined to make this mode of communication just as interesting.

He also was a member of the Royal Canadian Naval Association and was the editor of the "Tarpaper" for this organization for many years.

He was a Life Member of Chief and PO's Mess HMCS Griffon, Life Member of Branch #5 Legion, Thunder Bay, Life Member of The RNARS and a Member of the Shrine.

John loved Radio Communication, whether by Morse Code or Voice and I was certainly privileged to have been married to him for 22 years and a part of his very busy life.

Cover Story

Marconi Centenary in Glace

Bay, NS

- Mike Butler, VE1CYO, # 3148

On 17 October 2007 a special event marking the centenary of the first transatlantic radio service between the old Marconi stations south of Glace Bay, Nova Scotia and Clifden, Ireland, took place.

(VE1VAS - original Marconi call VAS) was Mike Butler (ex LRO) and in Clifden (EI100MFT -original call MFT) Tom Frawley, (ex MN Marconi operator).

Conditions were good on the day and passing the traffic by Morse code went as planned.

Communications were also estab-



As was the case in the early years, messages of congratulations were exchanged between the heads of state, Canadian Governor General, Michaëlle Jean and the President of

Ireland, using SSB and Skype (The old and the new).

The Glace Bay amateur radio station (Kenwood TS940 and 1kW linear amplifier to a three element monoband yagi) was set up in a tent on the grounds of the old station, which operated the long wave network from 1907-26. From 1926-

Ireland, Mary McAleese.

The operator in Glace Bay

45 it remained in operation for marine long-range communications and marine weather information.

In 1926 a more modern short wave network was established between Montreal and London.

The house on the property (450 acres-lots of room for long wave antennas), used by Marconi and his wife Beatrice while the station was

entertainment, which took place in the nearby Dominion Italian Community hall.

The Cape Breton Wireless Heritage Society is co sponsor of a plaque installed in the Nova Scotia Community College, Marconi Campus as part of the centenary celebrations. An exhibition of Marconi artefacts on loan from the National



Museum in Ottawa was also on display in the Glace Bay Heritage Museum all summer long.

There is a Marconi National Historic interpretive centre in

Glace Bay on the site of Marconi's first wireless station

being built (1905-07) and afterwards by the station manager, has been kept in reasonably authentic condition by the family who have owned the property since 1945. It is designated as an historic site by the province of Nova Scotia.

We had quite a bit of TV and radio coverage and a radio documentary is being prepared by Ita Kane-Wilson, a radio journalist who is from near Clifden but now resides in Vancouver, BC.

The day ended with a banquet and

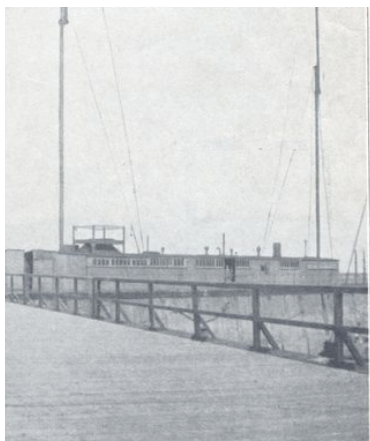
in North America built for transatlantic communications. A special event was held at that location in 2002 to mark the first transatlantic message transmitted from there to Poldhu, Cornwall in December 1902.

More information on Marconi in Cape Breton can be found at www.cbwireless.ednet.ns.ca

The 80th Anniversary of Humber Radio Station GKZ

- Terry Stow, G0SWS, #3286

Many radio enthusiasts will have had contact with GKZ in one way or the other, either as shortwave listeners, Radio Officers on board ships or Radio Amateurs taking their Morse test at the station. Established as Grimsby Radio by the Royal Navy in the First World



War, the station was taken over by the Post Office in 1920. It was housed in three old railway carriages on West Pier in Grimsby docks. The Station was moved to Trusthorpe, Nr Mablethorpe in 1927 and was officially opened on 7th December that year. Along with all the other Coastal Stations GKZ was closed down in June 2000. At one of the monthly meetings of the **Eagle Radio Group** in

Mablethorpe, one of the members, Steve Burke M5ZZZ, highlighted the fact that had the station still been operational it would have been 80 years old in 2007.

Although still standing, the main building was sadly in a poor state of repair and is due for demolition when the site is re-developed. The Group decided that this occasion should not go unrecognised and the station disappear without one last 'hurrah'. A small group got together to plan a special event station to be on air for the nearest date to the 7th December that could be arranged. The special call-sign of GB80GKZ was applied for and permission from the land owner to operate from the site was sought. Robert Howell of Robert Howell Plant Hire generously gave us the O.K. for the two days of 8/9th December. Two Caravans and a trailer mast were organised, along with two generators as there was no power available. (The Building is all boarded up and was unsafe to enter) A display in the local village hall was organised and the event belatedly publicised around the world via the internet due the special licence only coming through at the eleventh hour. The weekend forecast was not

good, high winds, heavy rain and lower than average temperatures. This proved to accurate and erecting the aerials proved to be a difficult task in winds gusting to 70 knots. The main aerial was chosen as a doublet at about 35 feet with an auto ATU at the base driven by a twelve volt battery. This proved to be a wise decision as anything larger would have been almost impossible to rig and we did have the advantage



of all that lovely metal matting that was still under ground. The main operating rig was a FT-990 at 100 watts and this was donated to the Group by the late Gerry Whitehead, G2ACZ, who was an operator at GKZ, so it was fitting for it to be used on this special occasion. At 09.44 I managed to put out a quick test call hoping to catch the RNARS Saturday 80m net and managed a couple of quick overs, with Mike, G0VIX, being first in the log. At that point the aerial was

still moving around in the wind and needed extra support.

That done, it was on to erecting the Cobweb and 2M beam on the trailer mast and it was still getting colder and frequent breaks were

needed to increase blood circulation. Just about the time that we discovered that we had a serious problem with the Cobweb, the rain started hitting us horizontally and it felt like ice. With

wet and frozen hands it was difficult to inspect plugs, etc., and in the end we had to take refuge in the caravan. Thoroughly cold and soaked through we decided that the quickest solution would be to erect another doublet in an inverted V configuration. About two hours later this was completed and most of the team went home to get changed into dry clothes. It got dark very early and the operators endeavoured to make as many contacts as they could in difficult con-

ditions. Several of our scheduled operators did not turn up because of a bout of 'flu that had been doing the rounds, but we managed as many bands as we could.

Through the efforts of Eddie Lingard, G3WNQ, and David Barlow, G3PLE, a CW contact was made between GB80GKZ and GB2LD. Colin Higgins, G3NRQ, worked the Station /MM using an FT-817 a G Whip and two pieces of wire as his keying aid.

The village hall was opened at 10 am on the Sunday with a display of pictures, a visual display and some memorabilia. Several ex Radio Officers visited together with a group from RAOTA . It was pleasing to

see some of the ex RO's exchanging stories and chatting about old times especially as some had not seen each other for some time. As befits such an occasion a cake was baked and there was a ceremonial cutting, accompanied by the Mayor and Mayoress of Mablethorpe and Sutton-on-Sea. At the end of the day we were pleased that we had made the effort and we all went home tired but happy. Perhaps there will be another opportunity in the future when GKZ can be heard on the airwaves once more.

Particular thanks must go to The Radio Officers Association, The Royal Naval Amateur Radio Society, The Radio Officers Radio So-



ciety and all the individuals around the world who lent their support to our application for the special call GB80GKZ.

A BRIEF HISTORY – HUMBER RADIO

- David Hopcroft,
Radio Officer 1968 – 1984,
Manager 1984 - 1995

The station opened at Trusthorpe on 7th December 1927. There was no room for Direction Finding equipment at original site on the West Pier at Grimsby, so a new site had to be found. Trusthorpe was chosen because it was free from electrical noise.

The station had the very first Radio Telephone transmitter around the coast. It was used to send and receive telegrams from small ships such as trawlers and coasters that did not have a Radio Officer, It was only ships over 1600 tons that were required to carry an RO.

The first RT telephone call was made on 25th October 1937 by Sir Walter Womersley, Assistant PM General to the Skipper of the trawler *Spurs*. They apparently talked about poor fish prices. Nothing much has changed there, then!! During the 2nd War, the Distress

and Safety watch along with the commercial communications were maintained. It was not taken over by the Navy, but was protected by the Police. There was a standing instruction for operations to be moved to Cromer in event of anything happening.

On the night of 31st January 1953 when the sea flooded in, John Handford, Cliff Reed and Jack Hayes were on duty. They were busy working casualty cases themselves, but soon had to declare their own 'Mayday'. When the mains failed, the standby engine started up but shut down fairly quickly. After an assessment of the situation, they realised that the mains gas was still on so they waded to the Rest Room to make tea and wait things out.

With North Sea Oil came a whole new area of communications. Drilling Rigs, Pipe Layers, Crane Barges and the supply ships and tugs servicing them meant a significant increase in traffic. A separate private system known to us as the ISB was installed for the Oil and Gas Exploration industry which was manned H24 (24/7) at their request. This was a dedicated RT channel and 15 channels of Sitor on Independent Side Bands, RTT on the upper and RT on the lower.

The RTT channels were connected to private wire landlines.

A new operations room was built in 1981 with more operating consoles able to handle more calls, more quickly. Still the same distress and safety responsibilities though.

Christmas was always a busy time. Trawlers, Coasters and Deep Sea ships were still at sea, and the Oil and Gas exploration continued without a break. In those days, a 'Merry Christmas' greetings telegram or phone call home was all there was available. Like other H24 services working Bank Holidays was the norm, and on Christmas Day, it was commonplace to handle 500 calls compared to a normal 250-300.

With the advent of Satellite communication and mobile phones, the decline in the fishing and coastal trades, traffic started to fall. One Container ship with its quick turn-arounds could do the same volume of trade as about 7 conventional ships, and with less crew members. Manual systems mean you have to use people to work them, and they tend to want paying, so economics began to take precedence, and other ways were found to do the same job with less people.

In 1989, DOC – Distributed Operator Control came along with all Coast Stations and their associated remote MF and VHF stations being connected in one huge data network. Any call coming in through any station was answered by the first free operator wherever he was seated.

Distress and Safety were watched over by a dedicated operator listening to speakers based at all stations but with their output fed back to one point. The countrywide watch was split, with GKZ and other Southern stations parented at Landsend/GLD, and the Northern stations at Stonehaven/GND.

The Data networks shrank even more in later years with hard wiring instead of data switching.

The final end of UK 'Ship-to-Shore' came on Friday 30th June 2000 at 1200 gmt.

I went in the following Monday with Andy Whetton, the 'last man standing' and together we 'turned the lights out' and went to the pub next door to suitably mark the occasion.

Wappity-Wap

- John McKay, #3774

During the Iran/Iraq war, British and allied vessels proceeding through the Straits of Hormuz were escorted in convoy by the Armilla Patrol. The patrol consisted of a type 42 destroyer, and HMS Southampton



filled this role during this incident. About this time, for some unfathomable reason, people started calling me 'May-day', and rumour was that some superstitious seafarers were refusing to sail on ships if I was a crew member.

On the night of Saturday 3rd of September, 1988, Tor Bay was to rendezvous with HMS Southampton to be escorted through the Straits of Hormuz. Recognition signals were exchanged and Tor Bay was ordered to proceed on course at the convoy speed of 15

kts.

Tor Bay had built up speed to about 13 kts when for some inexplicable reason Southampton decided to cut across our bows - she didn't make it and Tor Bay ended up in the wretched situation of steaming at 13 kts with the convoy escort, bristling with armaments both conventional and 'the other kind', impaled on our bows.

One interesting tale from this adventure was that I was asked to relay a message to the Brambleleaf (R.F.A.). I don't recall the actual wording but the gist of it was:-



"In collision with British Merchant vessel in position 'wappity wap'."

Now I had been at sea for many years and I had never heard of this place ‘wappity wap’. I asked for confirmation and sure enough they said ‘Yep, ‘wappity wap’. Confirmation in writing was called for and once again the message was

“In collision with British Merchant vessel in position ‘wappity wap’.” Off went the message to Brambleleaf and sure enough a reply came back “Wappity what?”, “Wappity wap”, I replied, now we had two radio men stumped, befuddled and properly capped. The text of the message stood and was duly acknowledged.

I was troubled for years and spent many a sleepless night trying to decipher “Wappity wap” to no avail. Then on one serendipitous occasion I got talking to a visitor in the local pub who was in the RN at that time and, as luck would have it, he had

been flown out to Sharja to evaluate the damage to HMS Southampton. He described some of the structural re-designing we had inflicted on this poor vessel. It turned out that the communications and power supply cables were all channelled along the port passageway and had been sliced through during the collision, which also crumpled

the wheelhouse. It slowly dawned, no communications, no power and no charts, not

“In position Wappity wap” but, as we were joined at the hip so to speak, they weren’t going anywhere we weren’t, so it was

“In position -

‘What have you got?’”.

How easily I sleep these days!

(Editor’s note: I had the pleasure of ‘meeting’ John through one of my other hobbies, Astronomy – check out www.wigtownshire-astro.org.uk. I heard of this chap who had erected a huge radar dish in the grounds of his home in the Yorkshire Dales National Park. For some reason the Planners were put out... and we thought they just objected to amateur radio antennae. John put together an impressive document, showing how he was using this for serious radio astronomy, and his research was supported by many eminent people, including Prof. John Brown, the Astronomer Royal for Scotland. I am delighted to report that the dish stands today! How about another article, on your radio astronomy, John?)



TENNYSON, again:

- Norman Kent. Ex Stoker
Mechanic. RNARS. 3674.

In the Winter Edition I read the beautiful poem by Alfred, Lord Tennyson. Whether Tennyson had a special thought for men whose home-port was situated on the Solent, either Royal or Merchant Seamen, I do not know.

But this piece of poetry was written whilst he was crossing the Solent to the Isle of Wight. He was a regular visitor to Wight and to Queen Victoria at Osbourne House – sometimes she visited him at Farringford House. He first rented Farringford in 1853 then bought in 1858. I do not know where I first heard of the Queen being the visitor but it may be correct. Another fact about the poem “Crossing The Bar” is that Tennyson stipulated that in any future book of his works it be placed last in the book. It was actually first published in 1889, six years after his death in 1883. The poem was written in 20 mins on the back of an envelope on his journey from Lymington to Wight.

A Cross dedicated to Tennyson can be seen on the approach from the southern side of the Isle of Wight towards the western entrance to the Solent.

I just thought that these few points may be of interest to the few of your readers who may not have known them.

SS NAREK

John G3OWO, #RNARS 3616

Some of you will remember the winter of 1962/63. It was a very bad one. The temperature never rose above freezing for about 3 months. I had recently completed my first trip to sea (9 months) as a junior R/O on the Shell Tanker STS “Varicella” GBGA in the tropics, and I was looking forward to my first trip on my own with my extra stripes on my arms. Never in my wildest dreams could I have imagined what was to come.

I was at the time employed by the Marconi International Marine Co. in Chelmsford, after my first leave. I had a telegram to report to their East Ham Depot in London, ASAP. When I arrived they told me they had no ships available just at present but put me on standby in digs for a week. I was woken by the landlady one morning to say that “Marconi wants you urgently” After a quick coffee and no breakfast I paid my bill, She never had any change. I rushed to Marconi’s office to be told I had to join the SS Narek, laid up in

the Black Water River, as she was about to sail round to the Thames for a tank clean prior to sailing for the Gulf. "It will only be an 8 hour trip" they said "so no need to take all your luggage" so I left with just a brief case with shaving kit and a few packets of fags.

I caught the train from Liverpool Street Station to Chelmsford and then by Taxi to West Mersea to where I was to be taken by launch to the ship. The taxi dropped me off by the jetty where I was told by a boat man that he wasn't going out to the Narek for 4 hours. The temperature felt about minus 10C and It was snowing heavily. The only pub I could see had just closed so I stood sheltering in a shop doorway (also closed) staring into the fog wondering how the launch was going to get to the ship through the pack ice. Well, eventually we set off through the ice and got stuck several times. I was given an oar and told to stand in the bows and fend off the icebergs. Eventually I saw the "Narek" looming out of the fog. I climbed the pilot ladder and was greeted by the mate who informed me he had put two paraffin heaters in my cabin as all the steam and water pipes from aft to the midships accommodation had burst.

My first job was to investigate the

radio room and check the state of the batteries. I couldn't believe my eyes. The whole place was chaos. Books and paper scattered everywhere. Even the fingers for the clock were missing. I later found them in the gash can. I checked the battery voltage. ZERO! - not surprising really on a ship that had been laid up for two years. I put them on charge but the fuse blew at every attempt. On investigating the battery locker I found that all the batteries had frozen solid and the casings had split open. I informed the 'Old Man' who somehow informed Marconi of the problem. The Radio system was totally reliant on the batteries so that meant we couldn't sail. The next day the new batteries arrived and I was up and running. Great I thought, I can pick up the rest of my gear from East Ham tomorrow ready for the trip to the gulf and some warm sunshine. After about 2 hours steaming out of the Black Water River we lost boiler pressure and had to anchor. Still thick fog and ice. We had no radar either which didn't help the situation. the Baltic Trading Company who owned the ship were a bit short of cash I think. They had one other ship a WW2 T2 tanker which by all accounts was also very Spartan. After a further 8 hours the Chief En-

gineer informed the OM that they had a serious problem with the boilers and we couldn't make the trip round to Tilbury under our own steam.

I sent a message ordering a tug which duly arrived and attempted to tow us to the Thames. The ship behaved like a paper on a string and was totally out of control. Two more tugs were ordered and eventually we made some sort of progress. There was a lot of Radio traffic to and from the Company and also I was having to tell the Dutch and German tugs who were just waiting to pounce on us for salvage, to lay off. We were making little or no progress. By this time, still in thick fog three days had gone by. I was running out of fags and the ship was running out of food.

Eventually we made it to the mouth of the Thames. I heard sounds of panic on the bridge as we drifted sideways and sank the "Number One Sea Reach Buoy" and a day later, with Five Tugs now, we managed to hit and remove the superstructure of the "East Shoebury Buoy" I was having to transmit safety messages (TTT) every half hour to warn other shipping. North Foreland Radio GNF eventually took the messages over from me. By this time, desperate for a fag, I'm

rooting in the gash can for dog ends. On day six of the trip I was thinking we're almost there now. There was shouting and whistling from the bridge as we ran aground off Northfleet Hope. The ship slowly settled in the mud at an angle of 35 degrees. Fortunately the tides were increasing and we floated off the next day and finally made it to the tank cleaning berth at Tilbury. On the final day we had to cadge a loaf of bread and packet of tea off one of the tugs to go with the soup the cook had concocted. Later that day I went down aft to the galley looking for some hot water to have a wash and a shave before going ashore. The cook pointed to a tin bath with dirty water in it and said "That's all we got". I replied "I can't wash in that, its filthy" he said "Please yourself sparks, I made the soup with it" The Old Man did however buy the whole crew a meal in the pub at Tilbury and also gave us each 20 quid. This was shortly before he asked me to sign on for the deep-sea trip to the Gulf. Needless to say I didn't take up his offer. Back at the Marconi depot the manager told me the national press had reported the whole incident. I must have looked and smelt pretty dreadful. I hadn't had a wash or a shave for 8 days. Perhaps that's why he gave me 2 extra weeks leave! I ar-

rived back home in Lancashire on my 21st birthday to the greeting by my parents - “What are you doing here, you should be at sea”!



I think this picture was taken when she was laid up. If you look closely you can see that both anchor cables are shackled together on a swivel. This is to stop the cables getting tangled as the ship swings around on each tide.

HMS CAVALIER GB2CAV/4828

- Brian Lucas, G0TAR, #3888.

A service was held in the Chatham Historic Dockyard AS the “Dedication of HMS Cavalier as the National Destroyer Memorial” on the 14th of November 2007. The Memorial is in bronze and is approximately 5 metres long by 4 metres high.



The Memorial on one side lists the

142 Destroyers that went down in WW2. On the other side is a large bas-relief of a warship rescuing sailors from a torpedoed ship. It was unveiled by HRH the Duke of Edinburgh KG, KT escorted by the Vice Lord-Lieutenant of Kent, Viscount De L’Isle, MBE, DL. Admiral Sir Ian Garnet KCB was unfortunately not able to attend so his place was taken by Rear Admiral John Hervey. The arrival of the Duke was preceded by the Band of Her Majesty’ Royal Marines, the Royal Naval Guard and the Queen’s Colour of the Royal Navy.

His Royal Highness inspected the Naval Guard and then proceeded to the Memorial. After the unveiling, a Service of Dedication to HMS Cav-

alier was conducted by the Chaplain of the Fleet.



An HMS Cavalier veteran, Rear Admiral John Hervey, read the short Remembrance poem. The Last Post was sounded and followed by two minutes silence.

After Reveille, Prayers and blessing, the Duke was introduced to the Sculptor, Mr. K. Potts.

The Duke then visited HMS Cavalier and was introduced to the volunteers in the forward mess. He then visited the BWO where GB2CAV was in action and I was introduced to his Highness and had a quiet word on what we were doing.

After the Cavalier visit 18 of the volunteers, including me, were invited to partake of a buffet lunch in the presence of HRH.

Sadly band conditions were not good on 80 metres and my trusty helper, Terry, G3VFC tried his hardest on the Bubbly Rats net. I did manage to work George, G3OZY,

briefly but the timetable went pear shaped. No visitors were supposed to be allowed on board until 1400 hrs but instead they poured on shortly after 1230 hrs filling up the ship, BWO included, so not a lot of transmitting was done. However, a great day out, met an awful lot of people, old friends, sailors of all descriptions and their ships and a lot of lamp swinging! The ship has had an outside paint and looks very tidy.

You can imagine the polishing and dusting that went on before the visit.....shining brasswork, pol-



ished wood, clean scuttles, a complete deck paint and new bunting! In the next few weeks the contractors are coming aboard to finalise

the after-end electrical supplies. This will be a dockside supply, 3 phase, which will supply after decks 1, 2 and 3. This is all part and parcel of the longer term project of being able to have short term stays on board. I had the pleasure of taking

Membership Secretary Doug Bowen and friends round the ship on Sunday 28th of October, an event which they all enjoyed. During the rest of the day they visited the Ropery and the submarine Ocelot and I think they were suitably impressed with what is happening to the Historic Dockyard.



Membership Sec Doug (left) with visitor

Over 900 people attended the ticket-only Memorial Service but at least the weather was kind but very cold.

This project means splitting the after seamans' mess into two sections, male and female, to have hot and cold water, heating and other Health and Safety issues to make this possible.

The number of regular volunteers has slowly increased to over 30 who come down every week. There are many more who come down for a working weekend about three times a year. (Cavalier Association members)

The Bridge on the River Kwai

(From a Matelot's point of view)

- Wally, G4DIU, # 0391



During my time at C.W.R.S. in Ceylon, as it was known then, most of the lads, and families, used to spend some time at Mount Lavinia Hotel and beach, swimming and socialising, usually during the afternoons when we were not actually watch-keeping.

On one of these days a group of us was visited by an American, rather portly gentleman, who introduced himself as Sam Spiegel and told us that he was the casting director for Columbia Studios. He asked us if we would be interested in doing some “Extras” work on a film that was going to be starting very soon.

With the normal attitude of sailors, we all immediately thought that he was “Different” and was looking for a friend or friends,

so we asked him for more details.

He eventually got us to believe that he was being serious and that the company wanted some English extras to fill in on some of the close to the camera scenes in the film.

We told him that we were interested but that he would have to talk to our Commanding Officer in order to make everything legal and above-board.

This was done and everyone on the camp got a note from our C.O. asking if we were interested and put our names on to a list in the Divisional Office so that a scheme could be worked out with Columbia and our watch-keeping routine to enable the film company to have the same extras available for each sequence of shots, etc.

This done, C.W.R.S. went on to a 48 about routine with Columbia and we became film extras (or STARS) as we liked to think at that time.

It was very time consuming, we had to get there at first light in the mornings and leave when filming was finished for the day.

Our Commanding Officer, Lt. Cdr. Phillimore, even arranged that we could have transport, in the form of

a Pussers bus, every day, paid for by the welfare fund. We were also



Can you spot Wally in this line-up?

allowed to keep whatever money we made from our activities. We found out later that the R.A.F. lads who joined us on the sets, were not allowed to keep their wages and that the film company had to pay theirs into the squadron funds at Negombo, which was an R.A.F. staging post, about eight miles to the north of C.W.R.S.

For this we were paid three pounds per day and were provided with any meals required each day – sometimes two meals and on odd occasions three meals which were provided by a first class business as the real stars and us extras were all fed the same meals.

At the start of each day we all had to go through the make-up department and after the first day we all had our photographs taken and put on record so that the next time you went

through, you were made up to the exact features as before, including wounds etc., after which we each had to be careful not to alter anything.

Everyone had a set of clothes issued which you had to make sure that you kept for yourself and the make-up was even extended to these items, so make-up took about the first hour of the day for those who were actually going to be on camera that day.

Only one person from C.W.R.S. got to have a speaking part and that was Speaky Lowe, a P.O.Tel at the time, he played the part of the Sergeant Major in the film, whether he actually got any more money for this, we never found out.

Although a few of us got to say a word or two here and there in the film – mostly in the prison camp and at the site of the bridge – I never heard any of the words I was given come out in the film, although you can see my mouth moving, (if you are very quick) from time to time.

In the uncut version of the film I appear 18 times in one guise or another, but, like I just said, you have to know where and when to look and then still be very quick – blink at the wrong time and I'm gone.

The prison camp was close to C.W.R.S. in a quarry where the film company had had to ship in over two

thousand tons of shingle to make up the cliffs that surrounded the camp and another five hundred tons for the actual parade ground. The local fire brigades from two villages provided the tropical rainstorms.

The Bridge in the title was over seventy miles away up in the hill-country and so would have been quite a march, on a daily basis, for the prisoners.

The river had to be dammed up, about four hundred yards below the bridge and two bridges were built.

One to be sabotaged by the prisoners, whilst it was being built and also to show that it was being built in the wrong place, by the Japanese engineers. It also had to be built in a position where there was sufficient depth of water for the prisoners to jump or dive in to during the bits of sabotage that were shown in the finished film.

The dam was broken before the main bridge was “vandalised” so that the river looked as if it had gone down during the night prior to the explosion and in order to show the exposed plastic explosive sleeves (dummies) that were put in place by the swimmers.

The actual bridge was built by the Royal Engineers Regiment, or rather one group of Sappers. The explosives, mostly black powder, were

built in to the supports as they were erected. There were also sections of the supports that were full of chemicals to make a lot of smoke and flashes so that when the “Big Bang” finally came – it would be spectacular – and it was.

The senior explosives man, in the Sappers said to everyone, that he did not want to be anywhere close to the explosion when it went off because he had been asked to use about ten times more black powder than he would have used for the job in real life.

The railway lines leading up to the bridge were only two hundred feet in length – the train was eight coaches long and was only just out of site of the bridge during the filming and all the train noises were recorded off-site.

The engine driver had to get up enough steam so that when he released the brakes, the train, which only had dummies in it, jumped forward so as to give the impression that it had been travelling a long way. The engine actually detonated the explosives as it moved onto the bridge, they only had one chance to do it, so there were fifteen cameras to record the event. This number did not include all of us extras who had cameras there as well, but we were kept well away from the danger

area.

I was one of the lucky ones who had taken a couple of long focus lenses with me, so I got some good shots with my Pentax and Rolleicord, the Pentax for the long shots and the Rolleicord for wide angle stuff.



Just as an aside, the two villages on either side of the river, stood and prayed all the night prior to the explosion, to try and save the bridge which had provided them with a short cut between the villages, which saved them a four mile walk or ride by road.

I was on leave for the two weeks of filming at the bridge site and was living in the local Guest-house along with the two stunt-men working on the film and two or three other film technicians and a good time was had by all. The stars of the film were living in the Galle Face Hotel in Colombo during the shooting at the P.O.W camp near C.W.R.S. and at the Queens hotel in Kandy for the bits of the commando camp shooting which was all done in Peradinya

Gardens, just outside Kandy. The Grande Hotel in Nuara Eliya was used for them during the filming at the bridge site. When Alec Guinness found out that most of the English extras were from H.M.S. Mercury, he invited some of us to dine with the other stars and his wife and son, on the odd occasion, which was very nice and very interesting. Alec lived in Steep, just down the road from Mercury, between East Meon and Petersfield. (there is another story there too) The only two stars who were not keen on this arrangement were William Holden – who wore a tight skin-corset during the film – to hide his bulging stomach and Jack Hawkins who was nearly always drunk.



No-one knew that he, Jack Hawkins, was suffering from cancer of the throat at the time, he was using drink to kill the pain. This all came out a long while after the film had been released.

There is a lot more that I could mention about this period of my life as a simple Telegraphist, but this can

wait for a while, just to see if you are all still interested. I will just finish by saying that Columbia Studios sent invites, to Mercury, inviting all who had taken part in the film, they had all of our names from their own pay-roll list, so I do not think that any interlopers managed to gate-crash the event, to the premier showing at the Odeon – Leicester Square, to see the Stars, have a drink and to watch the uncut, three and a half hour film. This was fantastic, as we could all take our wives or a friend. Just another facet of being a member the Royal Navy and being in the right place at the right time.....

**ROYAL NAVAL AMATEUR
RADIO SOCIETY SUPPORT-
ING HASLAR.**

During December 2007 the Royal Naval Amateur Radio Society put on a special event call sign to support the ‘Save Haslar’ people. During the operation the station used the special event call GB4HAS and managed to have made contact with 189 people in 29 different countries.

Of course many members of the Society have spent time in the Hospital over the years and have happy (?) memories of the great expertise that was shown by the surgeons over the

years, which became evident in some of the contacts that were made here in the United Kingdom.

We hope that as a result of our time on the radio, more people will come to support the project of saving the hospital from closure and hope that we have made more people aware of its intended closure in 2009.

Mick Puttick G3LIK

Purchase Opportunity....

Your Editor has received a mail from a Phil Middleton, of

Falkland Collectibles, P O Box
146, Stanley
Falkland Islands, South Atlantic,
FIQQ 1ZZ
Website :

www.falklandcollectibles.com

He has produced a set of 27 commemorative covers relating to the Falklands conflict. Details direct from him.

“Wonder no more” - part 3

- Alan Pink, G3RMZ, #4349

Each day we were at sea, the radio staff copied subscription press services from both the U.K. and Aus-

tralia. The morse was sent from a punched tape machine. From the UK it came at some 20 or 21 wpm, but that from Sydney at around 25 wpm, faster if the operator was in a hurry to go home or just feeling bloody minded. With transmission lasting around 45 minutes without break, copying direct to a typewriter was almost obligatory.

From these messages, the radio staff would produce the duplicator masters for a six page newspaper. Page 5 was probably the most eagerly awaited as it always featured some horse racing results, plus the runners for the next days' events. Page 6 carried a limited number of stock exchange quotations. Recognising that errors here could cause distraught passengers to jump overboard, these were transmitted in blocks of five with spelt out number counts between them.

As the duplicator masters had to be with the ships' printer by 0500 each day in order for the paper to be delivered to each cabin with the morning tea, the majority of the production work was done during the middle watch, mine! As the second R/O took over at 0400 it gave an opportunity for a second opinion on proof reading, and the necessary

error correcting work to be done, at least that was the theory. The occasional error did, inevitably, get through. I never did live down my listing the horse Lemnos to run one day, only to report that Lemons won on the next.

In addition to the printed ships' newspaper, at a time dictated by radio conditions we used to record the news from the BBC overseas service, playing this back over the loudspeakers in certain designated public spaces at 6 pm ships' time every day. For most of the voyage to either Australia or the Far East this did not present any difficulty, though the news was sometimes a few hours old by the time of our broadcast, but radio conditions in the Australian Bight were often a little challenging.

The usual route for passengers to send radio messages was via the Pursers' office, but those who knew the ropes, or perhaps just decided to try their luck, would sometimes come direct to the radio office. If they showed an interest and I was not too busy they would be rewarded with a look around and a chat. Each voyage the radio office would receive a passenger list, supplemented by a confidential V.I.P.

list. This contained passengers specially recommended from the shore office. On one voyage, the list contained the man who had led the Australian delegation to the 1959 I.T.U. conference. Like me, a real radio enthusiast, he sent his wife off to enjoy the shipboard social life, and then came to share the evening watch. He proved quite fascinating to talk, or rather listen to, as he had had a lot of involvement with the development of the flying doctor radio service.

Most readers will be aware that there are a number of differences between R.N. telegraphists and M.N. R/Os, prominent among which is the training. M.N. training included a large technical content, so it tended to attract those who had set their sights on radio or electronic engineering as a career, but wanted a more adventurous start than was available via the more usual routes. As a consequence of this training, ship board duties for the R/O on P & O ships included maintenance of almost all onboard electronic equipment.

We didn't keep radio watch in port, though we used to copy the h.f. traffic lists and traffic, QSLs being sent later when we sailed. There

was also a requirement for one of us to remain on board in case of need. Consequently it was not difficult to negotiate with my seniors a guarantee that both our radio station, and all our other electronic responsibilities, would be tip-top technical order by my efforts alone, in exchange for being free of duties in port. This satisfied us all. I went to sea to see the world, and they had been there, done that, got the T-shirt, and just wanted a quiet life.

One weekly activity that I used to look forward too was what was universally referred to on merchant ships as 'Board of Trade Sports', or more properly as fire and boat drill. Being a passenger-carrying vessel we were required by law to carry this out every week. It was taken quite seriously too with the boats swung out, lowered and made fast in the embarkation position ready to take their passengers on every occasion that the weather permitted.

Holding a Lifeboatmans' Certificate I had charge of my boat, the foremost on the port afterdeck, clearly shown in the photograph in the first part of this article. This boat, along with the corresponding one to starboard, was of class A type. Unlike

all the others boats carried, which were propelled by either oars or levers operating a propeller, these two had powerful diesel motors with a generous fuel supply. Driving a dynamo as well as the propeller, the engine also provided power for a searchlight and to recharge the batteries which were used to power the fixed radio installation which was located in a little cabin right up in the bows.

With 50 watts of crystal controlled ICW morse on either 500 kHz, or 8364 kHz in the centre of the MHz calling band, plus a tuneable receiver for both m.f. and the 8 MHz band, it really got places. On many occasions, after the official drill concluded, I would erect the masts and antenna and see who I could hear. Some distant h.f. coast station would then get a QRK? from GYMS26. Should I ever have had the need to launch in earnest I would have been torn between driving the only merchant ship command I was ever likely to get as an R/O, and playing with my radio!

Merchant ships are subject to an annual safety survey - indeed the radio safety certificate was required to be displayed in the radio room. To prove the calibration of the radio direction finder and so avoid any demand for re-calibration at survey

time, each voyage we would endeavour to obtain at least two bearings in each quadrant, each confirmed by a visual counterpart. It just happened that this was most readily done using several of the beacons situated on various prominent headlands along the Iberian peninsular. The voyage dictated that these were on the Portside Outbound and Starboard Homeward. Historians will tell you that POSH was a passenger department abbreviation for a privileged booking, designating a cabin on the shady side of the ship both ways on voyages to the Orient, but Radio Officers knew otherwise!

After each ten-week voyage to Australia, we were subjected to an interim survey by the British authorities, though I was never certain if this was a regulation requirement, or merely a perk for the surveyor. Somehow he always seemed to arrive late in the morning, so that the survey could not possibly be completed without break for a visit to the wardroom bar, followed by a complementary lunch.

The Australian authorities also used to subject our ships to an interim survey. The surveyor at Fremantle, our first port of call, rarely missed out on his chance for a free lunch. However, one day he

dropped a bit of a clanger, casually tossing the portable lifeboat radio from one of the company's cargo vessels over the side with the comment "this should float". Unfortunately it didn't, and he had failed to take the precaution of securing the safety line to facilitate its' retrieval. He suffered, as you might imagine, a certain amount of censorious comment regarding this, joyously magnified, no doubt, by the fact that he wasn't one of the worlds' nicest people. As a result, he was thereafter, by strange coincidence, always busy elsewhere, and hence unavailable, whenever a P & O ship arrived in port. His college in Melbourne, usually our next port of call outbound, was, as you might imagine, always pleased to help out.

To be continued.

Kempton Park Rally 4th November 2007

Phil Manning G1LKJ # 2954

Twenty five members signed in, two application forms were issued, one to an ex US naval man, a polo shirt and mug was sold. The furthest distance travelled was Peter G3JFS from Plymouth. It was a very busy event; the or-

ganisers said that the attendance last year was by 20% up and we were packed again this time round.

A few people commented on the catering arrangements, lack of choice, cost and being up on the second floor.

We shut up shop early as I had a prior engagement to go to. The next rally is at the same venue on April 6th 2008 - will this NL reach you in time???

from Mac, G0RPK

A passenger in a taxi tapped the driver on the shoulder to ask him something. The driver screamed, lost control of the cab, nearly hit a bus, drove up over the kerb, and stopped just a few inches away from a large plate-glass window. For a few moments everything was silent in the cab, then the driver said, " Please, don't ever do that again. You scared the living day-lights out of me."

The passenger, who was also frightened, apologised, and said that he didn't realise that a tap on the shoulder could frighten him so much, to which the driver replied, "No! I'm sorry! It's not really your fault at all. Today is my first day driving a cab. I've been driving a hearse for the last 25 years."

RNARS CW ACTIVITY RESULTS 2007.

<u>PSN</u>	<u>CALL</u>	<u>NAVAL No</u>	<u>QSO'S/PTS</u>		<u>MULTS</u>	<u>TOTAL</u>
	GB4RN	RN4 180	1350	11	14,850	CK LOG
1.	GM4SID	RN1629	185	1193	17	20,281
2.	HB9BQR	NM	182	1395	14	19,530
3.	I2AZ	IN481	160	1114	12	13,368
4.	DF50PAMIR	MF1150	96	1320	9	11,880
5.	G3OWO	RN3616	174	1029	10	10,290
6.	SM3CIQ	RN4810	103	822	11	9,042
7.	SM3AHM	RN4485	75	605	11	6,655
8.	I7OEB	IN177	101	658	9	5,922
9.	YO6EX	NM	80	597	9	5,373
10.	IS0SDX	IN366	102	669	7	4,683
11.	IT9NCO	IN549	96	572	8	4,576
12.	G3LCS	RN38	56	380	11	4,180
13.	G0PSE	RN4813	58	463	8	3,704
14.	G4PRL	RN4844	44	377	9	3,393
15.	MM0WPM	RN2941	55	460	7	3,220
16.	GM3NCS	RN453	69	483	6	2,898
17.	G3YAJ	RN3384	52	448	6	2,688
18.	G3ZNR	ROA213	42	357	7	2,499
19.	G3KKJ	RN3601	38	299	6	1,794
20.	GM4BKV	RN1418	31	263	6	1,378
21.	G0TBD	RN4677	25	223	6	1,338
22.	PA0VLA	RN944	40	282	4	1,128
23.	VK2AYD	RN13	28	181	6	1,086
24.	OE1TKW	CA109	24	213	5	1,065
25.	HB9ANE	RN3493	31	265	4	1,060
26.	PA0HRM	MA345	33	258	4	1,032
27.	ON4CBM	YO128	26	206	4	824
28.	SM3BFH	NM	15	150	5	750
29.	RN1NW	RN4263	32	242	3	726
30.	HZ1PS	AN015	12	93	6	558
31.	SM6JSS	RN1461	10	82	5	410
32.	RW3AI	NM	11	83	3	249

Check log received from MM0CJF.

Many thanks for all members who took part in the Activity thrash last November. I am going to make a change to the instructions, in that I do not want a separate sheet for each band this next year, all can continue through each band you work.

People are reminded that you only count an RNARS country once, regardless the number of bands you work them on, plus it is only RNARS Countries, not other Naval people who are working from their respective clubs/countries.

We hope that conditions on the HF bands will be a lot better as the sun spots start to appear about the sun, so look forward to seeing many of you in 2008.

SOAPBOX.

GM3NCS I found conditions fairly rough on the bands with quite a lot of QRM. Sorry I did not have the antennas for 20 through 10m due to gale damage.

HB9ANE It is always a joy for me to participate in this activity and meet once again “old” CW friends of RNARS, particularly personally known. I met some RNARS members from Sweden, which is for me a very rare country. Saturday the conditions were good but on Sunday a little less with a lot of QRM. It would be nice to find a date where other contests are not evident. (*Very difficult, Jurgen*)

PA0HRM Bit confusing those contests, one from LZ and another from INORC but worked a lot of Italian stations. (*They compliment each other, Hans, as they are all worth 10 points per QSO*)

SM3CIQ Thanks to all nice participants. I really enjoy this kind of contest, not too long or too demanding. Hope to see you all next year. (*If you are on Email Ulf, please ask sidwill@lineone.net for an RNARS call list, it is free*)

G3OWO Total QSO's were down again. Oh Dear! Multipliers also hard to find. However, it was a very enjoyable weekend. Thanks to all who took part.

G4PRL I am not a tester, or indeed have never taken part in a contest, but I must say that I certainly enjoyed this one. For this reason I do hope that I have interpreted the rules correctly.

G3ZNR Enjoyed taking part in the Activity Contest, but operating QRP again, I found conditions very poor especially for the inter G QSO's on 7mhz and also competing with the LZ Contest. It was frustrating that two weeks before the contest, the CQWW SSB contest had 21 and 28 MHz open, we hope for better conditions next year.

G3KKJ Many thanks to the old timers and a hearty welcome to the newer members. Not as much activity this year and hard work finding space between the LZ contest.

MM0CJF This was my first CW contest ever, and with some encouragement from Whyte & MacKay, I settled down to a long 24 hours on the key, it was more of an endurance test than anything else. Conditions were appalling. After ten hours chasing to no avail except for GB4RN I decided to call it a day. Sunday to my joy I heard GM4SID 599 but made no contact, even chased him to 40m and finally to 15m before I had no copy. Stayed until the end hoping to pick up some

RNARS but heard nothing. It was a joy to listen and look forward to next year and hope to do much better.

I7OEB Bad conditions on 15/20m, also spent less time on 80m due to guests arriving.

VK2AYD Conditions were very bad down here with nothing 7mhz and below. Apart from VK1RAN did not hear another VK, ZL or W on the bands and 14 MHz only opened up in the evening here. Hope better conditions next year.

G3YAJ Not very much time this year and conditions not that good.

HZ1PS Sorry I could not be on the bands longer, Saturday and Sundays are working days here in the Kingdom. Cannot get on 7mhz and 14 closed fairly early. QSL via IZ8CLM.

DF50PAMIR This is a new club station of MF and created in memoriam of the tragedy of training sail ship PAMIR 50 years ago. 80 brave men died mostly cadets between 16 and 18 years old, only 6 survived. PAMIR disabled in hurricane Carrie 21st September 1957 in QTH 35.57N 40.20W.

GM4SID I enjoyed the event this year. Called CQ most of the time. Best DX JA, VK2 and 9M6

Antenna tuner for my home-made regenerative receiver, 1-v-2

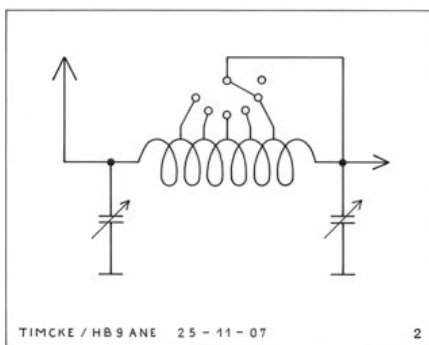
- Dipl.-Ing. Jürgen H. Timcke, HB9ANE, RN 3493

In our “Newsletter Spring 2006” the description of my home-made regenerative receiver 1-v-2 was published (pages 4 to 11).

In order to investigate the influence of an antenna tuner (abbreviated in the following text to ‘AT’) on the receiving qualities of my 1-v-2, I have since designed and built, amongst other things, the following device, which can be seen in figure 1.

It is well known that a Collins filter, which is one of the principle circuits of an AT for transmitters. Shown in figure 2, it can also be used for receivers.

fig 2: Principle circuit of the well-known



Collins filter (also designated as “Pi-Filter”).



fig 1: My station with the home-made regenerative receiver 1-v-2 showing the new AT next to it.

It can improve the receiving qualities, but it is not a HF-preamplifier! This has to be taken into account when one investigates and weighs the possibilities of its influence on the receiving qualities/improvements. One may not expect wonders, but it is really remarkable how sometimes even strong interference from commercial radio stations can be damped, at least so far to hear amateur radio stations better - at least, a good enough improvement.

One has to “play” with the sensitivity of the AT to find out the best position of the pointer buttons of the switches and variable disk capacitors (abbreviation in the

following text: VDC), which leads to interesting experiences.

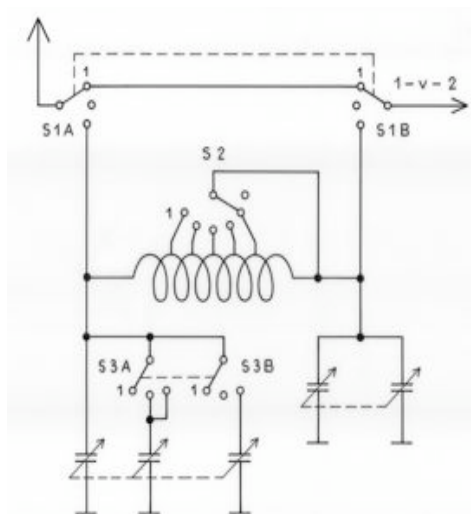


fig 3: Circuit of my experimental AT.

Figure 3 shows the circuit of my AT, designed particularly for experimental purposes, to investigate the result of varying the following quantities:

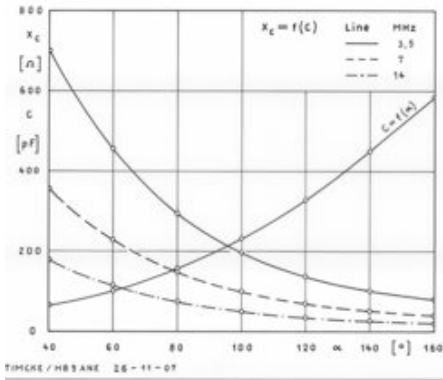
1. Capacity of the VDC at the input side ($C_{\max} = 500 - 1000 - 1500$ [pF], in steps), switch S3.
2. Various inductances of the coil, switch S2.
3. Capacity of the VDC at the outlet side.

By adjusting switch 1, three positions are possible:

1. Antenna by-pass direct to the 1-v-2
2. Zero position.
3. Antenna switched through the AT to the 1-v-2.

These switching possibilities allow to compare very quickly the receiving qualities “with or without AT”.

Variable disk capacitors (VDCs)



Fortunately, I had these in “stock”- to buy them nowadays is very difficult. $C = 500$ [pF] for the VDC at the outlet side would be sufficient, but I had for that purpose only a double one with $C_{\max} = 696$ [pF] (measured mean value of C_1 and C_2 , connected in parallel).

fig 4: Capacity range $C = f(\)$ and range of the capacitive reactance $X_C = f(C)$ for the frequencies $f = 3,5 - 7 - 14$ [MHz] of the VDC at the outlet side

Figure 4 shows, as example, for the VDC at the outlet side $VDC\ C = f(\)$ and the capacitive reactance $X_C = f(\)$ for the frequencies $f = 3,5 - 7 - 14$ [MHz], is the turning angle range (determined by correspon-

ding tests.)

Coil: Diameter of the ceramic coil body, $D = 34$ [mm], length of the winding: $L = 68$ [mm], diameter of the silver plated copper wire: $d = 1$ [mm], total number of turns: $W = 45$ with 5 taps at $W = 39 - 33 - 27 - 21 - 15$. Calculated inductance $L = 29.9$ [μH], measured (existing) inductance $L = 26.9$ [μH].

The five tapping points are determined in that way, that the difference between each of them is small: in the sequence of the windings reduction as mentioned above the ΔL - values are: $\Delta L = 4.4 - 4.4 - 4.2 - 4.1 - 3.8$ [μH].

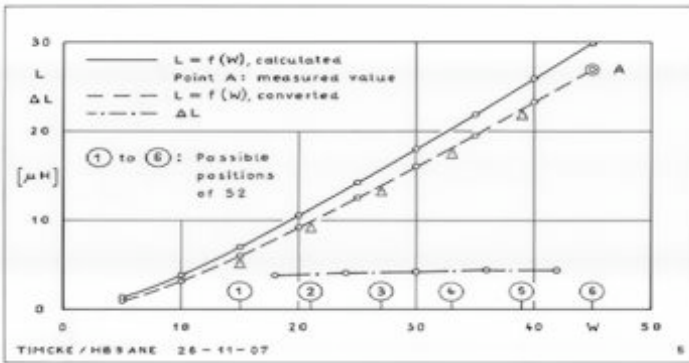


fig 5: Inductance $L = f(W)$ with the various tapplings.

Figure 5 shows the inductance $L = f(W)$ with the various tapplings and figure 6 the inductive reactance $X_L = f(L)$ for the frequencies $f = 3.5 - 7 - 14$ [MHz].

Casing

The casing is made of aluminium sheet, thickness $s = 2$ mm. To increase the stiffness two aluminium rods, diameter $d = 6$ mm, are screwed on the front panel and the back plate.

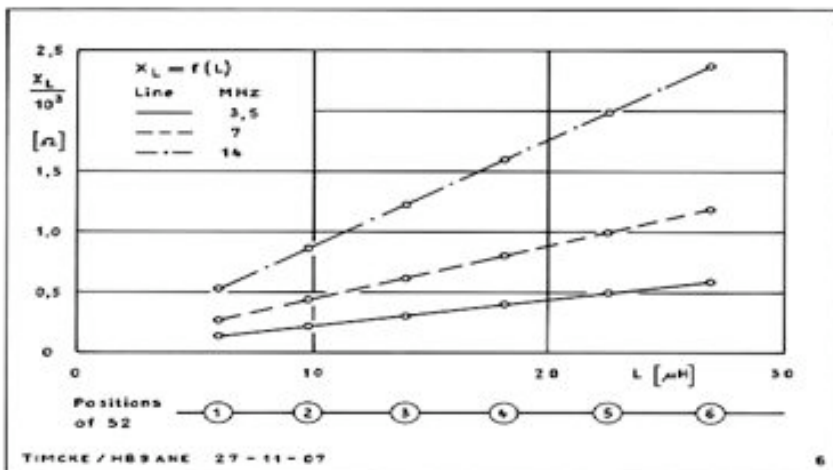


fig 6: *Inductive reactance $X_L = f(L)$ for the frequencies $f = 3.5 - 7 - 14$ [MHz]*

Fastening of switch & pointer knobs:

I took special care in fastening these three operating elements. I did it in the same way as described in the previously mentioned Newsletter, on page 6 and 7. Again I want to point out the importance of the trouble-free fastening of these pointer and knobs, because one has to move them, especially with this experimental AT, very often and badly fastened controls will cause continuous trouble later on.

Operation:

Figure 7 shows the view to the front panel. Upper row of the pointer knobs: on the left switch S3, in the middle for switch S1 and on the right for switch S2. The pointer knobs below are, on the left the VDC of the inlet side and on the right the VDC of the outlet side.

Interior views:

The figures 8, 9 and 10 show views of the interior of the AT. The arrangement of the various parts can be seen very clearly - additional explanations are in the captions.



fig 7: View of the front panel.

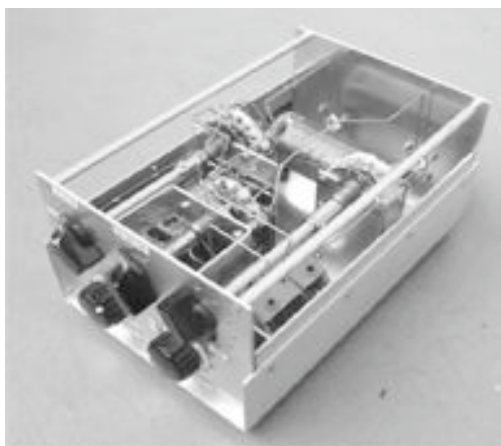


fig 8: General view of the inside

Regarding the fastening of the coil body to the two brackets at the sides, as shown in figure 10, I made them of Pertinax and used two bolts and nuts of Teflon to avoid the influence of metal close to the HF leading windings (perhaps not necessary, but I prefer always to design/build on the safe side).

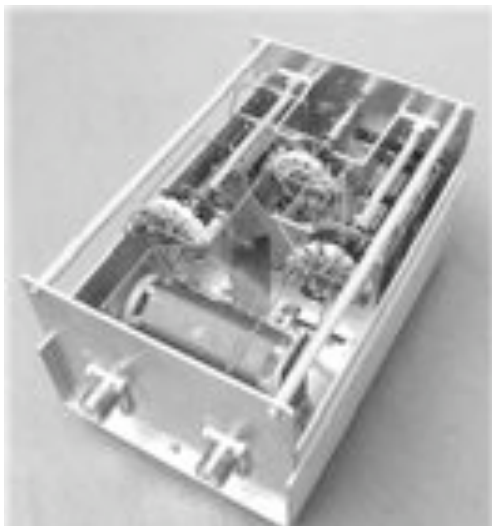
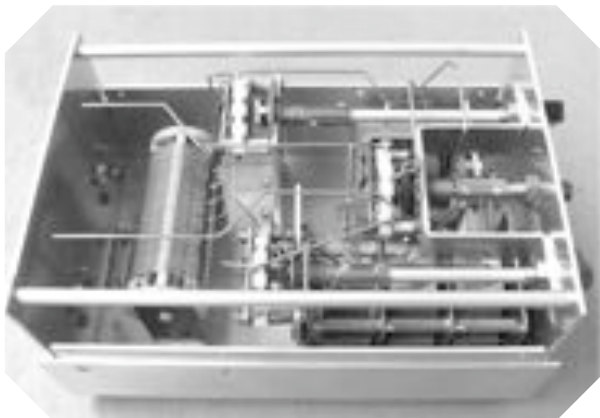


fig 9:

*View of the inside from the rear.
The three switches and the
coil are clearly visible.*

fig 10:

*View of the inside from
the left. In the fore-
ground is the inlet
VDC, which can
switched over to the
three capacity ranges.*



For the wiring I used bare copper wire, $d = 1.5$ [mm].

Results:

Experiences up to now show, that this AT is a useful addition to the 1-v-2, improving its receiving qualities. Of course, neither with the 1-v-2 alone nor combined with the AT can one expect/achieve results like those of today's state-of-the-art receivers, (which offer many improvements but include features and operating facilities which I don't believe the overwhelming majority of radio AMATEURS never need).

As mentioned at the beginning: one has to “play” sensitively and patiently with the AT, but then one can achieve pleasing results.

Final word

In addition to my transmitting activities, (CW only), I always find it relaxing to spend some time at the 1-v-2 on the CW ranges of our amateur bands. And for me the joy is the same whether I hear call signs from “around the corner” or from far away.

Photography: Karin I. Timcke

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(Editor's note: This is a beautiful project, superbly executed, but the colour images provided reveal more detail than the black and white reproductions. If you are thinking of building this, then do contact the author.)

SUBSCRIPTIONS:

PLEASE pay promptly. The Membership Secretary spent a completely disproportionate amount of time chasing late payers last year. The three month period of grace is meant for exceptional circumstances, not the norm, and subs are due on 1st April, please. The AGM last year authorised the committee to remove from membership anyone who has not paid by 1st July! The AGM was solidly in favour of an increase, and I reproduce below one letter on the subject, received after the AGM.

from Mac, G0UUG, #1134

I have worked out the weekly cost to members of possible subscription rates:

Annual	Weekly
£14.00	27 p
£15.00	29 p
£20.00	38.5 p

In my view even an increase to £20, would have been reasonable – this is a very, very acceptable price to pay in order to ensure that RNARS continues to thrive, and to prevent any possible financial instability.

I would ask fellow members to give this matter serious thought.

Mac, thanks for that. As you probably know, John Patrick, G3TWG, our Treasurer, had worked his figures most carefully, and thought that £14 would suffice. The AGM decided to provide an extra buffer to £15. Rest assured that your committee are conscious of the need to watch costs, and even with the expected rise in postal charges, believe we are well on course.

BANKERS' ORDER

If you have not already updated any Bankers' Order in our favour, please use the form included in this Newsletter, complete and return to the Membership Secretary at once – subs are due on 1st April each year.

Mystery QSL card – by Esde Tyler, G0AEL, #3382

I received a letter/card recently that puzzled me so much that I took it further.

I thought (at first) that it was a QSL card celebrating a CW contact dated a couple of days earlier. I was surprised since I have not transmitted for years – and never CW on the HF bands. Was my callsign being pirated?

I made enquiries and actually spoke to the amateur who had sent the card – all became clear. He suggested I write to you and straighten things out.

The card was meant to be a 'welcome back', an encouragement to get back on the air.

I have never left RNARS, although I am no longer active. My 'OM', Ken, G0ITI, still is, however, and joins the White Rose nets most weeks when conditions are favourable. I've been invited to join some Sunday on CW, but am afraid that John, G0JSC, will wait in vain.

My last column in RadCom was in December 1999. I have stopped transmitting some time before because

I have a distinctive name

I have a distinctive callsign

I was that rare breed – a female

amateur, and I found that amateurs came back to me for one of the previous reasons or because I wrote the column and not because I was ME.

I vowed to go back on the air after letting some time elapse in the new century, but have never got round to it. Sorry about that! I keep promising to ‘Do Better’, but still have not, as other hobbies and pastimes have taken over – not least looking after husband and grandchildren.

I stayed involved with training through STELAR for some time until I found that I was getting out of touch, and felt this was unfair to newcomers.

I wish all RNARS members the very best of luck and promise that, one day, I shall rejoin you on the bands. Amateur radio has changed a great deal since I was first licensed in 1982, but I wish all amateurs good health, wealth (?), may your fingers never let you down, and that you enjoy the hobby that gave me so much pleasure – and no doubt will do so again.

RSGB Public Service Portfolio:

- Robin, GM3ZYE, #821

So, just what is this? The answer to that is, no one really knows, as yet. It is a new post, and has still to be clearly defined.

I stood as a candidate for the RSGB Board in November (*thanks to those who voted for me*) with the object of getting extra support for RSGB Raynet groups, as opposed to those who are affiliated to the thriving RAEN ‘Network’. Added to this is support for clubs and societies who use their amateur radio skills in non-Raynet situations, those who don’t want to train for emergencies, but like helping out at village and community events.

If you are a member of a club and would like to talk about how the RSGB could help, please get in touch with me. I have already visited a number of clubs this year, and if you think a visit to your area would be of interest, please ask.

GM3ZYE, “Glenamour”, Newton Stewart, DG8
7AE, 01671 404 387, robin@glenamour.com

On the Raynet front, Terry, GØSWS, #3286, sent a copy of the Grimsby Telegraph for 2nd February 1953, which documents the events leading up to the birth of Raynet. Several amateurs risked their licence s and intervened during a disaster, and this mentions two of them:

A 'HAM' LENDS A HAND

Humber radio station at Mablethorpe was put out of action on Saturday night and a Grimsby radio amateur, Mr Reginald H. Collins, of 7 Seaton Grove, Nunthorpe, filled the gap, providing an unofficial means of communication between ships in the North Sea and ashore throughout the weekend. Mr Collins was listening and talking to other amateur radio enthusiasts over the air at 7 p.m. on Saturday, and heard the British vessel, "Levenwood" talking to Humber radio, asking for medical advice for the chief officer, who had been taken ill.

Suddenly Humber radio went off the air and did not reply to the Levenwood's repeated calls.

He got in touch with the ship himself and offered his help, which was gratefully accepted.

Mr Collins then tried to telephone Humber radio, but was informed that all telephonic communication with the area was cut off because of extensive flooding.

He was able to establish better communications with the ship over the short waves, obtain details of

the chief officer's symptoms, telephoned the Grimsby and District General hospital, and transmitted to the Levenwood medical advice and treatment to be given to the officer.

At the request of the captain, Mr Collins telephoned at the ships agents at Middlesbrough and explained the situation, continuing to keep radio contact with the ship throughout the night in case further medical advice was needed.

Other calls were received during a gale, the Humber Light Vessel dragged its anchors. Mr Collins picked up its messages and kept in touch with the vessel and also the British Steamer, the Melrose Abbey, which stood by. Arrangements were made for a tug to go to the assistance of the light vessel and tow it back to its proper station when the gale moderated.

Mr Collins also received many calls from ships which were in need of tugs and was able to pass on their messages. Among them was a Grimsby trawler, "Bombardier", which was having trouble with its steering gear in the North Sea. The Bombardier, however managed to establish radio communications with tugs direct although

Mr Collins kept a radio watch ready to help in case of difficulty.

The steamer “Manapia” which was in need of assistance also called in.

While “fiddling” with his battery radio set on Saturday night, Mr Albert Robinson (52), of 110 the Elsenham Road, Grimsby picked up distress signals from a ship off the coast near Spurn. The vessel was attempting to get in touch with Humber radio station at a Mablethorpe. **Unable to find a pencil Mr Robinson made a note of the stricken vessel’s position by writing on a dinner plate with soot on his finger.**

He then rushed off to a nearby telephone box to inform the police, who passed the ship’s signal onto the coastguard station at Spurn.

The official view: Radio amateurs have long been trying to persuade the Post Office to enlist their services in an emergency, but the authorities have never agreed to give them official blessing.

Under the terms of the amateur transmitting licences they are not supposed to intervene even in an emergency

Mr F. R. Peterson, town and area representative to the Radio Society of Great Britain, told an Evening

Telegraph reporter that amateurs could even lose their licences by taking action in an emergency “We have fought for official recognition in the past without success,” he said, “but that did not prevent us from lending a hand during the weekend.”

The paper also documents the loss of the Stranraer - Larne ferry during the same gales.

JOSEPH ROTHWELL, BOY SEAMAN, H.M.S. DEFENCE

- Stan, G4VSR, #2906

I am engaged in compiling my family tree, using the many excellent ‘Ancestry’ websites.

My wife informed me that she had an uncle ‘Joe’, whom family ‘hearsay’ had it that he had enlisted in the Royal Navy as a boy seaman, and who had lost his life at Jutland. She has a photograph of him in uniform, and the cap ribbon appears to be that of HMS Vivid.

My researches established that uncle Joseph (Joe) had been born in Widnes during 1898, and that is all that I was able to ascertain. Recently, however, I discovered that the Commonwealth War Graves

Commission have a website (ww.cwgo.org), and realising that certain ships are classified as War Graves, I checked with the site.

I soon found details of Joseph Rothwell (my wife's maiden name), boy seaman 1st Class, who lost his life on 31st May 1916 aged 17 yrs, whilst serving in HMS Defence. Having no knowledge of this ship, I looked through various books, and in my copy of 'The Habit of Victory', by Captain Peter Hore, I came upon the following extract –

"... the advanced screen of the Grand Fleet hove in sight and out in front of them all, raging along with all guns that would bear firing, heading straight for the German battleline was the Defence. Three quick salvos struck her one after the other and down she went."

Another reference indicated that the Defence, flagship of Rear Admiral Arbuthnot, steamed across the line of advance of Beatty's battle cruisers to attack Hipper's light cruisers, crippling the Wiesbaden, but failed to see the German battle cruiser force. She was fired upon by the Lutzow, and following a tremendous explosion, the Defence broke in half and sank.

Further research indicates that HMS Defence was an armoured cruiser of

the Minotaur class, 14,600 tons, armed with 4 x 9.2" and 10 x 7.5" guns.

The War Graves Commission site stated that Joseph is commemorated on the Plymouth Naval Memorial, and provided a lovely certificate honouring his death. Thank you, CWGC, for making this information available.

From being an almost unknown uncle, born and died well before the birth of my wife, we now know for sure what before had only been rumour.

SIGNAL STRENGTH, NOISE AND DECIBELS

John, G3ENI, #0023 and Danny, G3ZUN, 0459

Listeners to the regular 5 MHz contacts between G3ENI and G3ZUN, over a 30 mile path between Leatherhead and Uckfield, may have heard an unusual reporting sequence – for example 5,6,5 or 2,7,17.

When the four year 5 MHz experiment stated, stations were told to sue the SINPO reporting system (strength, interference, noise, fading

and conditions), on a 1-5 basis for each item. However we decided that if we were to record results on monthly and annual graphs for subsequent analysis, a better method would be needed.

Experience showed that receiver noise levels with antenna connected varied by at least 5 'S' points from day to day. It was therefore necessary to take this into account, together with the signal strength, and use the decibel scale to establish the signal to noise ratio.

Before this can be done, it is necessary to calibrate the receiver 'S' meter in decibels above a particular reference point. Equipment needed is an RF noise generator either with variable output or by using a separate RF attenuator and a receiver output AF voltmeter with an RMS movement, preferably calibrated in decibels.

Some thought had to be given to the noise reference point. There was a choice between the basic set noise (antenna disconnected), the AGC threshold, or 'S' zero. The AGC threshold was chosen, since the basic set noise was some 17 dB below it, and the 'S' zero was an unknown point as far as AGC action

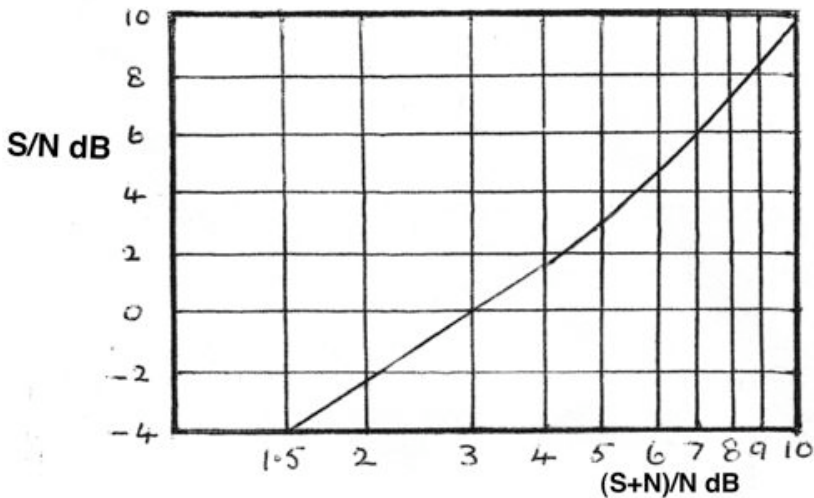
was concerned.

The calibration procedure is quite straightforward. Connect the noise generator to the receiver input, and the AF voltmeter to the receiver output. Tune the receiver to the desired frequency and select the appropriate filter bandpass. Switch on the noise generator and slowly increase the output until the 'S' meter is just on the point of moving. Call this 'zero dB'. Reduce receiver AF gain until the voltmeter reads zero dB. Next, increase noise output until S1 is reached and note voltmeter dB reading. Continue through S2 up to S9+20 or more and note dB reading at each strength. Plot the readings on graph paper with linear vertical scale in dB, horizontal scale in 'S' points, and draw a smooth curve between the points. Remove voltmeter and noise generator and connect antenna.

In the absence of any signal, make a note of the 'S' meter reading for antenna noise after averaging out short-term fluctuations. Translate this reading into dB from the graph. Tune in a signal and translate its 'S' meter reading into dB, then subtract the noise dB figure. The result is one of the figures used in the

porting system. To make things easier during contacts, the figures for all possible combinations of noise and signal-plus-noise were tabulated in the form of a matrix.

By using the decibel and power scales in a conversion table, it is possible to turn $(S+N)/N$ into S/N . The following, little-known, graph is sufficiently accurate. Note that values above 10 are equal for all practical purposes.



Memories of HMS Raleigh – part 1

George, G0GSQ, 4414

HMS Raleigh, Torpoint, Cornwall Naval Training Station, was still active in 1942 — I joined on the 21st of January. I left home the night before in blizzard conditions, so by the time I got to the station I

had wet socks. I joined up with a sailor in the carriage - he was fast asleep most of the way and I remember thinking “How could you sleep at a time like this”? However, it wasn’t long before I was doing the same. All that fresh air and stuff, no doubt. Barry after I had to walk to London Road station only to find there weren’t any trains until 0900 the next morning

due to the blizzard, so we had to spend the night on the station. It was very late when we finally arrived at Devonport, just managing to catch the last ferry to Torpoint. They rushed us through a medical, finding that I had a hernia but they said it would be sorted out later and to “carry on”. After supper, of sausage and bread with a cup of Kye, which was cocoa in the block shaved into a bucket, or “Fanny” as they used to call them. To see the fat floating on top was something of a turnoff, but I found it tasted quite okay — it was just chocolate without the milk, very dark indeed, boiled up in the galley sometimes with additional custard powder. I really have seen spoons stand up in it. We were placed in classes in rows of huts — they picked out some of the lads to take charge and I remember that one of them eventually became an officer. Richard Donger was his name but we all called him “Dicky”. These long huts connected at the end to a long passageway which joined a bathroom and the usual toilets. The sleeping arrangements with two tier beds, and our hammocks were stored underneath and we had to use these when are on fire watch as we were still on air raid alert. We stood “watch a board “ every other

night, and “Ashore” to get on the other — mind you it was a week before they let us out. We had to get used to lie uniform — we were all ODs or Ordinary Seamen. I recall lining up in front of the Post Office with our civilian clothes in a parcel, saying goodbye to the civilian life — we were all in the Navy now. I should mention that we got 3p a day for clothing and 3p if we were teetotal, (TT), or under age, (UA). At that time vest and under-pants were only three bob - if you wanted what was called the “Tiddley Suit”, one made up by a tailor on shore, you had to save up. We managed, even on 30 bob a fortnight as you had to have a good suit to go on leave. The 21 inch bottoms, they do say, were made wide enough so you could turn them up to scrub the deck or, if you fell into the hogging, (sea) you could kick them off and swim better. That’s if you could swim at all, of course and one of two of the lads had to rely on our blow-up life belts with red lights on. We all had to wear them at sea — they hadn’t the time in the early days to teach the lads to swim - as I could remember in my training area it was a bit grim, even in 1942, so you had to learn as you went along and as I say, “Devil take the hind

most". We took it all in good part, and you had to see the fun side as always.

We used to scrub our navy blue collars to get the blue out of them to try to prove that we had been "in" for some time but we never got away with it — our youth gave us away every time. We had a good insight of what was to come and in retrospect it was the best thing that ever happened to me, being with lads from all walks of life as we were 'all in the same boat'. It was quite a walk from the camp to the ferry, and unless you had weekend leave it was hardly worth going ashore in Torpoint for a few hours, as there was only a small canteen run by the NAAFI.

Anyway, it made a change and they did have a dancer at times so we had to be satisfied with that. I can't recall any cinemas in Devonport — we had to go to Plymouth and as this was quite a way we could only go every other weekend when we were "watch-ashore" So I used to book a bed at "Aggie Westerns" and a nice hot bath. It was nice to get your feet under a table like home for a spell. Aggie, I should say, was a lady who started what was known as a "sailor's rest" like the Toc H. Well known in seaports, I'm sure. Incidentally, I must add

that there were no Sunday cinemas in Plymouth or anywhere at the time and as I wasn't into going into pubs all night - at 5p a pint I had the capacity or the money. 15 bob a week didn't go far. Back in camp we did our usual weekly rifle drills and square bashing and had a good run through the seamanship manual to make things shipshape and Bristol fashion, as the saying goes.

-to be continued.

New Beds for Old

Howard Johnston, ex Para.

Submitted by Bob Tinkler, #3809.

Having read a recent article in the latest RNARS Newsletter 2007, a friend of mine Howard, said that when he is told or reads a 'services' story he is almost invariably reminded of something not entirely dissimilar to an event in his own service life. The story below bears that out.

I was in Palestine with the 6th Airborne Division in 1946 to 1948 and towards the end of that period I was stationed in a small unit near Rosh Pinna, in the north of the country, not far from the borders with Lebanon to the north and Syria to the east. Our job was to try to keep the peace between the Jews and the Arabs who were be-

coming very agitated about the partition of Palestine and the imminent withdrawal of British troops in May 1948: we were fairly successful but both sides seemed to enjoy shooting at us. One morning we were told that the GOC our division was to inspect our camp and we were all set to work to ensure that everything was in perfect order on the day.

It was not possible to do too good a job because our equipment was by then a bit run down and in particular our beds were truly awful. We had very basic beds with wooden frames connected by a crude network of steel bands upon which we put straw pallasses, but the vast majority of these beds were broken. Very few had a complete set of steel bands.

We did the best we could and at the appointed time a staff car arrived with Major General Stockwell on board. In our opinion he was only just junior to God and was treated with awe. He was led down he lines between our tents; we were only a small unit and there were not a large number of tents and so it was not all that surprising that the General came to the tent that I shared with three others.

He was accompanied by our Colonel and the CSM.

We stood rigidly to attention and I was a bit shocked when he asked me if the beds were comfortable; being aware that the CSM was glaring at me.

I replied that they were not too bad, but no one anticipated the General sitting on my bed—he went straight through it and had some difficulty in getting up again.

He asked if many beds were as bad and I answered that most were. The General then moved on, but the CSM muttered that I had not heard the last of this. However, before anything could happen a 3-ton lorry appeared a day or two later and off loaded brand new beds for every one of us.

A small incident but it was a wonderful example of how a very senior officer could earn the enormous respect of troops under his command and I was his most loyal admirer from that day on.

It Is Still Only Ten Bob A Day To You Lad

By Wally Walker G4DIU # 0391

Not long after I had completed my diving course in Malta and I was back on board H.M.S. Dunkirk in Gibraltar all the divers on the various ships in the dockyard were called to the diving centre and told that we had been chosen to go to Toulon in southern France to demonstrate the new S.A.B.A. equipment which was being used

by the royal navy.

We were told that eight of us would be chosen, after a few tests, to represent the R.N. at the French diving school and to carry out various tests with their diving team.

The test which we had to do to qualify were fairly simple, as they were all part of the tests we had had to carry out during our training in Malta except for one, which was on underwater navigation, which none of us had done before.

This required entering the water at the destroyer docks in the harbour, swimming out to and through the gap at the northern end of the coal-ing jetty and then swimming out towards Algeciras where the Italian navy had their depot ship for their frogman raids on allied shipping in the Gibraltar harbour and bay.

What we had to find was a wrecked ww11 bomber which is still there, as far as I know, lying on the sand about halfway across the bay where it fell coming in to land at Gibraltar. There wasn't much of it left to find because it was very badly corroded but eventually ten out of the fourteen of us found what was left and we had to do a drawing of what we found before returning,

under water, to the diving officer back at the destroyer berths.

He then matched the drawings with a photograph which had been taken the previous day and proceeded to pick the best matched drawings and selected the best eight to go - I was one of the lucky ones.

I was also lucky, in that, Dunkirk was the ship chosen to take the divers to the French diving school in Toulon so i didn't have to cart any kit anywhere.

The school turned out to be on board a French aircraft carrier which was permanently tied up alongside in Toulon harbour.

We were billeted on board the carrier, whose name I cannot remember, and for five days we enjoyed the hospitality of commandant Jacques eves Cousteau and his trainees.

It appeared that the French divers were using mistral diving equipment and that they we not able to not able to swim in a "head down" position as their demand valves locked and they couldn't breath. This meant that they had do go down feet first and was very slow.

Apparently it amazed the French divers to see us go down head first. We also had to exchange gear with them and this caused a few mishaps and a good few laughs as did the method of hand signalling under water because the French used a completely different set of signals to us. For instance the signal for us to say that all was ok is the thumbs up gesture whereas the French meaning was I wish to surface and I need help. Their signal for the same meaning was to make a circle with your thumb and forefinger of your right hand.

All signals have now been standardised throughout the world as the Americans also had a different set of signals - so now all divers can speak all languages when they are underwater.

One of the things which endeared us to the French diving school was the fact that everything stopped for lunch, which was taken in a common dining room onboard the carrier, and where everybody ate together, officers and ratings at the same tables and commandant Cousteau made a point of eating with the british divers - he said that he wanted to improve his english and to aid him in this he always

brought a bottle or two of red wine to help the meals go down.

He said that he was very pleased that some of us could speak some French as it helped when trying to explain the various things which he wanted us to do. The meals, by-the-way, were excellent - they even employed one of our chefs to cook breakfast for us. The French divers started to eat with us at breakfast-time, I think because we had eggs, bacon, sausages, mushrooms and the various trimmings, whilst they had been used to the "continental" meal of croissants etc.

We had three big meals every day, dived each morning, afternoon and evening between 5pm and 7.30pm followed by cleaning up our gear and then bathing, after which we all went ashore and had more to eat and drink in the local bars and restaurants, and that is where I started to love French cooking and food in general.

One of the exercises which we did with the French lads was to dive down to the sea bed, about 100 feet, take off and exchange diving kits and return to the surface after which we then left our diving gear on the bottom and resurfaced again

before free diving back to pick up and put on our own gear again to finish that particular job. We did this in Malta quite a lot so as to gain confidence.

The French divers were very keen to use our S.A.B.A. equipment so that they could re-learn how to go down head first and it was amusing to see their antics when they first tried this out as they were so used to not being able to breath upside-down. It took them a few times to remember to breath normally when they were in the head-down position.

On our last day in Toulon Commandant Cousteau took us all out in to the Mediterranean, about thirty miles, to see a new project which he was hoping to use to enable divers to stay below for days whilst working on underwater works of salvage and repair.

This consisted of a large cylinder anchored to the sea bed about ten feet clear and with various gas bottles fixed to its side, everything was painted white and yellow so that you couldn't miss it. It had an entrance in the base of the structure and was pressurised so that once you got inside you could breathe

fresh air which was pumped in to the space from the surface, with the bottles outside
Providing emergency supplies.

The interior was a bit spartan - two bunks - two seats - fresh water and heating for it, to make warm drinks and a stove for hot meals. I never saw that being used, but I assumed that prepared meals could easily be reheated down there.

We all had to swim down to the chamber, climb in, take off our gear and breathe air for about five minutes and then get back in to our gear and resurface. I wouldn't have missed that experience for anything. But, all things come to an end, good or bad, and we had to return to Dunkirk and return to Gibraltar, let the other divers go back to their various ships and then return to Malta for the med fleet platoon competition - which Dunkirk won with the highest all round score to that date.

But that, as I keep telling you, is another story.

60 Years of Contesting

By David Pilley VK2AYD # 0013

At the WIA AGM at Parkes, Trevor

Quick, our contest Manager, asked if I write about 60 years of contesting. Now that's a long story, so let me tell about some of the brighter events of contesting that has occurred to me during these years. I experienced my first contest in 1947 operating with G2DBF in the RSGB Field Day. In those days it was under canvas and generally on the low bands (80/40). The receiver was a 1-V-1 and the transmitter ran 10 watts. Everything ran off batteries. The HT was derived from vibrators and rotary transformers. I was just 17 years of age and I was quite proficient with Morse code. . During the next few years I was in the navy operating with various exotic call signs. During the 50's I spent a lot of time with G2HIF operating in the all the VHF contests and freezing on top of various hills/mountains.

The 60's were a mix as I was then living in Germany as DJ0TU and the station was not really set for contest.

My first real 'heavy' contest experience was in February 1971. I had just moved to the USA. I arrived on a Wednesday. Thursday I received a call from N3RS asking me to join his team for the ARRL CW contest starting Friday evening at 19.00. When I arrived at his QTH

it was an eye opener. In the basement were 5 bays each with Collins S line equipment. There were 5 other operators there. I was asked what band I would like to operate with the understanding that 'We were in it to win it!' If you can't hold 120 QSO's an hour you were in trouble. Keying was either by bug or electronic keys. Yes they existed in those days. The most famous was the OZ7BO keyer using telephone exchange high resistance relays

In those days there were no computers, everything had to be recorded with a pencil. A duplicate check log was a nightmare after the first 8 hours and there were still another 40 hours to go.

The antenna system was a dream. A beam for each band except 160m. 160 was dedicated to the 10 m operator.

On the Saturday we were hit by my unbelievable snow storm with lightning, thunder and all the goodies the sky could offer. A big flash and the 160m antenna vaporized. Luckily it was not in operation and was grounded. I'm not sure if we won the Contest, but the bug had really bit me and a few weeks later I joined the Frankford Radio Club (FRC) in Philadelphia who are dedicated to contests.



Two weeks after I moved into my new home the guys erected a 40m tower topped with a 6 element 20/15/10 beam. HF contesting was now a serious business.

The 80's took me to Australia. Since then I have taken part in at least 8 HF contests a year. These have been mostly CW contests as I don't really have the right voice for SSB.

I would love to participate in multi-op/multi station, but here in Australia there is not the interest. We could be world leaders with the right enthusiasm.

The 90's brought in the computer and now logging was easier, so was automatic keying!

My biggest thrill, if you can call it that, was in 1996 when, with Martin Luther (VK7GN) we represented Australia in the World Radiosport Contest held in California. This took place as part of the IARU Contest which

is both CW and SSB. There were 52 teams from all around the world competing. They were the best of the best.

So what inspires me to enter contests? I guess it's something personal, a challenge, I like challenges. Winning is an achievement.

There is a lot of preparation and technical skills necessary to prepare and operate a contest station. It has to withstand up to 48 hours of hard operating.

GM6HGW / MM **-Colin Topping GM6HGW #** **1870**

Thanks to all the Bubbly Rat net members who worked or tried to work me during the summer when I was operating as GM6HGW/MM from my yacht Boyztoyz. A couple of members asked me for details of my yacht and the equipment I use. Due to the limited time available and the poor conditions that prevailed, I thought I'd pen a wee article for the newsletter.

Boyztoyz is a Hurley Twenty of GRP construction normally berthed in St Andrews Harbour on a trot mooring in the middle of the sheltered inner harbour. Towards the end of October and on a suitable high tide, I motor the few yards from my harbour berth to the slipway into the sailing club yard where she is winched out for winter maintenance. (www.stasail.com) Then about the start of March the process is re-

versed and she takes to the water again for another season.

Boyztoyz was bought four years ago from an old friend and retired deep sea fisherman; Tom Gardner, a fine seaman and skipper who first went to sea in the days of sail. Tom was the senior skipper as well as project manager during the restoration of the "Reaper", a former sailing drifter built in 1901, now restored and berthed in Anstruther as a working exhibit and flag ship of the Scottish Fisheries Museum. (www.scottish-fishmuseum.org/reaper) During the sailing season, "Reaper" sails extensively up and down the Scottish East Coast to harbour galas and other such event flying the flag for the museum. Sadly Tom passed away earlier this year.

On acquiring Boyztoyz, Tom and his son had her shipped into dry storage on a local farm stripped her down and rebuilt her. They re-modelled the cabin from four to two berths by fitting a larger galley and set of heads. Therefore when I bought her a few years later, she was in excellent condition. The only things I've done is a coat of paint last year, installed a marine VHF/DSC radio, GPS chart plotter and one or two other wee bits as well as a new suit of sails. As I prefer the trusted and age old skill of pencil lines on a chart when navigating, the main reason the GPS was fitted was to feed the lat/long into the marine VHF DSC radio.

The one annual job that is the most detested I know of, I think all right

mind ed boat owners would concur with me, is applying anti-foul. It's on your back and crawl underneath between the keels and get busy with roller and brush. Even with hood, face mask and disposable boiler suit, anti-foul reaches the parts of your body that other paints can't and anti-foul isn't the easiest of paints to remove.

Her callsign, as she has to have one for the marine radio installation aboard is: MHJT8 and MMSI: 235 024 985 if you ever want to call using DSC.

When I've had sufficient time off work and with suitable weather, I've sailed as far south as Holly Island on the Northumberland coast and as far north as Inverness although my normal cruising range is the Forth and the Tay. Although she's not an ocean greyhound, she can move along at around 5.5 Knots on a reach in a force three - four. With her flared bow she rides up large swells and waves rather than breaking through, making her extremely dry in a sea. With a centre keel and two bilge keels, she doesn't point too high into the wind making beating hard work, but that's when I switch the engine on using the excuse that the batteries need charging, which they normally do if I've been using either the marine radio or amateur HF.

In most cases I sail single handed and consequently only operate HF amateur radio when I'm at anchor. This is normally when I've dropped the hook in St Andrews Bay waiting

for high water to enter St Andrews Harbour which dries at low water. I did try my Icom 607, but found that due to the close proximity of the aerial, RF leaked back into the audio from the adverse reports I received. Therefore the radio I prefer to use is my SG 20-20; it's robust and easy to use. If I'm sailing along the coast, I use my amateur VHF handheld to work through a couple of repeaters near the coast, principally GB3AG north of Dundee. Sadly, like so many repeaters round here, contacts can be few and far between.

Over this past season I've experimented with a number of HF aerials, firstly a long wire running aft from the cabin to the main halyard horse rail, up to the signal halyard and down to the bow. For a ground I used a wire connected to the anchor cable, which equates to about thirty meters of chain in sea water and a Danforth anchor dug into the sandy bottom in the bay. This set up tunes quite well on 14 and 7 MHz, but not on eighty. Additionally any movement in the boom as Boyztoyz rolled gently at anchor altered the SWR dramatically.

Carrying a couple of single band commercial HF whips in the car, I found that lashing the 3.5MHz whip to the jack-staff on the transom and using the steel bilge keels as a ground proved to be quite successful. The SWR wasn't adversely affected by movement of the boom or other metallic objects and the keels provided a good ground.

One of the problems I've often faced



when calling into the Bubbly Rat net is that some stations can hear me quite well, but others can't and that invariably includes the control station therefore I have to call a station with a good signal path to me and ask them to advise net control that I'm around, which they do.

On most of the nets I've worked into during the summer there are only a couple of times when I've not been able to work anyone, normally finding at least one station that can work me. I'd like to thank those stations for persevering with me due to the poor conditions and the limitations of my set-up.

With Boyztoyz now on the hard for the winter and seasonal repairs and maintenance underway, I'll be undertaking further experiments with HF aerials so that hopefully I can work more members on more bands next season.

Letters to the Editor

Dear Editor,

I am amazed at the interest that was shown to my article about **AB Nuisance**; it seems it has jogged a few memories if the e-mails, letters and phone calls I have received are any thing to go by.

I would like to thank all concerned and in particular John, ZLIBLY who was the first to come back to me with a photo of Nuisance and the XYL of John 2EIFFI, who is quite an expert on the history of famous dogs, who sent me the following details of his end.

It would appear that there are many myths and rumours about his death but I am informed that a great deal of research was carried out to uncover the true facts which are as follows.

He had been observed jumping off buses and lorries where he injured his back legs and was admitted into the Burrington kennels for examination and treatment. The veterinary surgeon, I should say surgeons, as several were consulted, all agreed his case was hopeless as one leg was shrivelling and the other would soon go the same way. This was reported to the naval authorities, and that he would have to be put down. He was then admitted into the Royal Naval Hospital at Simon's

town in exactly the same way that any human patient would be. (I have a copy of his bed ticket) He was x-rayed and examined and Surgeon Lieutenants, Surgeon Lieutenant Commanders and SMO, Captain H White signed his medical records. His illness was diagnosed as "Paralysis of the sciatic nerve". There are records of his temperature, pulse rate and respiration rate. He became so ill that he had to be put to sleep. Made more tragic as this was done on his birthday. He was 7 years old.

At 1130 on Saturday 2nd April 1944 he was buried with full naval honours at Kivavar Camp near Simonstown. His body was wrapped in the White Ensign and as he was lowered into his grave, buglers sounded the Last Post and a party fired a volley over the grave. The funeral party was commanded by Lieutenant Commander V. W. Pearce RN and more than 100 officers and ratings filed past the grave. The majority of mourners had tears in their eyes

I am sure those who met Nuisance will feel as sad as I did when I was informed of these facts. In my mind's eye / always thought he would be demobbed and enjoy his retirement helped along by a war pension, or at least a gratuity.

Doug G4BEQ # 0626

ts.norfolk@virgin.net

Editor RNARS Newsletter

Dear Sir.

The Great Yarmouth Sea Cadet Corps Unit 160, Training Ship Norfolk Communications Section recently joined forces with the Gorleston Amateur Radio Society.

The Radio Society installed the radio equipment, made and erected the aerials and is instructing Cadets in the use of radio equipment and procedure.

We now have the capability of operating on the H/F Amateur bands and the M/F, H/F Sea Cadet Frequencies, also Maritime Radio Telephone.

We are the only Unit that can offer both theoretical and practical training in the East Anglia District and one of three in the Eastern Area for Sea Cadet Communication. We also teach Morse Code and Semaphore.

Officer in Charge Lieutenant (SCC) B Alston-Pottinger RNR (G4YZF).

We all look forward to contact other RNARS Members in the future, please listen out for us. The Radio Society Call Sign is G6ZG.

If you would like any more info please contact me.

Brian

HMS Collingwood Museum

Dear Editor,

I would like you to bring to RNARS members attention of the new RN Museum at HMS Collingwood website created by Godfrey Dykes. It is a superb work and all members will find items of interest.

The site detail is:-

<http://www.rnmuseum-radarandcommunications2006.org.uk>

This now replaces the old site which will no longer be maintained.

Yours sincerely
J. Fred Greenwood
RNARS 4641
G3ZJY

ROYAL NAVAL AMATEUR RADIO SOCIETY

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Block Capitals Please.

Call Sign/RNARS Number:

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Address.....

.....

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Post Code.....Phone Number

Prices quoted are in £ sterling:

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Navy Blue T Shirt (Large RNARS logo)			6.50	1.00	
Tie (Navy blue, RNARS logo)			5.50	0.50	
Logbook (Quantity - one)			3.10	1.40	
Logbook (Quantity - two) **			6.20	2.50	
Baseball cap, new style, with logo			4.50	1.00	
Car Sticker			0.40	SAL	
Blazer Badge (RNARS logo in gold wire)			8.50	SAL	
Coffee Mug, with RNARS logo			1.50	1.00	
Coasters, with logo			1.00	0.45	
Lapel Badges			1.50	0.45	
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RNARS NETS AND FREQUENCIES +/- QRM.**UK: ALL TIMES LOCAL.**

Sunday	0830	3.666	RNARS SSB net (news at 0900)	G3LIK
	1000	7.055	RNARS Northern SSB net	GM4BKV
	1100	145.400 (S16)	RNARS Cornish VHF net	G0GRY
	1100	7.020	RNARS CW net	G4TNI
Mon-Fri	1030-1330	3740/7055	The Bubbly Rats Net	
			G0HMS/G0GPO/G3OZY/G0VIX	
Mon	1400	3.575	QRS CW Net	G0VCV/G3OZY
	1900	3.743	North West SSB Net (News @ 2000)	G0GBI
	2000	3.750	RNARS Northern Ireland Net	G10URN
Tuesday	1900	3.525	RNARS CW Net	G3LCS
	2200	145.725	Nutters Net	G4LIK
Wed	1400	7.055/3.740		RNARS White Rose Net
				G3OZY
	1930	3.740	RNARS SSB Net, (News @ 2000) vol reqd.	
	2000	145.400 (S16)	Stand Easy Net	G1HHP
Thurs	1845	3.666	RNARS UK NE SSB Net	G4FCH/G4AXF
	1900	3.542	Scottish CW Net	GM0RNR/P
	1930	51.51	RNARS 6m Net	GB3RN
	2000	1.835	RNARS Top Band CW Net	G0CHV/G4KJD
	2000	145.575 (S23)	RNARS Scottish 2m Net	GM0KTJ/P
Frid	1400	3.740	Inter Service SSB Net	GW4XKE
	1600	10.118	RNARS 30m CW Net	SM3AHM
Sat	0845	3.660/7.055	RNARS NE Saturday Net	G0DLH/G0VIX

DX NETS: ALL TIMES GMT.

Daily	0400	7.075	ANARS SSB	VK2CAM/VK2SEA
	0430	14.275	ANARS SSB	ZL1FON/ZL1SEA
	0800	14.303	Maritime Mobile Net	G4FRN
	1800	14.303	Maritime Mobile Net	G4FRN
Monday	0930	3.520	ANARAS CW Net	VK4CWC
	0930	3.615	VK2 RNARS SSB Net	VK2RM/VK2RAN
	1000	3.615	VK5 RNARS SSB Net	VK5RAN
Wed	0118/0618	7.020	VK CW Net	VK4RAN
	0148/0648	10.118	VK CW DX Net	VK4RAN
	0800	3.620	ZL SSB Net	ZL1BSA
	0930	3.536	VK CW Net (1 May to 31 Oct)	VK5RAN
	0930	7.020	VK CW Net (1 Nov to 30 Apr)	VK5RAN
Saturday	0118/0618	7.020	VK CW Net	VK4RAN
	0148/0648	10.118	VK CW DX NET	VK4RAN
	1430	21.360	RNARS DX Net	WA1HMW
Sunday	0500	14.052	ANARS CW NET	NO RESIDENT NCS
	0800	7.015/3.555	MARAC CW Net	PA3EBA/PI4MRC
	1230	14.335	RNARS Isle of Man Net	GD3LSF/OE8NIK
	1430	21.360/28.940	RNARS DX Net	WA1HMW
	1800	EQSO	VE Net when conditions bad	VE2DOH
	1900	14.320	RNARS North American DX Net	WA1HMW

RNARS 'Scene of Action' frequencies are designated:-**VHF** 145.400**HF CW** 1824, 3520, 7020, 10118, 14052, 18087, 21052, 24897, 28052**HF SSB** 1965, 3666, 3740, 7055, 14294, 14335, 18150, 21360, 28940 Net Controllers please advise any changes to **G3LIK 023 92255880 or mick_g3lik@ntlworld.com**

HQ Station - THINKING DAY ON THE AIR



The Girl Guides and Brownies of Alverstone pay a visit to HQ to celebrate 'Thinking Day on the Air 2008' (TDOTA).

The aim of 'Thinking Day on the Air' is to encourage Guides and Brownies across the UK to build relationships with members of other units and introduce them to the world of amateur radio. It also provides them with a unique opportunity to gain their communication badges. TDOTA also commemorates the joint birthdays of the founders of Scouting and Girl Guiding - Lord and Lady Baden-Powell - on 22 February.

Contacts were made with groups around the UK including Foxlease - The Girl Guide Training Centre in Lyndhurst (GB2FOX); Angus Girl Guides in Friockheim; Eye District Guides in Stonham Aspal, Suffolk; Guides and Brownies in Colchester; a Guide unit in South Woodham Ferras, Essex.

The Guides and Brownies had a wonderful time at the RNARS passing on greetings to other Guides and Brownies in the UK. The girls made Morse code biscuits - they had to spell their initials on biscuits using icing paste and sweets in Morse code. Girls also helped to map their contacts on UK and world maps / globes, write QSL cards and learnt how to use the phonetic alphabet. The Guides and Brownies will all gain their Communication Badges and all participants received a special 'Thinking Day on the Air' badge.

Leader Sheena Dawson, M3UWR, #4847, is a civilian worker at Collinwood and minute secretary for the RNARS, who passed her foundation examination after a course at HMS Collinwood. Thanks to Dave, G4ZMP, #2616; Doug, G0MIU, #3606; Mac, G0RPK, #3886; Wally, G0PPH, #4491, and Mike, G0VIX, #4373, for making the day possible.

