

ROYAL NAVAL AMATEUR RADIO SOCIETY



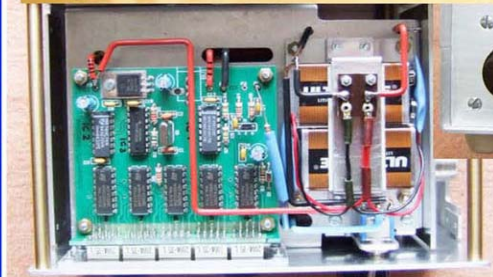
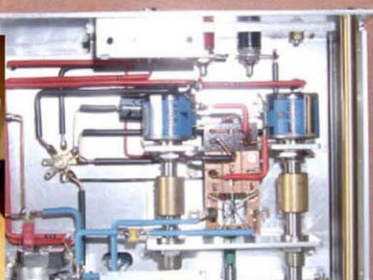
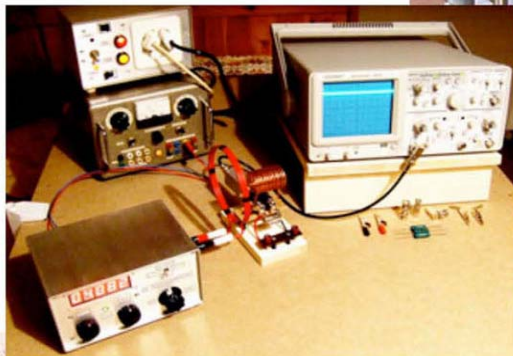
NEWSLETTER – SUMMER 2008



Chairman Mick Puttick, G3LIK, receives the
PINGAT JASA MALAYSIA,
or Malaysian Service Medal.
Article inside, page 6



Gathering at surprise 70th birthday party for Brian "Joe" Poole (7Q7BP, G3MRC RNARS 0033. Story page 56



Another project from
Jürgen, HB9ANE, #3493, page 9

Newsletter

The Journal of the Royal Naval Amateur Radio Society

Summer 2008

Patron: Admiral Sir Peter Abbot, KCB

President: Lt Dave Bebbington RN

Contents	Page
Chairman's Chat	4
Copy Dates & Editorial	5
Going for a Gong	6
HF Square Wave signal Generator	9
Mick gets the key to Italy	23
Luton Rally Report	25
RIP 'Joe' Cake, DSM, G3CNO	26
An unusual aspect of Safety	27
Those three wives.....	28
Results - International Naval Contest 2007	29
List of officers and other contacts	34
RNARS Nets and Frequencies	35
The Battleship HMS Howe	37
More of the same - Ceylon	38
For the lack of Nelson....	40
A family at War	42
Great Yarmouth Sea Cadet Corp - #160	43
The Castle Class	49
Rally Reports - SE Essex and Cambridge	50
Rally Report - Wildhern	51
Rally Image - Bournemouth	52
Marine VHF DCSC - again!	52
Brian's Birthday	56
Belle Isle and the Bounty Boys	60
RIP Ron, VE3FGG	62
Bletchley Park	62
Bubbly Rats Lunch and Presentations	65
Introducing the new RadCom Editor - RNARS member 1755	65
Commodities List and prices	66
MF Runde hospitality at Friedrichshafen	Inside back cover
Rod, new Chairman of HMS Belfast Group	Back cover

Chairman's Chat.

Hello everyone - welcome to the Summer edition of the Newsletter. I hope that everyone has not suffered too much from the poor summer we are having this year?

Conditions are still not perfect on the bands, but have their peaks and troughs for contacting members. We hope things will improve from now on as we are now coming out from 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 I hope that you will pass your comments on to him as you scan the various portions of the site. All the contest results are listed there too. **You can apply to him for your passworld which gives access to the Members' Area.**

There are a lot of changes coming about in RNARS, we are now looking for a new Treasurer. John G3TWG has been doing the job over the past 10 years and will

give a good hand over to the new volunteer. We are also looking for a new QSL Bureau manager, a new Area Rep. Co-ordinator, plus three people to come on the committee this coming AGM, so names to me please as soon as possible.

You will note the AGM in October is the 25th. Changes have been made to eating in the mess, people will pay at the time on what they have been served, so far this has proved cheaper than the previous set prices. The AGM and social evening will be in the Collingwood Suite, so a different venue for us to set up.

At the AGM in 2007 it was voted to increase the subscriptions from 1st April 2008 to £15 per year, another reminder from the Membership Secretary, that there are a lot of members who have not updated their Bankers Order and are still paying at old rates. If you do not update and get with it, you will not be receiving further NewsLetters.

Mick Puttick G3LIK

Editor's waffle:

Many thanks to those sending in material for the Newsletter - once again, more than I can use, so some items are held over. **I WILL use them all, promise! Please keep them coming.** A reminder that I have to give preference to electronic versions - given time I can re-type those handwritten or typed on 'hard' machines, but I am not a typist! If you can't use a computer yourself, perhaps you can find a friend who can do this for you? Criticism is always welcome, and I'll try to improve - but please put your name to any comments - stand up, Sir or Madam, and I promise I won't eat you.

I have the unenviable task this time of writing to the MANY members (c.300!) who are still paying subs at the old rates - some still sending only £7. Those who paid at last year's rate will receive the newsletter, but also a note saying this will be their last until they upgrade; those who have paid lesser amounts will only receive a letter from me explaining why they are not receiving a newsletter. Last time several envelopes were returned as undeliverable. Part of the reason for this was that I used a database which did not have names and some overseas postal services will not, apparently, deliver unless the recipient is named. If you did not receive your newsletter, my apolo

gies, and please contact Doug, the membership secretary, who holds the spares.

Some authors, understandably, have asked for additional copies to give to their friends. We are happy to do this, but please send Doug adequate postage. A donation would also be welcome, as each copy costs us approximately 80p.

I floated the idea of sending the newsletter by PDF e mail to those who were happy to receive - this was suggested at the last AGM and probably at other times too. However, since only a few members indicated this would be OK for them, the Committee decided that there would be no significant saving, so we stay as we are. You can now read and download newsletters from Jim's RNARS website- contact him for a password to access the members' area. You will also find committee minutes there. Items for the AGM or for committee to me asap, please.

73 de Robin GM3ZYE

COPY DATES

**10TH MARCH
10TH JULY
10TH OCTOBER**

These are absolute final dates - please send earlier if you can.

GOING FOR A GONG

It's not often that you're invited as a guest at a medal presentation ceremony. Mick G3LIK asked me if I would like to join him at one carried out by the Malaysian

both in the morning and afternoon of Monday 7th April at the club in which around 400 Veterans received their medals. The event was arranged by the National Malaya & Borneo Veterans Association. (See: www.nmbva.co.uk).



Government at the Royal Maritime Club in Portsmouth. The old stagers amongst you will remember the place under its previous guise as the Home Club. (See: www.royalmaritimeclub.co.uk). Medal presentations took place

The Conflicts:

During the Malayan Emergency between 1948 and 1960, British soldiers battled communist guerrillas. It happens that it was also the last fought by UK National Service

personnel ('conscripts' in a word). This war and national service both ended in 1960. Leslie Thomas, the author, used his experiences during his participation out there to write the comic novel:

"The Virgin Soldiers", from which a very successful film was made.

The guerrillas were eventually defeated largely because they were, basically, on their own. They did not have support from a neighbouring state that they could use as a base. Their leadership was Chinese and they also failed to win support from other groups who wanted Chinese rule instead of British rule.

A second conflict occurred between 1963 and 1966 with the newly independent states over territory. Borneo had been divided into four small states, one of which was the kingdom of Brunei, rich in oil. It became a state of Indonesia whilst two others - Sarawak and Sabah - were persuaded to join the Malayan Federation. This later became Malaysia. President Sukarno of Indonesia objected. A war began with Indonesian incursions into the jungles of the Malaysian part of

Borneo and it was fought in almost total secrecy. Once again, British Service Personnel were involved.

The Medal:

In 2005, the Ruler (King) of Malaysia, Sultan Mizan Zainal Abidin, informed the UK Ministry of Defence that he wanted to honour British servicemen who fought for his country by awarding them a new medal, the Pingat Jasa Malaysia (PJM). In the UK, the Foreign & Commonwealth Office, and not the Ministry of Defence, is responsible for the policy relating to the acceptance and wearing of non-British awards to British citizens. Permission to wear the PJM was not given by the UK government initially, but due to a large amount of work by the National Malaya & Borneo Veterans Association, this ruling was overturned and now all can wear their PJM alongside other medals.

The King of Malaysia's new medal is designated for any foreign servicemen who supported his country in the years 1957 to 1966 – which principally means veterans of the Borneo conflict,

The wording on the medal presentation case says:

PINGAT JASA MALAYSIA

(This translates into English as the "Malaysian Service Medal").

Inside is a metal plate bearing the inscription:

“This medal is awarded to the peacekeeping groups amongst the communion countries for distinguished chivalry, gallantry sacrifice or loyalty in upholding peninsular of Malaysia or Malaysia Sovereignty during the period of emergency and confrontation.”

In all, there have been some 25,000 applications for the medal by service and civilian personnel from the UK. In his introduction Colonel Tajri Alwi, the Defence Attaché of the Malaysian Embassy in London, said that he calculated that he has shaken hands with around 10,000 UK veterans

so far. He handed medals to some 200 veterans during the afternoon's event. The first presentations were posthumous and were made to members of the servicemen's families who represented them there. Mick was presented with his medal about half way through the afternoon as he was number 109 in the list.

Mick, as many of you will know, served 45 years in the Royal Navy. This took him to many parts of the world, including the conflict above.

His time in the RN included service on HMS Glory, the Colossus class aircraft carrier, which went to the Far East on a few occasions, one of which included him in the 1950's. He also served at Kranji W/T station which was part of HM Naval Base in Singapore. It was located along the Buka Tima Road and was attached to HMS Terror for pay/victualling etc. The station will be remembered as GYL which ran the Ship to Shore and Far East Broadcast and were in constant touch with the ships patrolling the Borneo/Malaysia coasts. Mick was there in the early 1960's as a PO Tel in charge of C watch which in-

cluded a Malaysian operator. It was this service that qualified Mick for the medal. (RNARS members who were also part of this establishment included G3JFF, G3MRC, (now 7Q7BP), GØWKJ, 9V1JY and many others). HMS Terror provided the barracks, offices and accommodation to sustain the Royal Navy presence whilst the Dockyard provided all the civilian skills and materials to keep the ships serviceable

Congratulations Mick.

by Bill Mahoney G3TZM, # 328

HF Square Wave Signal Generator

General

This appliance is very useful for experimental work. I found reference to the device in [1], but this only exists in the German language. Nevertheless: circuits are self-explanatory and can be understood by any radio amateur who has sufficient knowledge of the theory of our interesting hobby and who still likes DIY construction work.

In the text I abbreviate “HF Square Wave Signal Generator” to “generator” only.

The generator produces square wave signals, which are divided into three frequency ranges (switch S3 with the positions A, B and C, see figure 2).

A: $f = 0.01$ to 0.37 [MHz]

B: $f = 0.1$ to 3.7 [MHz]

C: $f = 1$ to 37.4 [MHz]

the signal outlet voltage can be controlled by means of potentiometer P3.

The original circuit by DJ1UGA

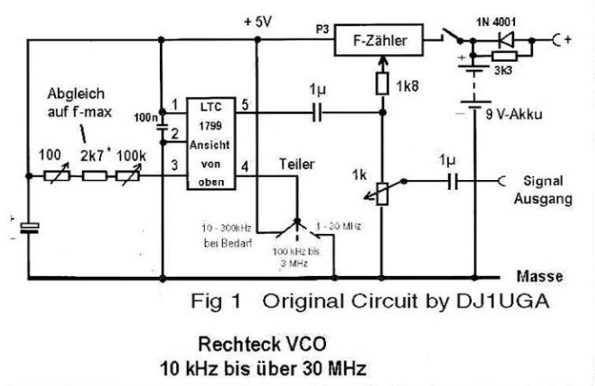
The original circuit can be seen in figure 1. I don't intend to describe the complete theory of the main parts of this circuit, which are:

1. The VCO (voltage controlled oscillator), an IC with the designation “LTC 1799”.
2. The frequency counter with the frequency display (5 LED numbers).

In [1] the main requirements for such a generator to be useful for measurement purposes are listed

listed as follows:

- simple installation
- simple handling
- high and, most important, constant voltage of the output signal



- good frequency accuracy
- large tuning range
- symmetrical signal, if at all possible
- low impedance source resistance, mostly 50 Ω
- low current consumption.

All these main requirements are met by the IC “LTC 1799”!

(Manufacturer: LINEAR TECHNOLOGIES).

My modified circuit:

My modified circuit

In figure 2 can be seen the modifications I made at the original circuit:

1. Switch S1 added to connect either the installed batteries or an external direct voltage to switch S2.
2. The signal lamp which lights up (in my case “green”) if an external direct voltage is connected at the generator (even if switch S2 is in the “off” position).
3. An additional outlet jack. My appliance has now two of

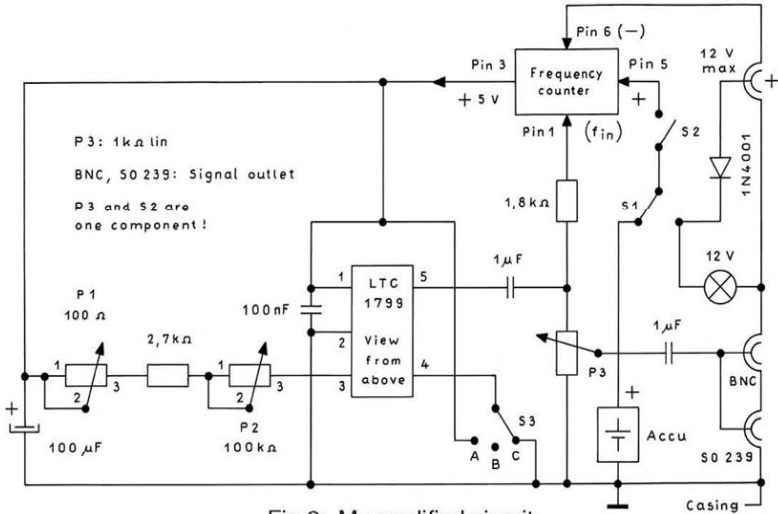


Fig 2: My modified circuit

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SO 239 as well. This gives more flexibility regarding the use of existing test cables with different types of plugs.

These three modifications are “handling modifications” only, which have no influence on the function of the circuit itself.

Apart from these measures I have added the connection indications at the frequency counter and the two helical potentiometers P1, P2 as well as the note that the potentiometer P3 and the switch S2 are built together as one component.

Additionally I have presented the negative connections of the jacks and the casing. These indications make later work on the wiring much easier!

The 45MHz frequency counter

One can buy this frequency counter as a kit with a full description which also contains the circuit and some installation drawings [3]. The assembly of the various components on the main board and the LEDs on the small board is not difficult.

But the soldering of the small board at a right angle on the main board has to be made very, very carefully; the soldering surfaces as well as the distances between them are very narrow!

To solder the small board on the main board it is vital to fix the main board rigidly (fixed for this reason I placed it in its final position on the base plate), also the small board must be fixed just as securely, in the correct position and, as mentioned before, at a right angle to the main board. Once again, if these positional requirements are not fulfilled absolutely, it will not be possible to solder them together without faults developing later!

Because the soldering surfaces as well as the distances between them are very narrow, the bit of the soldering iron to be used must not be bigger than a pencil point! But, don't worry about this - aside from the soldering of the LTC 1799 this is the most difficult soldering work at the frequency counter! All other work to build this generator is like a chil-

dren's game (for radio amateurs with DIY experience!).

Assembly of the LTC 1799 and the SMD capacitor

When I read in [1] about this generator I decided to build this appliance for my experimental work, particular for tests and measurements to align resonant circuits.

Then I saw in [1] also the dimensions of the LTC 1799: length $l = 2.5$ [mm] with three "legs" on one side and two opposite to solder on the connection wires!

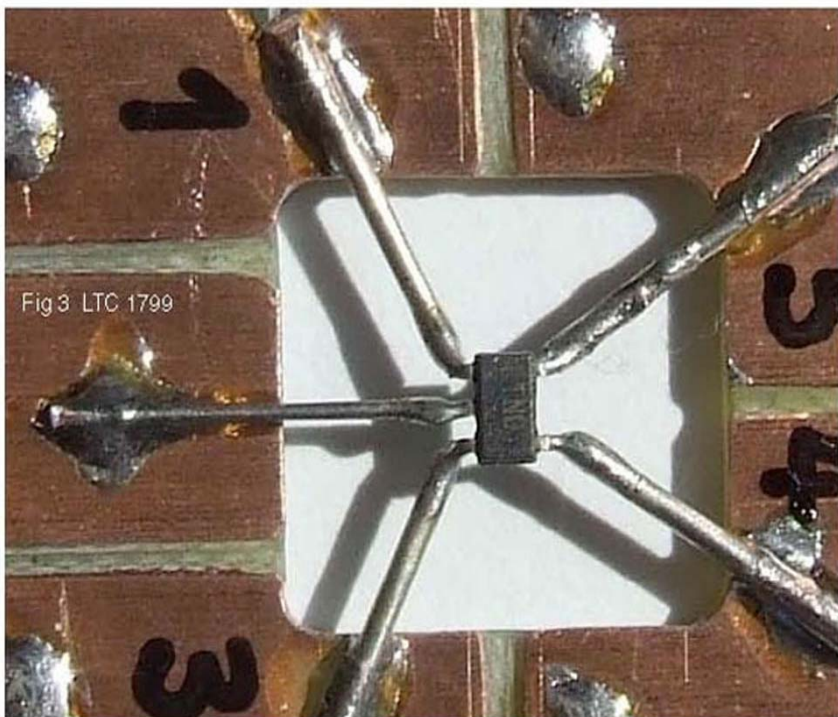
Because of the small size of this component I was not sure to be able to find a solution to solder wires on these legs, which are more or less the size of the legs of a fly! Never in the past I have worked with such little components and for me it was clear: if I couldn't find a way to assemble this "heart of the generator", I could forget about building it!

For a long time I thought about the "How could I do it?" Then,

more or less instantly, I got the idea, to assemble the LTC 1799 on a single-sided copper-coated board, as it would be a small module. Figure 3 shows my solution – once I had the idea, it seemed

case a non-coated piece of pertinax, see figure 4.

Now I had the two smallest components of the whole appliance, each of them on a board and to



very easy! See also [2], of which a copy is obtainable free of charge on request.

“Well experienced” now with the handling of these extreme small components I assembled the SMD capacitor on a board too, in this

arrange them later on at the most suitable place would not be a problem.

Voltage supply

For the internal voltage supply two “High-Energy Lithium” batteries, arranged in parallel, are

installed: $U = 9\text{ V}$, capacity $Q = 1200\text{ mAh}$ each.

The two batteries are fitted on a small aluminium plate as a module component, which can be easily disassembled to replace the accumulators if they are empty, see figure 8.

Current consumption

It is mentioned in [1] that the generator has an average current consumption of about $I = 100\text{ mA}$. This gives an operating time of about $t = 24\text{ h}$ with the two batteries.

Note: To save battery capacity I

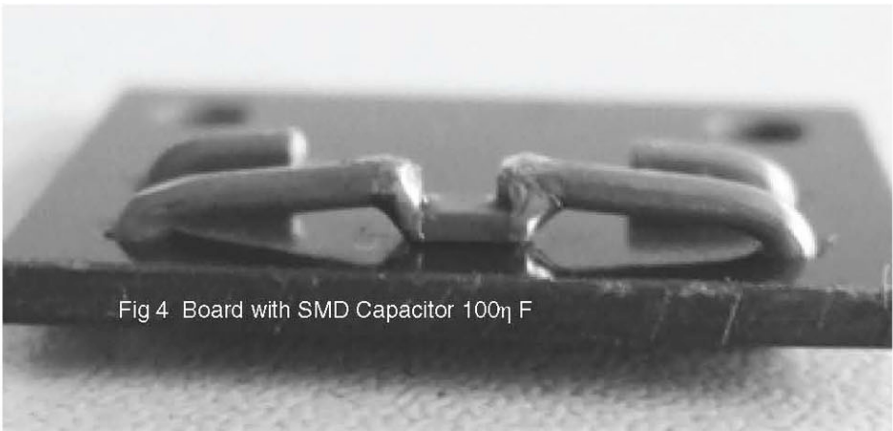


Fig 4 Board with SMD Capacitor 100 nF

In the frequency counter a 5 Volt regulator is installed, which allows connection of an external direct voltage in the range from $U = 7$ to 20 V .

In my case the external direct voltage is limited to $U = 12\text{ V}$ max, because of the operating voltage of the signal lamp.

always use external DC for the generator during experimental/test work, giving a longer period of time in operation.

Signal outlet voltage

The constant signal outlet voltage is about $U = 3\text{ V}$ at a load resistor of $R = 50\ \Omega$. With the potentiometer P3 the signal

outlet voltage of $U = 4.5 \text{ V}$ peak-to-peak can be controlled down to nearly zero (mentioned in [1]).

Some features of the mechanical design:

From [1] I took the circuit and I obtained the components from the detailed written parts list. The mechanical design, as seen in the various figures, is the result of my own ideas and requirements.

The appliance is built in such a way that all components are mounted on the upper and lower side of the base plate. This design concept makes the later wiring very easy, because all components are freely accessible from all sides.

The casing consists of front panel, rear and lower and upper casing cover.

During the manufacturing of the casing it was often necessary to separate these four parts from each other. To avoid making a new adjustment every time, positioning pins (made of

brass nails, diameter $d = 1.2 \text{ mm}$), were set into the concerning parts. I did the same with some other small mechanical parts (it is time-consuming work to adjust all mechanical parts in their correct position to one another - you don't want to have to do this more than once!).

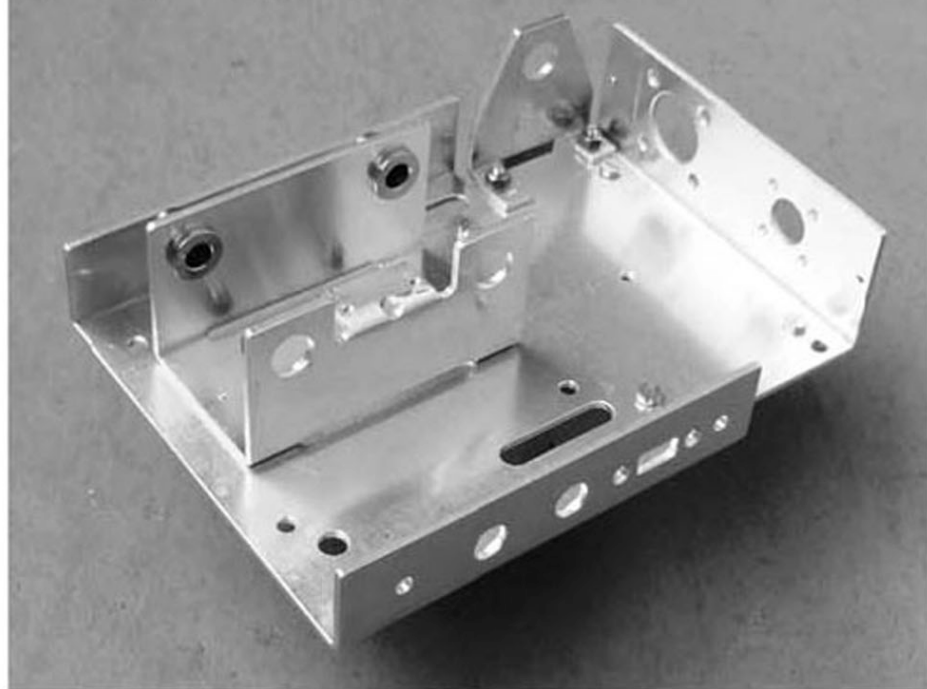
The two jacks for the signal outlet are fixed on a plate far enough inside the casing on the right that they don't stick protrude - this means both casing sides are flat. For that purpose a corresponding recess is in the lower and upper casing cover.

Base plate, front panel and rear, the lower and upper casing cover as well as some other small mechanical parts are made of aluminium sheet, $s = 2 \text{ mm}$ thick.

To increase the rigidity of the front panel and the rear (they are screwed on the base plate only), four brass rods, diameter $d = 6 \text{ mm}$, are screwed between them (see in figure 8 and figure 9).

One detail I want to point out

Fig 5: Incomplete base plate from below



in particular: as mentioned before the five LEDs are positioned on the small board of the frequency counter. To avoid any damage of the only soldered connection between the small LED board and the main board (which could easily happen in the case of clumsy handling of the LEDs) I screwed on a piece of transparent material (OWOCOR Polystyrol, $s = 2$ mm thick) behind the relief for the LEDs - that way they are always safely protected.

Operating controls on the front panel

For this see figure 6. Below the LEDs are the two knobs to vary the frequency by means of the helical potentiometers: the knob on the left is for the rough setting, the one on the right the fine

adjustment. These two helical potentiometers P1 and P2, see figure 2, are wired in such a way that the frequency increases by turning these buttons clockwise.

The signal lamp is arranged between these two buttons.

The generator can be switched "on" and "off" by means of the control with the pointer. Turning this button in the position "on" clockwise leads to an increase of the signal outlet voltage.

Above this button one can see switch S3, to change the frequency into the three ranges A, B and C as mentioned before.



Operating connections at the rear

These elements can be seen on figure 7. In the middle switch S1 to connect either the batteries or the external voltage with the generator. The two jacks beside this switch are for input of the external voltage, the positive pole is marked.



Measured values

Table 1 shows the measured values of the finished generator. For the working voltage an external low voltage power supply (see RNARS Newsletter Winter 2007) was used, not the batteries.

All voltages were measured with the VOLTcraft Digital multimeter Type VC 940.

The frequency values are that ones shown by the generator LEDs.

Working with the generator

Working with the generator is very easy. For example, here is how to use it to determine the frequency of resonance of a test resonant circuit:

The home-made coupling coil (three windings, diameter of mine about $d = 11$ cm, also mentioned in [1]), is connected with one of the outlet jacks on the right of the generator.

The test resonant circuit is connected to the oscilloscope (VOLTCRAFT Type 632 FG, 30MHz) by means of a short ($l = 0.5 \text{ m}$) coax cable RG 58 C/U, $Z = 50 \Omega$, to simplify the handling during various tests (I know that it would be better for HF-measurements to connect the test resonant circuit directly to the jack of the oscilloscope, but for my purposes this solution was sufficient).

I set the button for the signal outlet voltage about one third of full circle.

Before I started the tests with the generator and the oscilloscope I measured the test resonant circuit with my self-made grid dipmeter to find out, roughly, in which range the frequency of resonance can be expected (the result confirmed my calculation quite well!). Based on this value the corresponding frequency range was selected with switch S3.

With the button on the left at the front panel I set the frequency to the highest value of this frequency range. Then, starting from this point, the button was

turned anticlockwise (this means to lower frequencies), always observing the display of the oscilloscope, until an increase of the voltage up to its highest value on the display could be seen: the frequency of resonance in MHz showed at the LEDs of the generator (a fine setting can help to determine exactly the highest voltage value on the display; that is the exact frequency of resonance).

To this short description see also figure 10, the test set-up.

Important: the VCO LTC 1799 will be not destroyed if the one or other jack for the signal outlet is not charged by either a short vertical antenna or a coupling coil!

(Information by DJ1UGA in response to my inquiry.)

Final word

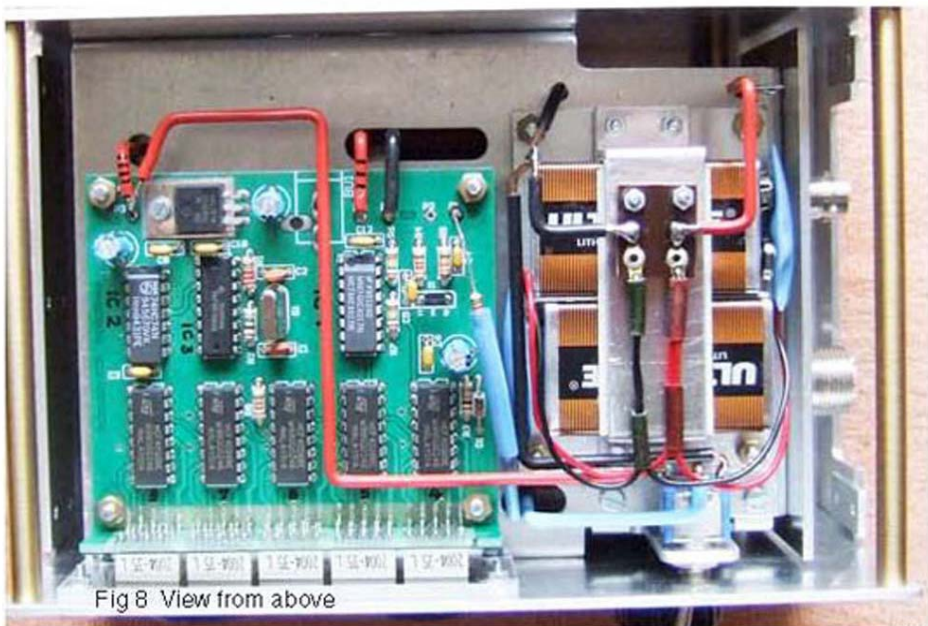
Over the years I measured the frequencies of resonance of my do-it-yourself projects on resonant circuits with my grid dip meter and appertaining calibration curves, which are based on exact frequencies of resonance,

determined by means of an industrial-standard waveform generator in an official radio technical laboratory. For radio amateur purposes the results of the grid dip meter measurements were always sufficient.

More accuracy could be gained with an industrial made waveform generator, but to get a good one the price for such an appliance is too high (for me, using it for radio amateur purposes only).

But with this generator together with an oscilloscope (which are nowadays relatively cheap), I could “enter into a new and fascinating world of measuring technique”, to determine exactly not only the frequencies of resonance, but also the resonance curves and the 3dB-drop and, based on these values, the coil “Q”! Fascinating possibilities and all for a price of this generator, which doesn’t burden the budget of a radio amateur too much...

If anyone wants to get more detailed information: don’t hesitate to contact me by E-mail.



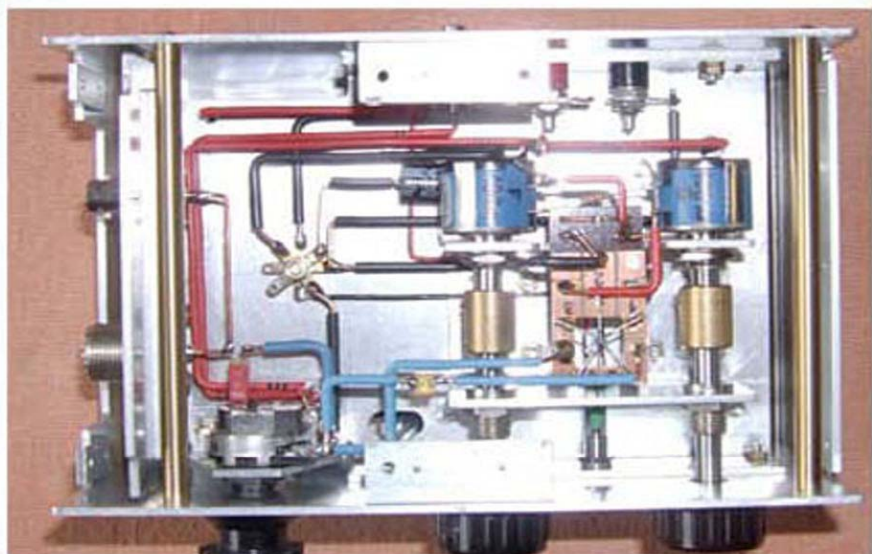


Fig 9 View from below

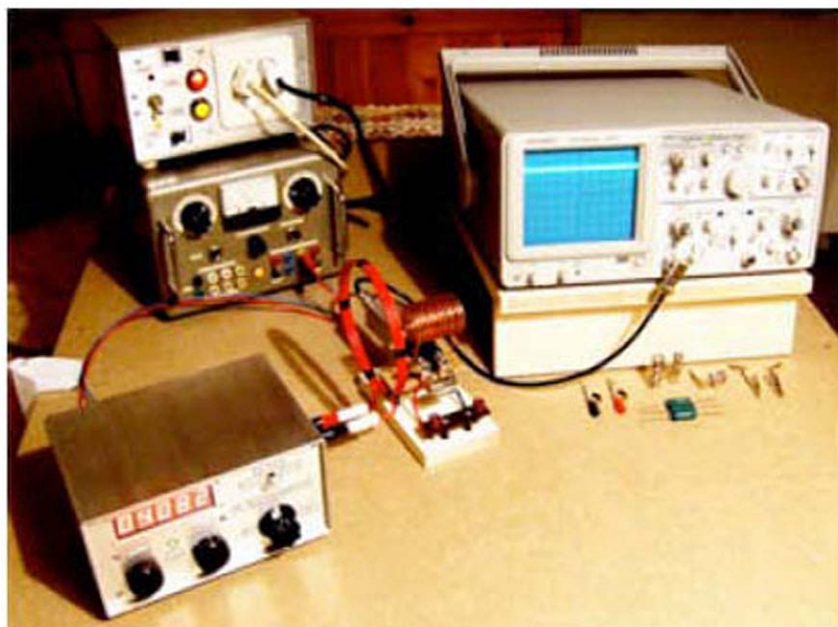


Fig 10 Test set up with the generator in action investigating the various properties of an experimental resonant circuit for my DIY work

1	Working voltage at connecting pin P5 (U_b)			V	8,16	
2	Outlet voltage at connecting pin P3 (Outlet nominal voltage at P3: $U = + 5 [V]$)				4,98	
3	Collector voltage ("C") of transistor T1 at the switch positions A, B and C ("S3") referred to " f_{max} "	S3	A		2,06	
4			B		1,26	
5			C		0,98	
6	Frequency range at the switch positions A, B and C ("S3")	S3	A	f_{min}	MHz	0,009
7				f_{max}		0,370
8			B	f_{min}		0,096
9				f_{max}		3,710
10			C	f_{min}		0,963
11				f_{max}		37,416
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Acknowledgement

At my request I got by DJ1UGA the permission to write this short treatise based on [1] and to publish it in our RNARS Newsletter. I feel obliged to express a word of thanks to DJ1UGA for his generosity and I take the liberty to do this as well on behalf of those RNARS members who are, perhaps, interested to build this outstanding appliance for their own DIY works too.

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vth Verlag für Technik und Handwerk
D-76526 Baden-Baden
- Jürgen H. Timcke, HB9ANE
Device for the assembly of the VCO LTC 1799 for the HF Square Wave
Signal Generator by DJ1UGA

Supplier

3. Box 73 Amateurfunkservice Gmbh, Berlinerstr. 69, D-13189 Berlin
Photography: Author

Address of the author: Brühlstr. 7 CH-8259 Wagenhausen
Phone/Fax: 0041 52 7415549
E-mail: jhtimcke@gmx.ch

By Dipl.-Ing. Jürgen H. Timcke, HB9ANE, #3493

Your Chairman flies off and gets a handle!

Once in a blue moon, you might receive an invitation to Italy. Once in a while you might win the INORC* contest, as the Chairman of the RNARS Mick G3LIK did in 2007. Put the two together and you

have the recipe for an enjoyable weekend, straight after an exciting week in Malta!



Mick tells it all: “I set off to Genoa from London Gatwick on the Friday, a two hour flight with a nice lunch

on the aircraft. Gualiano I1SAF met me at the airport having driven up from La Spezia to escort me to the Florida Hotel in Lerici. It was an hour and half drive through a mountainous region on the Italian coast which took us through 61 tunnels of varying lengths on an expressway, so I didn't see much scenery.

After settling into the hotel, I relaxed by reading a book. That evening Sandro I7ALE arrived at the hotel and we took an evening walk. This took us along the sea shore on a recently made wide

pavement. We enjoyed the sea air and the scenery before having an evening meal as we chatted over things of interest and the arrangements for the award ceremony for which I had journeyed here.

On Saturday Sandro and I met for breakfast after which we drove into La Spezia for the INORC* meeting that had been arranged for 1000 that day. The club President Antonio I1ZB made me very welcome. This also gave me the opportunity to meet so many of the Italian Navy people that I have spoken to on the radio over many years,

The meeting started at 1015 with a welcome by the chairman Rubens IW1PDP and gave a report to those present. It was then the run of Club President Antonio I1ZB to present his report to the meeting. Sandro I7ALE followed with his contests report. Numerous awards were presented together with new members certificates.

The main presentation of the day was made to me by Piero Begali I2RTF for winning the INORC contest in 2007. The prize was one of the latest Sculpture Iambic Paddles for which Piero is famous (see RSGB Radcom April 2008). It was a privilege to shake hands with the man himself. I can now add a superior key to the collection I have in my shack. “

Congratulations to Mick for winning this prestigious Naval activity award.

*INORC – Italian Naval Old Rhythmers Club



LUTON RALLY 18/05/08

Again the Gods were kind to us and the Sun shone most of the day
The stall was again a combination of R.N.A.R.S. and the Bedford Radio Club.

We ran a HF and a VHH station from the stall, but conditions were not good. There were 200 + stalls in action, where Amateur sells to Amateur and a lot of bartering goes on. This is half the fun of the day, with a lot of jovial comments being made.

I saw 3 R.N.A.R.S. members on stalls, but they were very busy selling, and we were situated a fair way from the main stalls so they didn't sign in

We had a tot among ourselves before starting to operate at 08:45 BST and contacted 'VIX on the Sunday Morning Net

Glenn, G0GGBI #3481

To all members, remember this is one of the biggest radio boot sales in the UK and shouldn't be missed. the organization is first class and you couldn't wish for a better day out.

Glenn :- G0GBI #3481

RIP ALBERT CHARLES "JOE" CAKE, DSM, G3CNO

Many of you probably know Joe for his running of the 40m nets in the mornings. He did this for many years up until fairly recently. Sadly, he died on the 19th August 2007 at 92 years of age.

Albert Charles Cake was born in Dorset and was the youngest of eight. He joined the Royal Navy at 16 in 1930. He went into the Submarine Service in 1937 and served variously in the Atlantic, Mediterranean, Indian and Pacific Oceans. Although I have known Joe for over 40 years I had no idea until this week that he received the DSM (Distinguished Service Medal) whilst on submarine operations in the Mediterranean. The Germans were reinforcing Rommel in North Africa with a supply route from Tarranto in Italy. The submarine on which Joe was serving detected a number of ships heading for North Africa. The

Captain asked for a bearing which would yield the greatest score after which he fired a salvo of torpedoes. Two ships were sunk as a result of this salvo and the reason for the success was put down to the sonar operator, none other than Joe Cake. The Captain was rewarded with a medal and Joe received the DSM. Having read the detailed description in Alistair Mars book "British Submarines at War 1939-1945", I have come to the conclusion that it was in HMS Unbroken under Alistair Mars's captaincy that this event occurred.

In 1937 he married his Scottish wife and they had three children Jim, Ray and Margaret. In turn, Joe became a grandfather and great grandfather. Among the family he was famous for his non-stop drives from Portsmouth to visit family in Campbeltown, on the Mull of Kintyre. Apparently, he would only stop for comfort breaks but would travel self-sufficient by taking his own

flask with hot drink. He continuously tried to beat his record time for the journey, some 630 miles.

He had a knack of remembering all the family birthdays, children, grand children and all. On his own 90th birthday the family were gathered on the London Eye when he announced to all that if it wasn't for him none of them would be there!

He was a keen gardener even though the garden in his house of 60 years was described as "a postage stamp" but he managed to maintain it to be always full of colour and a variety of plants.

He had a lifelong interest in radio and as G3CNO was a skilled CW operator. He worked in television rental and repairs in the Portsmouth area for many years. According to his grand daughter: "he could make and fix anything". She added that he had a dart board in the kitchen which he used to use when waiting for the kettle to boil. He also had a television installed on its side so that he could watch it comfortably whilst lying in bed!

Other radio members in the family include son-in-law Gordon,

G7IUE and cousin Jamie
MM0BED in Campbeltown.

His funeral took place at Portchester Crematorium on the 29th August 2007 on a beautiful sunny day and was attended by a large number of family and friends and included some members of the Horndean Radio Club and other amateurs.

R.I.P. Joe.

from Bill Mahoney, G3TZM

Safety aspects...

Of course we are all concerned about safety so I feel it is my duty to alert members to a hazard that they may perhaps not be aware of.

In 1960 I was transferred to the USS Tweedy (DE-532). When I reported aboard, the ship was undergoing a refit in a shipyard in Mobile, Alabama. As I was the sole electronics technician in the ship's company I immediately set about getting familiar with the radar and communications equipment, which included an HF transmitter with a final amplifier tube about the size of a football (English terminology). One morning I went

into the radio shack and discovered arcs several inches long being drawn across the antenna disconnect switch, which was in the disconnected position. I initially suspected the transmitter, but was puzzled to find it switched off and thus unlikely to be the source of the voltage. I stepped out on to the weather deck and discovered that a large steam-powered crane was operating on the pier alongside the ship. The exhaust of the crane was on the level of the long wire antenna which the disconnect switch served. Every time the crane operator opened his throttle there was a puff of exhaust steam and a corresponding arc across the disconnect switch. Obviously the static electricity generated amounted to thousands of volts in order to cause arcs of the length I observed.

So beware! If you have strung up a long wire antenna and your QTH just happens to be in a shipyard with a steam powered crane, be sure to earth your antenna when the crane is operating. As I recall, I reported this hazard to the US Navy Bureau of Ships but never got a reply. Perhaps they had more pressing safety concerns but I can't

can't imagine what they might have been.

Bob Clinton G0BUX / W0BUX
Ex Chief Petty Officer, USN # 4849

Wives

Three men were sitting together talking about their wives.

The first said that his wife was Albanian, and when they first got married he had told her that he expected her to keep the house clean, dishes washed and put away, lawn mowed, laundry kept up to date, and a hot meal on the table for him when he came home from work. He said that it took a couple of days, but on the third day he came home and everything was perfect, including a huge dinner on the table.

The second man had married a girl from Korea, and he told much the same story. However, after the first day he hadn't seen any results, but things had improved after the second day, and by the third days the results had been just what he had hoped for.

The third man had married a girl from Liverpool, and just after they were married, he gave her similar instructions to those given to the first two wives. After the first day he didn't see anything, and again after the second day he didn't see anything. However, after the third day, most of the swelling had gone down, and he could just see a little out of his left eye.

from **Mac McGuinness, G0RPK**



RESULTS OF THE INTERNATIONAL NAVAL CONTEST 2007

Class A - All Band, Mixed Mode, Single Op

Place	Call	Naval Nr	QSO's	Points	Multi	Score
1	G3LIK	RN4	234	1.548	121	187.308
2	IKØJFS	MI106	77	431	39	16.809
3	OH1PP	FN007	33	276	27	7.452
4	YO4AAC	YO025	25	178	17	3.026
5	IZØFVD	MI327	29	171	16	2.736
6	OE1WED/1	CA79	17	161	16	2.576
7	PD2PN	MA199	17	116	11	1.276
8	OE1TKW	CA109	15	114	11	1.254
9	PA3EVY	MA164	34	19	19	361

Class B - All Band, CW, Single Op

Place	Call	Naval Nr	QSO's	Points	Multi	Score
1	DF4BV	MF742	315	1993	131	261083
2	DJ6TK	MF328	208	1326	102	135252
3	G3OWO	RN3616	173	1111	84	93324
4	HA2RQ	MF582	141	1065	77	82005
5	PA3EVV	MA314	81	1007	81	81567
6	I1BAY	IN285	146	971	80	77680
7	I2AZ	IN481	164	876	80	70080
8	RZ6MF	MF886	202	850	63	53550
9	ISØSDX	MI095	129	804	65	52260
10	I1XSG	IN557	106	772	60	46320
11	YO9OC	YO090	125	802	57	45714
12	IZ3CAR	MI257	120	720	60	43200
13	I6FDJ	RN4620	103	751	54	40554
14	PAØVLA	MA055	110	703	55	38665
15	PA3CWG	MA106	72	620	61	37820
16	DL3HRH	MF542	70	539	45	24255
17	DL2AMF	MF508	63	522	45	23490
18	OE1JJB	CA043	67	508	45	22860
19	IZ1CLA	MI282	73	470	44	20680
20	DJ7AC	CA053	63	468	41	19188
21	I1YTO	MI297	48	417	41	17097
22	G3YEC	RN1727	118	874	18	15732

23	ON4CBI	CA85	61	475	32	15200
24	G3YAJ	RN3384	51	429	35	15015
25	DK2VN	MF857	64	397	37	14689
26	IT9NCO	IN549	61	403	35	14105
27	PA3CTK	MA003	63	387	36	13932
28	OH1UP	FN31	42	358	32	11456
29	DL3DBN	MF933	36	333	33	10989
30	DJ9WB	MF025	39	327	32	10464
31	DL1EV	MF245	35	357	29	10353
32	DL9QI	MF199	36	315	30	9450
33	IZ3ASA	IN496	40	337	27	9099
34	GØRDO	RN3703	33	294	24	7056
35	IK5TSZ	IN552	35	260	23	5980
36	IT9DTU	MI014	35	240	23	5520
37	DJ6OE	MF176	28	226	22	4972
38	OK1FCA	RN4639	23	223	20	4460
39	HB9ANE	RN3493	26	197	19	3743
40	ON4TB	BM102	30	210	17	3570
41	DJ7LH	CA30	20	155	15	2325
42	DJ7QV	MF351	17	152	15	2280
43	ON4CKZ	BM106	20	137	14	1918
44	G3ZNR/QRP	RN4496	15	132	14	1848
45	ON5JD	BM117	24	141	13	1833
46	PA5B	MA451	16	133	13	1729
47	EA7/SM4CTI	RN4026	?	125	12	1500
48	ON4CBM	CA82	11	101	10	1010
49	PA2CHM	MA026	17	107	9	963
50	DF4QP	MF493	10	82	8	656
51	PDØLGG	MA465	7	70	7	490

Class C - All Band, SSB, Single Op

Place	Call	Naval Nr	QSO's	Points	Multi	Score
1	IZ5MOQ	MI351	139	348	20	6960
2	IW0HP	MI227	9	27	2	54
3	DK0SN	MF900	2	20	2	40

Class D - All Band, SWL, Single Op

Place	Call	Naval Nr	QSO's	Points	Multi	Score
1	OH1-688	SWL	61	520	47	6960

Class E - Naval Club Station, All Band, Mixed Mode, Multi Op

Place	Call	Naval Nr	QSO's	Points	Multi	Score
1	OH1NAVY	FN150	421	2342	133	311.486
2	ON4CDZ	FN152	252	1557	105	163.485
3	DK0SN	MF990	114	752	69	51.888
4	DL0MFH	MF900	123	718	60	43.080
5	5POMF	MF960	171	755	54	40.770
6	DK0MHD	MF1005	82	477	43	20.511
7	PI4MRC	MA100	88	328	51	16.728
8	DL0MMF	MF875	39	255	22	5.610

Class F - Non Naval

Place	Call	Naval Nr	QSO's	Points	Multi	Score
1	LY2MM	-	161	1.621	106	171.826
2	HA3GE	-	139	967	77	74.459
3	UA4LS	-	134	710	51	36.210
4	DL3BRA	-	96	663	51	33.813
5	OK1ARO	-	73	586	46	26.956
6	YO2CJX	-	71	592	45	26.640
7	DK3UZ/QRP	-	61	430	35	15.050
8	CT4CH	-	43	413	36	14.868
9	HA5AZC	-	41	373	34	12.682
10	YL3DX	-	47	389	39	11.281
11	OM3BA	-	40	328	32	10.496
12	DK7FX	-	36	324	32	10.368
13	DF1SZ	-	35	305	30	9.150
14	UR5AW	-	36	261	21	5.481
15	DK4WF	-	25	196	19	3.724
16	ON3ND	-	21	183	18	3.294
17	HA8WP	-	19	172	17	2.924
18	DL5DTL	-	19	172	17	2.924
19	SV1MF	-	118	262	10	2.620
20	SV1HEM	-	21	157	14	2.198
21	PA3FNB	-	15	150	12	1.800
22	SN9K	-	14	122	12	1.464
23	DG0CC	-	26	126	10	1.260
24	EU1DZ	-	11	101	10	1.010
25	IZ3KMW	-	15	87	8	696
26	SM7GUY	-	8	81	8	648
27	IK2CFD	-	41	96	6	576
28	EU1UA	-	10	46	4	184
29	OK2BEN	-	5	41	4	164

RESULTS BY NAVAL CLUBS

Place	Naval Nr	Call	Class	Score
1	MF742	DF4BV	B	261083
2	MF328	DJ6TK	B	135252
4	MF582	HA2RQ	B	82005
8	MF886	RZ6MF	B	53550
16	MF542	DL3HRH	B	24255
17	MF508	DL2AMF	B	23490
25	MF857	DK2VN	B	14689
29	MF933	DL3DBN	B	10989
30	MF025	DJ9WB	B	10464
31	MF245	DL1EV	B	10353
32	MF199	DL9QJ	B	9450
37	MF176	DJ6OE	B	4972
42	MF351	DJ7QV	B	2280
50	MF493	DF4QP	B	656
3	MF900	DK05N	C	40
3	MF990	DK05N	E	51.888
4	MF900	DL0MFH	E	43.080
5	MF960	5P0MF	E	40.770
6	MF1005	DK0MIID	E	20.511
8	MF875	DL0MWF	E	5.610

Total 20 MF members

Place	Naval Nr	Call	Class	Score
1	RN4	G3LIK	A	187.308
3	RN3616	G3OWO	B	93324
13	RN4620	I6FDJ	B	40554
22	RN1727	G3YEC	B	15732
24	RN3384	G3YAJ	B	15015
34	RN3703	GØRDO	B	7056
38	RN4639	OK1FCA	B	4460
39	RN3493	HB9ANE	B	3743
44	RN4496	G3ZNR/QRP	B	1848
47	RN4076	EA7/SM4CTI	B	1500

Total 10 RNARS members

Place	Naval Nr	Call	Class	Score
7	MA199	PD2PN	A	1.276
9	MA164	PA3EVY	A	361
5	MA314	PA3EVV	B	81567
14	MA055	PAØVLA	B	38665
15	MA106	PA3CWG	B	37820
27	MA003	PA3CTK	B	13932
46	MA451	PA5B	B	1729
49	MA026	PA2CHM	B	963
51	MA465	PDØLGG	B	490
7	MA100	PI4MRC	E	16.728

Total 10 MARAC members

Place	Naval Nr	Call	Class	Score
2	MI106	IKØJFS	A	16.809
5	MI327	IZØFVD	A	2.736
9	MI095	ISØSDX	B	52260
12	MI257	IZ3CAR	B	43200
19	MI282	IZ1CLA	B	20680
21	MI297	I1YTO	B	17097
36	MI014	IT9DTU	B	5520
1	MI351	IZ5MOQ	C	6960
2	MI227	IW0HP	C	54

Total 9 ARMI members

Place	Naval Nr	Call	Class	Score
6	CA79	OE1WED/1	A	2.576
8	CA109	OE1TKW	A	1.254
18	CA043	OE1JJB	B	22860
20	CA053	DJ7AC	B	19188
23	CA85	ON4CBI	B	15200
41	CA30	DJ7LH	B	2325
48	CA82	ON4CBM	B	1010

Total 7 MFCA members

CONTINUED ON PAGE 36

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N/L EDITOR	R. Bellerby, as above
Data Comms.	D. Prothero, G0RNO, mars2news@btinternet.com
RNARS Web Site	J. Banner, 9HIRN, jim.banner@global.net.nt ,
Call List	S. Will, GM4SID, 53 Bishops Forbes Crs, Blackburn, AB2 0TW.
Awards	G. Burhouse, GW4MVA, 40 High Park Hawarden, Flint, CH5 3EF.
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Area Representative	D. Lacey, G4JBE, 16 Abbots Way, Princes Aylesbury, HP27 9JZ.
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RNARS NETS AND FREQUENCIES +/- ORM.

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	Volunter required
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
Thurs	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**.

Place	Naval Nr	Call	Class	Score
6	IN285	I1BAY	B	77680
7	IN481	I2AZ	B	70080
10	IN557	I1XSG	B	46320
26	IN549	IT9NCO	B	14105
33	IN496	IZ3ASA	B	9099
35	IN552	IK5TSZ	B	5980

Total 6 INORC members

Place	Naval Nr	Call	Class	Score
3	FN007	OH1PP	A	7.452
28	FN31	OH1UP	B	11456
1	FN150	OH1NAVY	E	311.486
2	FN152	ON4CDZ	E	163.485

Total 4 FNARS members

Place	Naval Nr	Call	Class	Score
40	BM102	ON4TB	B	3570
43	BM106	ON4CKZ	B	1918
45	BM117	ON5JD	B	1833

Total 3 BMARS members

Place	Naval Nr	Call	Class	Score
4	YO025	YO4AAC	A	3.026
11	YO090	YO9OC	B	45714

Total 2 YO-MARC members

Well done to all our members who took part - I see Mick is right up there again! - Editor.

A Story from the Battleship HMS Howe

I joined HMS Howe in 1943. We were sent from Devonport to Scapaflow Scotland, were delayed at Edinburgh due to two Canadians fighting which resulted in one being killed. Then a young sailor's mother was dying in Liverpool, compassionate leave was asked for as high up as Churchill but it was refused because we were due to go to the East Indies fleet to rebuild the British Pacific Fleet. Then off to Algiers, then Suez where we had to turn back as a German bomber was looking for us. When we eventually traversed through the canal the ship scraped the bottom damaging the water condensers that turn brine into drinking water.

Next port of call was Aden on the way to Ceylon, now known as Sri Lanka. Then to Sydney, we were one of the first ships in Australian waters. We were given parcels on board from the schools and unusually we were given two bottles of beer per person. From Sydney we went to Manas (Admiralty Islands). My role on the Howe was as a stoker, which was an important, but lowly job in the

ranks. She was an oil-fired ship.

While in Australia I befriended a family called Rose and Len Gunter who I happened to meet in a cafe in Sydney. They took me to their home for a couple of days and fed me, washed my clothes and made me one of the family.

We saw action at Oka Awaa Whne, we took the Japanese Island but I didn't see a lot as I was in the bottom of the ship! We did see some suicide Japanese bombers.

When in New Zealand we were invited to a picnic at the seaside by the NZ YWCA in Auckland. Due to the bad weather we watched a film, had tea and beer and I went swimming in a blue lagoon. After, I walked a young lady named Jeanette Withers home, she lived in Devonport naval area on NZ. Her father had been Naval Attaché to France before the war. She showed me family of her family, one uncle was an Admiral in the Royal Navy and the other was an Admiral in the New Zealand navy. We bet each other a pound that we would write and keep in touch but I still owe her a pound to this day!

Harold Collins

More of The Same

During my stay at Ceylon West Receiving Station (H.M.S. Highflier) a few miles north of Colombo, otherwise known as C.W.R.S. (GZH/GZP) Our times were split, fairly equally between watch-keeping and days off on a forty-eight about routine. It was then up to each person to make their own entertainment whilst they were "Off Watch". Some took up reading, some did marquetry other went sight-seeing as and when they could. I had, in the past, done a 35mm cinema projectionists course in H.M.S. Collingwood and, for my sins was asked to take on the position of cinema operator for the camp which I did and which I enjoyed, even though, at that time, some of the films which we showed were of Nitrous Acetate composition and which, if you do not know, is explosive if it breaks and stops in the projector film gate, mainly because the lighting system was a carbon arc which was mechanically fed to keep the light intensity steady. If a break occurred, there was an automatic carbon dioxide cylinder fire extinguisher fitted but this took a few seconds to kick in and so the rules laid down, in

Collingwood, were to get out of the projection room as fast as possible and endeavour to close the fire-proof door behind you to contain the fire, should it actually happen. This happened twice during my time, and in each case the "Full" reel of film was blown off of the projector and embedded itself into the door of the room before the extinguisher took over and dowsed the fire. This then meant that the projector had to be completely dismantled, cleaned and then re – assembled ready for the next showing. Usually of a different film because we would have lost at least one reel of film from the showing and the film was of no further use. After this second emergency, Their Lordships decided, due to cramped space we were using, to exchange our two 35mm projectors for a single 16mm "Bell and Howell" projector which was detrimental in that it meant that there was a pause between each reel for reloading, but it did mean that those watching the film could nip up to the bar and take on more bottles of "Tiger" beer to slake the odd thirsty throat because it got very warm in the Cinema/Canteen even with the fans running flat out. The job of 35mm projectionist was very time

consuming because each film was delivered in cans, one reel to a can, each can containing enough film for 20 minutes of running time, so we had to make up enough film to fill one reel for the projector – about three cans to a reel – and this meant having to inspect every frame of each film shown because if a sprocket hole was broken or deformed, the film would break and cause those fire risks. We also had to then separate the various reels back in to their respective cans after the film had been shown to all four watches and then dispatch them back to the film centre in Trincomalee. Also, during this time, a few of our members decided to get together and form a Motorcycle club, with the idea of going on sight-seeing tours of the Island, staying at various Rest Houses on our travels. The motorcycles involved were, a “C” Rapide Vincent (1,000cc), a Triumph (Tiger 100 twin), a B.S.A. (500cc Twin), a Panther 100 (600cc. Sloper), a Norton 16H (500cc side valve), a Jawa CL (95cc single) and a Velocette (350cc) and I think that was another which I cannot remember unless it was a B.S.A. Bantam?. Anyone who was at C.W.R.S. at the time will probably remember

who belonged to what. But at a time which now eludes me, the group decided to enter some of the road races which were held on an annual basis, sometimes on the public roads around Korunegala or on the ex RN Airport at Katarunda, using the old perimeter track and part of the main runway. We only had one major accident during this period when one of our members, Ted Mackinnon, came off his bike and hit his head on a lamp – post and finished up in the R.A.F. Hospital at Negombo for a few weeks. I did a bit of sidecar passengering for Dave Stainthorpe when we put together the Vincent and a Swallow Side – car frame, modified for racing, and entered the combination in the unlimited class of the side – car races. We did not finish the race, although we were well in the lead at the time, because the bolt, securing the rear of the side – car to the rear axle plate of the Vincent, sheered whilst we were averaging about 110 MPH down the main runway, and I spent the rest of the last lap struggling to hold the two pieces together, even then we had to give up and run out of the race, just in case we parted company altogether and caused a major accident. After this the Vincent was down graded to carrying

the lads to and from Colombo cinemas or the Chinese restaurant in Chatham street. The most we ever carried on one of these trips was 14, (3 on the saddle and 11 packed on to the baseboard of the side – car) – I remember that we went to see Bill Hayley and his comets in “Rock around the Clock” and then went for a Chinese meal afterwards. The beauty of having a Motorcycle was the unlimited travel which it allowed and I do not think, at that time, that we did not cover most of the roads in Ceylon. Then most of us lost interest, because we were approached by an American gentleman, on Mount Lavinia Beach, who asked us if we would like to do some work as extras on a film, and after Columbia Films had liaised with our boss at Welisara and a working rotation had been worked out, “The Bridge on the River Kwai” was born and we had a really great time showing the world the British Sailors can march and swim with the best of them, but as I have said before – that is another story.

Cheers for now De

Wally G4DIU # 0391

The Lack of Nelson Anon

With Hitler and his armies having not learned the lesson of Napoleon - namely that of undertaking an invasion without sufficient thought given to proper clothing to tackle a Russian winter - and thus suffering defeat, I always feel that D Day planners completely ignored the genius of Lord Nelson. There's no doubt he'd have had a completely different strategy, and like all his battles - Copenhagen, the Nile, and Trafalgar, the outcome was decisive and positive. It strikes me this was because he intended winning, and for that purpose he believed in taking the fight to the enemy at close quarters.

When I see newsreel footage of the Normandy landings it's immediately very noticeable that there was a general lack of smoke cover for the seasick chaps struggling ashore weighed down with 'clobber' and soggy clothes. Luckily I was only just 17 years old at the time, still a civvey, but chafing at the bit as they say, for I had definite plans of joining the 'show' in my due time. But now in my wise old age I'm eternally grateful that I missed the 'call' to meet the foe by six months.

It's said officially, that the D Day landings was a close run thing - and it was, there's no doubt about that. Also it's said that much of the German forces composed of poor grade soldiers, men of mixed nationalities from occupied countries, and boys and sick old men. Whatever, although Lord Nelson wasn't a soldier, his tactic would still have been to close his capital ships with the enemy. After all, it was an established fact before 1944, that the day of the great battleships was over; aeroplanes had proved the point time and again, from Taranto, Pearl Harbour, battleships at Alexandria, Barham, Repulse and Prince of Wales, Bismark and Hood, Tirpitz and the Japanese giants. Therefore by 1944 most battleships still active were merely big gun platforms for shelling land targets in the Pacific advance on Japan and the landings in North Africa and Italy.

Therefore by June 1944 - knowing how ineffective these long range shelling were against the dug-in-deep Japanese on their islands, that hefty shells at Salerno and Anzio achieved nothing, our war planners should have realised that Germany's west wall soldiers would have deep shelters to avoid

the soften-up shelling just as they had done in the Great War. The lesson was, all shelling counts for nothing if you're not killing the defenders.

And this was the story of D Day too; the inaccurate battleship shells fired at long range, etc knocked out few German soldiers. There was no other worthwhile employment for them by mid 1944, and soon - after we had won the WAR - they'd be just so much unwanted scrap yard junk. So on D Day these giants should have been better employed by doing the Nelson thing - that of closing the enemy. Some - not all - should have been run ashore at full speed ahead at high tide to form beach fortresses. Perhaps with some extra bow re-enforcement (experiment) or full ice-breaker stem, these unstoppable giants would have cleaved a path clear through the obstacles and their anti landing craft mines - exploding them with little effect on battleship hulls - and driven themselves full onto the beaches and sand dunes. Here every great gun shell would have dug out any beach or cliff fortifications both dead ahead and in left and right enfilade, and with all the secondary armament in support of its own defence and, following

landing craft troops arriving via the big ship's cleared channels. Two expendable battleships per landing beach would seem to be ideal, for now massive crossfire could come into play; and, together with their varying height advantage over the German beach defenders - and creating belching gun smoke - the mile apart steel forts would be un-matchable. This was 'Victory' at Trafalgar; with Lord Nelson in visible close contact and making every cannon ball and musket shot count. Both British and French ships were moving quite slowly due to light winds, thus in effect making static targets - similar to land conditions. Here Lord Nelson became an easy musket target for a marksman for, being himself at deck level, the high ground/masted Frenchman's shot struck downwards through Nelson's body. So while the high ground proved its value yet again, the threat of Napoleon's cross Channel invasion melted with the French ships in defeat. Battle was won by nerve and sacrifice, while the steel monsters of majestic shape could, after also serving as breakwaters, remain as long-lasting monuments for thousands of D Day veterans and enthusiasts to marvel at in the years to come.

A Family at War: Service with the Royal Navy

From 1899 until 1921 a certain family produced 8 sons and 3 daughters. **The eldest Harold, No.1 Son** joined the Royal Navy in August 1917 and served 4 years as a Sickberth Attendant at RNH Haslar until 30th August 1921. One son was unfit for military service, the remainder served in the Army and the Royal Navy, on the ships listed from 1921 until 1967. **William. No.2 Son.** Born 07/04/1902 Killed in Action whilst serving in the R.N. 04/07/ 1940.

(1 Ship)

He enlisted in the Dorset Regular Army and was posted to the 3rd Battalion on 23/06/1919. He was then 17 1/2 he did not attain the age of 18 until 1920. He was posted to the 1st Battalion on the 26/07/1919, then to the 2nd Battalion on the 30/11/1922.

He was then sent to Egypt serving there from 15/12/1922 until 06/01/1924 alternating between Malta and Egypt until 03/12 1926 the Regiment then shipped out to India until 11/12/1928. This then was a 6-year tour with no Home leave. He was returned to Depot on 12/12/1928. Transferred to Section "B" Army Reserve on completion



The Great Yarmouth Sea Cadet Corp, Unit 160,
Training Ship Norfolk, Communications Section
see Letters to Editor Spring 2008

of engagement in Section "A" Army Reserve 17/06/1930. He re -engages for Section "D" Army Reserve on 23/06.1931 and is then discharged on 22/06/1935. Reason for Discharge, Termination of Engagement. Regretfully when WW11 broke out he tried to rejoin the Army; they rejected him, as they no longer required Grooms. Somewhat angered at this decision he then tried for the R.N. He was accepted and joined on the 22/01/1940 did his training as an Ordinary Seaman at HMS Collingwood and was eventually drafted to the first Merchant Ship to be converted to a Warship. This was HMS Foylebank and she was an Auxiliary Anti Aircraft Vessel.

On the morning of the 4th July 1940 she was attacked by 22 enemy Stuka Dive-bombers and sunk within minutes with the loss of the ship and most of her Crew. Sadly William was one of the casualties.

He had served in the Army for 9 years and the RN for 6 months. Number of Ships served on (1)

Joeseph. No 3 Son. Joined HMS Impregnable 22/02/1921 as a Boy Seaman 2nd Class, left the RN. in 1945 as CPO.CGM. having served 25 years in the Royal Navy, serving on the following Ships. HMS. Vivid - Hood-Vivid-Barham-Glorious-Codrington-Witch-Eagle-Wrangler and

Tyne. Number of Ships served on (10.) On completion of his time in the RN, Joe then did another 15 years with the Admiralty Police.

Reginald. No 4 Son. Joined HMS Victory at Portsmouth in 1928 as a Stoker 2nd Class left in 1950 as a CPO.CSM. having served 22 years in the Royal Navy.

Serving on the following ships.
HMS. Vimy-Malcolm-Durban-Restless-Calcutta-Bee-Diomede-Erebus-Frobisher
Wrestler-Sirius-Loch Quoick-Nicad-Commis. Number of Ships served on (15.)

Fredrick No. 5 Son. Joined the RN. At HMS St.Vincent on the 10/07/1932 as a Boy Signalman. Left the RN in June 1946. as a CPO. Yeoman of Signals having served 13 years in the Royal Navy
Serving on. HMS. Barham-Royal Sovereign-Cumberland-Dainty-Daring-Eagle-Hermes-Fearless-Perrywinkle-Largs- Campania. Number of ships served on (11)

Leslie No. 6 Son. Joined HMS Victory 18/01/1937 as a Stoker 2nd Class, left in 05/03/1949 as a CPO. Mech.1st Class having served 12 years in Royal Navy
Serving on the following ships. (8)

Grimsby- Figi-Birmingham-Furious- Vengeance-Magiceine-Min-strel-Alacrity. Number of ships served on (8)

Arthur No. 7 Son. Joined the RN. at HMS St.Vincent as a Boy 2nd Class, left the RN in 1967 as CPO. SPTI. Having served 30 Years in the Royal Navy. Was Mention in Dispatches during Operation Jubilee. (The Raid on Dieppe 1942). Awarded British Empire Medal in 1966

I suspect something missing here - Editor

(8) Caledonia-Cardiff-Dorsetshire-MTB.344- ML292. -ML.910. - Alamein- Vengeance. Number of ships served on (8).

Consider the following: --

During World War 1. The eldest son served as a Sick Berth Attendant (In civi. language a Male Nurse)

Between the Wars. The 2nd eldest son served 9 years in the Regular Army.

During World War II. There were 6 members of the Family serving at sea in the Royal Navy. Before. During and after World War II. None were conscripted they were all volunteers.

Between them, the brothers managed 106.5 years service with the Royal Navy, 9 years service with the Colours and if you include the 15 years with the Admiralty Police, this then makes grand total of 130.5 years to the Country and the Monarch. Having served on 53 different Ships.

Bibliography: CPO. Means Chief Petty Officer.

CGM. Means Chief Gunners Mate.

CSM. Means Chief Stoker Mechanician.

CYS. Means Chief Yeoman of Signals.

C.Mech. Means Chief Mechanician.

CSPTI. Means Chief Staff Physical Training Instructor.

**The race is not to the swift,
Nor the battle to the strong,
Neither yet bread to the Wise,
Nor yet riches to men of under-
standing,
Nor yet favour to men of skills.
But time and chance happeneth
to them all.**

This record was researched and listed by the last surviving member of this family, who is now in his 83 year and lives in Exeter, Devon.

Back to Kranji

Wartime Sparkers

By the end of 1944 and early 1945, Allied forces were rapidly bringing the war in Europe to a successful conclusion. Following the Yalta conference and with victory assured, thoughts turned towards the Far East. Vast amount of equipment and manpower started to be despatched towards India and Ceylon, the obvious jumping off points in preparation for the return to Singapore and South East Asia. In HMS Mercury (and of course many other Naval Establishments) there was suddenly a dramatic change. No longer were there occasional 'pipes' for the odd rating to prepare to draft to some ship or establishment in home waters. Instead, a new and awesome catchword was on everyone's lips "**The Lanka Draft**"!

Every other morning, usually immediately after breakfast, the tannoy would give an ominous 'Click' that reverberated around both East and West camps. Everyone held their breath. Then it came "Attention! The following ratings report to the Drafting Office" A murmur would involuntary spring to every ones lips around the entire establishment....ere we go again then! The lists of names were

huge, often droning on for ten minutes of more and then repeated. The queue at the Drafting Office and subsequent dashing about of individuals doing drafting routine charged the atmosphere of the whole of Leydene for both drafted and reprieved alike. Rumours were legion, questions urgent and apprehensive. "Where was it to? How long would it be for? Would there be draft leave?" For many youngsters it was their first real draft, (the term deployment hadn't yet been imported from our American cousins) as well as their first trip overseas.

Lanka was Ceylon. (A presage of Sri Lanka, to come later with Independence) and for the Navy that almost certainly meant transfer by whatever means, though usually troop ship, to the huge transit camp HMS Mayina just north of Colombo. Other camps were outside Bombay in India or the smaller one at Madras, but Mayina was in essence the Lanka draft. From there one might be sent anywhere in South East Asia and thereafter it was the luck of the draw.

I went out with 300 rating and 60 WRNS, sailing from Liverpool aboard a liner named Reina del Pacifico, and we started our jour-

ney by lorry to RNB Portsmouth- then by train - from inside RNB, a whole train load with a huge guards-van full of our kit. I wonder how many people can remember the railway siding inside RNB - alongside the NAAFI canteen near K block with crossing gates and rails that ran across Queen Street? Not many these days I suspect. The journey took us through London (without stopping) but where else we went during the night in blacked-out England I'll never know. As the journey took some five hours I imagine we probably went via Plymouth and Newcastle.

The WRNS were mostly communicators who were to fill the many jobs in coding offices and telephone links, though there were writers, to look after our pay and records, and other branches too. Like us they were fairly apprehensive of what lay ahead, though I think they enjoyed themselves in the sunshine to come. One thing the girls hated was having to take the mandatory daily Mepacrine tablet (proprietary Atabrine). These tablets, which were no doubt very efficacious, were the current in-vogue anti-Malarial medication. Yellow, tiny, about a third size of an aspirin and mildly

bitter they unfortunately contained a virulent dye which in the course of a couple of days turned the skin a dreadful jaundiced yellow. I'm told the girls became expert at sleight of hand and miming swallowing under the watchful eye of their medics. Looking a horrible yellow was worse than being deprived of lipstick. Prevention may be better than cure; beauty it would seem had precedence over both!

Preparations for Singapore

In May and June of 1945 HMS Glenroy, HMS Bulolo, and a large number of landing ships and craft assembled off the eastern beaches of India near the ports of Coconada and Vizagapatam. For several weeks they were busy with what were useful exercises in landing on soft, rapidly shoaling beaches and perhaps just as important, checking and establishing first class communication liaison links between the services in a large Combined Operations work-up for the retaking of Singapore and Malaya. The particular area chosen was remarkably like the coast of Malaya with all the natural hazards of coral barriers, inlets and islands of which an enemy might make effective use with concealed weaponry and snipers

during an attempted landing and the Japanese had proved that they were very good at sniping and putting up a fearsome resistance to landings, as the Americans had found at Corregidor, Luzon and the Philippines. But already from as early as January large Naval forces of the steadily growing Eastern Fleet and Task Forces of Admiral Somerville, Sir Bruce Fraser and Vice Admiral Power had regained dominance of the East Indies waters and had softened up the Japanese bases and oil refineries in Java, Sumatra and Malaya and the tide had definitely turned. The American fleet had regained supremacy of the Pacific and despite inevitable losses had overpowered the Japanese air force including Kamikaze and other tactics of fanaticism.

Both Bulolo and Glenroy were LS(C)'s. Large Landing Ships carrying LCP's and other small landing craft, but the "C" in their designation meant that they were also special communication HQ ships carrying vast amounts of W/T equipment and each had full HQ ship capability with as many large transmitters and receivers as the average shore wireless station. In their holds and loading decks they carried

more W/T equipment, this time on lorries and special control vehicles fitted out with generators powerful enough to supply the huge "SWABS" (The Standard Telegraph & Cables SWB8 and SWB11 transmitters). These were going to have to replace the destroyed or mutilated shore W/T stations such as Kranji W/T on Singapore Island at Penang and other strategic spots.

The writer was a member of Naval Party 2423, the Naval Commando, and at the time a Leading Telegraphist aboard Glenroy, though I later transferred to Bulolo when we reached Malaya. Both ships were a sparkers dream and stuffed with more radio equipment than any Russian communications shadower. We covered just about every frequency the Navy then used together with Army and RAF liaison frequencies. The CRR's were huge and transmitters, we had them everywhere. They were the only ships I have ever known that actually got transmitters bolted to the upper deck, out in the wind and weather behind mere canvas screens. Mostly American equipment. I particularly remember the rows of 89P's and 89Q's (Collins ET 4336) on the well deck with their lovely glowing

813's and Wilcox-Gay VFO's out in the salt sea air.

Pongo Sailors

It was strange too for those of us who had gone through almost five years of strict W/T silence at sea suddenly to find that here we were, again at sea and yet busy transmitting with almost every available key. The war may very well have been coming to and end in Europe but out here in SEAC we still had what seemed plenty of war left ahead of us. As we left India they were celebrating VE and the local papers were showing tumultuous scenes in London with dancing in the streets and young sailors climbing lamp posts, being feted and treated to foaming pints, or with a pretty young girl on each arm. We noted too, perhaps rather sourly, that these young conscripts who had been called up a matter of weeks before and were so raw that they didn't know how to tie their cap ribbons or wear their uniforms properly. We had absolutely nothing against them of course; we just merely felt that the justice of it all was a bit askew! Ah well, somebody had to be lucky. Our uniform was now Jungle "Bottle Greens" with Aussie type bush

hats. We looked more like “Pongos” than sailors, our only identification being a small curve flash on our bush shirts at the point of each shoulder bearing the legend ROYAL NAVY.

I suppose in a way we were feted too, but only for the period it took for the PA system to tell us that the war in Europe was over and that all hands would be issued with the magnificent celebratory gift of ‘one bottle of beer per man’. The bottle when it arrived, was one of those hard brown plastic jobs containing approx half a pint of inevitably warm fluid which turned out to be a very inferior lager, not beer at all, with a peculiar flavour of its own. God knows where they got it from, but I’ve had some very bad ‘home brew’, which tasted very much better! Needless to say there were some ribald remarks of the type only Jolly Jack can produce at such a time.

Patrol Vessels- Castle Class

These are dual role design ships with the ability to carry out fishery protection and offshore patrols with the added flexibility of being able to operate helicopters as big as the Sea King from the large flight deck. Fitted with a sophisticated navigation and tracking system to locate and intercept other vessels. They also carry detergent spraying equipment for the dispersal of oil slicks. One of the class has generally been on long term patrol duties off the Falkland Islands whilst the other forms part of the Fishery Protection Squadron

The vessels have a total complement of between 42-52 depending on her role. This consists of approximately 6 Officers and 39 Ratings with temporary accommodation for up to 25 Royal



By Philip Hunt G3LPN # 0193

Marines. The accommodation is comfortable and spacious, with most officers and senior rates in 2 berth cabins and junior ratings in 4 or 6 berth cabins. Two large recreation spaces are also provided fitted with television, DVD/Video, radio and Hi-Fi equipment.

Castle Class Statistics

Displacement: 1427 tonnes
Length: 81m
Beam: 11.5m
Draught: 3.6m
Top Speed: 18kts
Cruising Speed: 12kts
Radar: Type 994 surface search E/F band Type 1006 navigation I band
Armament: 30mm
Cannon 4 x General Purpose Machine Guns
Equipment: 2 x 5.4M Avon Searider high speed Rigid Inflatable Boats.
Propulsion: 2 x Ruston 12RKC 5640hp diesels, 2 shafts

Anon.

Report on South East Essex Rally 2008.

The rally was held on the 3rd February 2008 at the venue that has been used for a number of years. This year the attendance seemed about the same as on previous years. A number of local clubs supported the rally by taking a rally stand to off load their member's surplus items to the benefit of their club funds. The RNARS table was situated in the main hall, alongside other special interest groups stands. I arranged a display of RNARS pictures and commodities for the members and the public's perusal. Four members signed the book and it was very nice to talk to G3ZJY, G3FNZ, G7IIO and G4DVJ. Next rally in Essex is due to take place in July 2008 so hope to meet more members then!

Report on Cambridge Rally 2nd March 08

It being early March again, an early start saw me on the M11 from Chelmsford to the Wood Green Animal Shelter Godmanchester for the Cambridge Rally. The weather held out which was very nice for the early morning drive. We were allocated a table in an area alongside the

RSGB as we were last year. The RSARS and RAFARS again failed to attend so once again this year. Attendance at the rally was very good; five RNARS members signed in G4CJY, G0GBI, M5SST, G3RPV and G4LJG. Thanks to Glen G0GBI who manned the stand for a short period so I could take a look around and hunt for bargains. Business dropped off so I packed up at 1300 hours and headed back down the M11 motorway.

Carl Thomson G3PEM # 1917

Wildhern Rally Sunday 13th April 2008.

Saturday evening and the car was loaded ready for an early start on Sunday.

Sunday duly arrived, and it is raining.

Undeterred, Neil (my helper) arrives, we set off for the rally arriving at 08:45. Still raining and not much activity on - site.

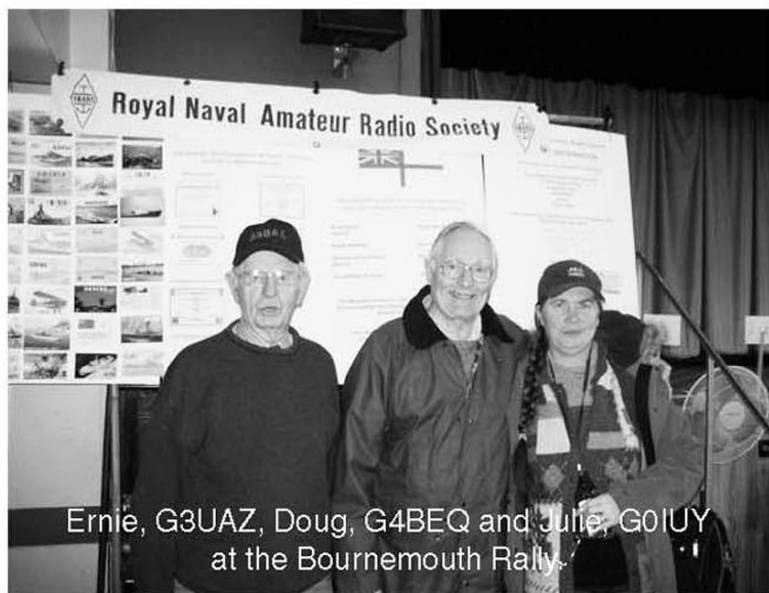
We located the stand just inside the doors of the Village Hall, and out came the Sun !! Time for tea. By now a number of stalls had been set up, we lacked buyers though. It wasn't until 10:00 that the car park began to fill up, and things started to get going.....well up till about 10:45 when the heavens opened up again. The Village Hall became quite packed. After some 10 minutes the sun began to shine again. The rally began to slow down around 12:30, so Neil and I reloaded the car and made for home.

The rally was well attended, and was well organised by the Andover Club.

Four members signed in, the furthest from Milford on Sea. My thanks to the Andover Club, and to Neil my helper.

Look forward to the next Wildhern Rally 31st August 2008.

**George G3OZY # 067
Hampshire Area Rep**



Marine VHF DSC – again!

I know I've written a short article on this subject a while back, but following my recent article on operating amateur HF from my yacht Boyztoyz I've had a couple of members contact me regarding the marine VHF DSC radio I carry and queries about the MMSI number I made reference to in the article.

Before I go any further, I should explain that I hold qualifications to teach, assess and examine leisure sailors and certain commercial users in order for them to hold a Short Range Certificate and Authority to Operate a marine DSC VHF radio. Since the advent of GMDSS and SOLAS, there's a greater range of electronic aids used in the marine industry and as the price of these items has reduced over the years, more and more leisure sailors are fitting these items to their vessels, accordingly these are now covered in the course; NAVTEXT and EPIRB's etc.

For the purposes of GMDSS (Global Maritime Distress and Safety Sys-

tem) the world is divided into four areas, these do not following geographical boundaries. Area one is defined as being within VHF range of a coastal radio rescue co-ordination station; typically in the UK this is about 30-50 nautical miles. Area two; within range of a medium frequency (MF) coastal station, area three; HF and satellite range and area four defined as 70 degrees north or south of the equator, in other words the Polar Regions which are covered by HF radio.

For a vessel to be GMDSS area one compliant, it requires to carry the following: Navtex receiver, VHF DSC transceiver, waterproof VHF hand-held transceiver, EPIRB and a search & rescue transponder.

The SRC certificate is as its name suggests, a short range qualification using telephony in the VHF marine band. With the advent of Digital Selective Calling (DSC) marine radio manufacturers no longer produce voice only marine transceivers. So in recent years I've been very busy running courses either for holders of the old voice only qualification or newcomers to sailing who require to obtain the new certificate, allowing them to operate a DSC ma-

rine radio. The course last one day and there's no technical knowledge required, it's all about GMDSS, DSC operation and correct voice procedure.

Amateur radio licensing has no parallel to marine radio licensing. Firstly, it is the vessel that a licence is issued to, not the operator. The operator is required to hold a certificate of competence and dependant on the GMDSS area of operation and the type of vessel, this can vary. The only similarity is that a ships radio licence application can be completed on-line licensing through the Ofcom web site. When ordering a ships licence, you are asked if the vessel has a DSC or voice only radio. If you indicate that you have a DSC radio, then your licence will include along with a call-sign, a MMSI number; MMSI standing for Maritime Mobile Service Identity, which is a nine digit number. In the UK the first three digits will be one of the following groups; 232, 234 or 235. The first digit indicates a European MMSI and the second and third digit applies to the UK. In a similar way to looking up telephone numbers on-line, you can look up vessel MMSI numbers including RN and RFA on the ITU web site: www.itu.int/cgi-bin/htsh/mars/ship_search.sh

On receipt of your MMSI, you need to programme it into your DSC radio via the menu. So the radio now has for want of a better expression, an ID number that is unique to the vessel it is fitted upon, just like the vessel's call-sign. My yacht Boyztoyz has the call; MHJT8 and MMSI; 235 024 985.

Now that the radio has a MMSI number plumbed into it, the next thing it needs to know is the position of the vessel. This is done via a connection between the GPS and the radio and keeps the radio updated at all times as to the position; the importance of this will be seen later. Failing this, manual positions can be entered into the radio should the GPS fail. Clearly, it is important to keep the position up dated regularly if you are using manual inputs.

The benefits of DSC are many. Channel sixteen (156.8 MHz) remains the voice distress and calling channel. However if the station you are calling hasn't remembered to switch back to 16 after passing traffic or has turned the volume down, there's no likelihood of being able to call him.

However, if you know the MMSI of the station, enter it as you would a telephone number into the radio or if it's in the radio's memory, retrieve it and press enter. Next you'll be asked to select a ship to ship working channel. For inter vessel working one of the following should be selected 06, 08, 72 or 77. Once you've done that, hit enter or on some radios the call button and the routine calling alarm will go off in the other vessel. On receipt of the routine alarm, the operator on the called vessel acknowledges the alarm with the simple push of a reply button which sends a digital signal and both radios will tune automatically to the inter vessel channel selected by the calling station. This cuts out a lot of unnecessary calling traffic on 16. Incidentally digital exchanges take place on channel 70 (156.525 MHz).

Perhaps the greatest advantage of DSC is when it comes to making a distress alert followed by the distress voice call and message. Little or no radio knowledge is needed and good skippers should keep a crib card next to the radio for such eventualities. Basically it is a matter of lifting the wee red cover over the distress button which you press

and hold for about five seconds, the display on the radio will tell you when the distress alarm has been sent in any case. By doing so, it will have sent a digital alert to all stations in the area with the following: MMSI number, latitude & longitude and if selected from the menu, the type of danger you are in. Having heard one distress alarm on my own radio, it's a sound never forgotten. Loud and piercing is the only way to describe it, fortunately it was a case of someone playing around and not an actual shout for help.

Once the digital distress alert is received at a coastal station, in the case of the UK the Coastguard, it sets off an alarm and as the CG who have a class A DSC controller, send out a digital acknowledgment which again is received by all the stations in the area and is displayed on individual radio screens. Once the vessel in distress has received an acknowledgment or failing that a period of fifteen seconds has elapsed, they should transmit a mayday message by voice. The great thing about DSC is that when using it for distress alerting, it automatically tunes the radio to channel 16, so there's no need for a novice crew member to fumble

about looking for channel 16, it does it all for you.

So to recap, press and hold the red distress button, wait fifteen seconds or for a digital acknowledgment, press the PTT and pass your mayday message, which should be along the lines of:

MAYDAY (spoken three times)
This is (name of vessel)
My MMSI (printed next to radio)
Mayday (name of vessel)
My position (either lat / long or range and bearing from charted mark)
I am (nature of distress)
I have (number) of persons on board
Require immediate assistance
Over.

Also covered in on the radio side of the course is the digital alerting necessary for Pan-Pan calls and safety traffic; I also demonstrate how to interrogate a radio via another DSC radio to find the position of a vessel, quite handy if your boat is stolen.

Another feature of DSC is the ability through MMSI numbers for the system to identify coastal and rescue co-ordination shore

stations. Such numbers are prefixed with two zeros, an example is Forth Coastguard: 00 232 0005. When routine calling a coastal station, there is a slight difference in the procedure in that the calling vessel does not set the working channel. The software in the radio controller should skip the requirement for setting the working channel. On receipt of the routine DSC alert, the Coastguard station will set the channel they want to work you on; typically in the UK this is 67. Therefore it is important that once your routine alert has been received, when passing your voice message, not only do you pass the name of your vessel, but also your MMSI number so that the shore operator can relate the number on his screen to your vessel. Not unlike receiving a call on your mobile from a number that isn't in the memory of your phone.

If there's one thing I can't stand, is poor voice procedure. My local sailing club is adjacent to our local Coastguard Auxiliary HQ and know a couple of the local full time officers very well as a consequence. In their words; "using correct radio procedure helps us to help you."

I hope readers have enjoyed learning a little more about DSC,

cheers for now,
Colin GM6HGW 1870.

Brian's Best Kept Secret

(See image inside front cover)

It started in 2007 when Janet said that her husband Brian "Joe" Poole (7Q7BP, G3MRC RNARS 0033) would be 70 in June next year. Suggestions where to go for "a holiday with a difference" were requested from a number of close friends. A fishing trip to Scotland was mentioned and then, all went relatively quiet for a while. Later, an e-mail to about a dozen people, including me, indicated that a booking had been made for a holiday in the Lake District. Now, for those of you who are not familiar with England's Lake District, there is only one lake there but there are very many other waters, meres, and tarns. (For the trivia quiz buffs among you, the only 'lake' is Bassenthwaite Lake). The whole area is very picturesque. In the intervening time between the first request and the arrival of guests at the holiday house some 'white lies' and plenty of coercion were in evidence. For instance, Joe's wife Janet, MØJMP/7Q7YL (RNARS 4003), had a difficult job persuading Joe to leave Malawi to come back to UK for a holiday. In addition Joe's daughter, who was the main organiser of the event,

had told her father that she was writing a book about a vicarage and had to visit one for some material for the book, hence the appearance at the Vicarage in Lowick Bridge, in June 2008. The holiday home was near Coniston Water, famous for Donald Campbell's attempt at the world water speed record.

Keeping this trip secret from Joe was difficult as you can imagine. E-mails and text messages had to be kept from him while the organisation of the event was going on here in UK. More 'white lies' about book-writing and other ruses were employed to throw him off the scent.

Some twenty minutes after Joe and his family arrived at the Vicarage on the Saturday afternoon, my wife Maggie and I arrived, complete with travel bags, aerial mast, radio, aerials etc. all packed in the car. Joe couldn't believe his eyes at seeing us. After the shock of that surprise, we all went inside for a look around. Later, Joe and I went outside to assemble the aerial mast and found another car parked in the drive. Joe said he thought it was Barrie G4AHK's car but said that Barrie and Jean were going to Cornwall so it couldn't be them. It was! Imagine Joe's surprise because he had been at the Bromsgrove Radio Club near Worcester the previous night with Barrie, among others. If that wasn't enough, some time afterwards, a camper van arrived with two more friends from Scotland,

Michael (ex-Royal Navy) and his wife Margaret and their dog 'Tuppy' (short for Tuppence), who stayed with us all.

Some of you may be aware that this all occurred on the same weekend as the FOC dinner at Harrogate in Yorkshire. Mick G3LIK (RNARS Chairman) and his wife Allison attended that event. They turned up on Sunday and also stayed at the Vicarage to surprise Joe. On Monday, two more of Joe's friends who were staying in a local hotel popped in and another friend arrived the following day to complete the gathering.

One of my friends, Geoff G4PXR and his wife who live nearby, came up to the Vicarage to meet the "gang" as he had heard Mick and Joe on the air over the years and wanted to meet them.

During the week, Joe and his family did go on a fishing trip but only one rainbow trout was caught and not by Joe! On the Tuesday (Joe's birthday) we arranged to visit Ivan G3IZD (RNARS 450) at his home in Barrow in Furness. It was an opportunity for the "lads" at the Vicarage to have an afternoon out while the ladies prepared the birthday party dinner and decorated the dining room. Joe was still oblivious to the fact that a party had been arranged but, by now, his suspicions had been raised as he later confessed!

The following day, we all went by

The following day, we all went by train from Haverthwaite on a preserved steam railway to Lakeside on Windermere for the ferry trip to Ambleside at the head of the lake. On Thursday some of the 'gang' went to Muncaster Castle over on the west coast of Cumbria to see the castle, owl sanctuary and all the other birds of prey and herons etc.

The Birthday Party

More 'white lies' were told to persuade Joe to dress in his dinner jacket on the day. The story was that he was being taken out to a function in his honour by car and that he had to be ready by 7-30 p.m. Meanwhile, ten guests had assembled in the dining room so Mick G3LIK and me went to Joe's room to collect him and Janet to escort them to the waiting "car" but took them to the dining room instead where they were welcomed with much applause by the gathering. We had a superb dinner which had been prepared and cooked during the afternoon by the ladies present and this was followed by a few short speeches in Joe's honour. Permission to speak was granted by the issue of a wooden spoon to the next speaker which permitted them to 'stir it' as much as they liked. After dinner and all the frivolity of speeches and jokes, we retired to the lounge for the entrance of the birthday cake and more drinks.

The Vicarage where we stayed is lo-

cated in the village of Lowick Bridge which houses the Red Lion pub. This inn is renowned locally for its food and when we all descended on the place on the first evening of our arrival they were unable to accommodate us as they were fully booked. The Landlord, Scott, kindly offered to ring a couple of other pubs to see if they could accommodate us. The one that could was another renowned local hostelry, the Farmers Arms. Service there was very good and the meal was well received by all. Later in the week we went back to the Red Lion twice for meals and were entertained by Scott who has a wicked sense of humour which resulted in us all laughing until we ached. Morrison's supermarket in Barrow in Furness has a nice restaurant which Mick, Allison, Maggie and I used one day in the week for lunch. The Anglers Arms at Haverthwaite was our last dinner out on Friday evening.

GB4LBP the station

There were five licenced amateurs staying at the Vicarage, four of whom are RNARS members so it was inevitable that some form of a radio station would be nice to have especially if the weather turned nasty and stopped us from going out. Therefore, some few weeks before the event it was decided to set up and run a special event station GB4LBP (Lowick Bridge Portable). Advertising the station was difficult without blowing the

surprise. A message was sent out on the RNARS reflector and an announcement was made on the RNARS Sunday morning news net on 80 metres. The FOC were also informed as Joe and Mick are members.

My 24 feet high Racal glass fibre mast was used. A full size G5RV dipole was hauled up it and used with the Yaesu

FT100 and a MFJ ATU. This worked well on all bands from 80m to 10m. In addition, we had a home-made "Slim Jim" aerial inside the house for 2 metres that enabled us to access the local repeater GB3LD on a

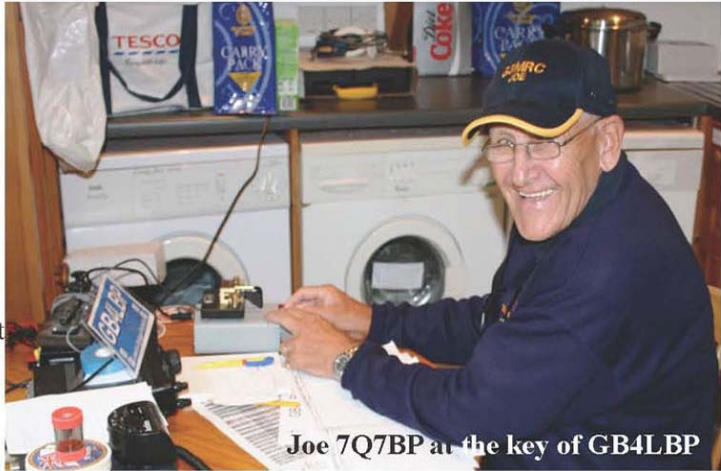
few occasions. The results from this home-made aerial were much better than expected. During the course of the week, the call-sign letters were changed to mean "Life of Brian Poole"!

The Happy Conclusions

It was very difficult to keep the secret from Joe because of all the methods by which he could have known: phone calls, e-mails, texts, chance comments on the air, etc. The Special Event Station contacted a total of 177 stations of which 39 were RNARS members (some of whom were worked on the Sunday morning 80m net); 21 FOC; 1 MF; 1 QRP, 6 mobiles and one Maritime Mo-

bile (G3LAA/MM). We worked 86 UK stations, 25 in Germany and many others, the furthest of which was ZP6CW in Paraguay. Joe was photographed actually using a microphone to chat to the 80m net.

During the week, we consumed two bottles of Lambs Navy Rum, one and a half bottles of Pussers Rum, over a



Joe 7Q7BP at the key of GB4LBP

dozen bottles of red wine, a three litre box and a number of bottles of white wine and various beers and ciders plus what we drank in the pubs that we visited.

The organisation by Joe's daughter Vanessa was exemplary and we all had a good time but the best of it all was that Joe was given a birthday to remember. He called to see us here at home yesterday and is still smiling!

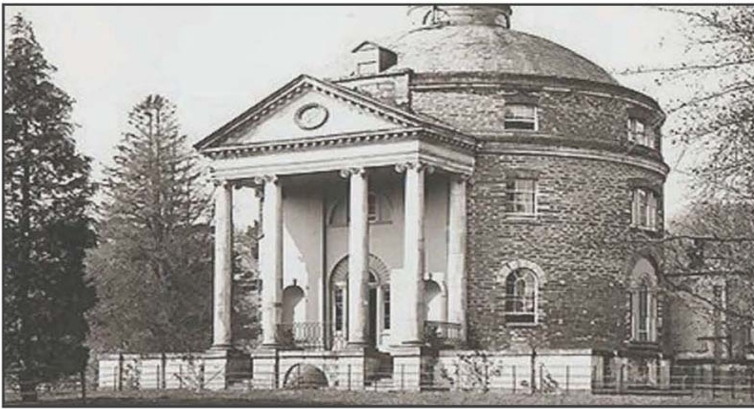
by Bill G3TZM RNARS 328

Belle Isle on Lake Windermere

My somewhat fascinating account of the history and of the residents

Compiled by Brian D Weeden - great help supplied by Colin Tyson.

Belle Isle, formerly known as "the Great Island", was the only island to be lived on in Lake Windermere. Back in the 14th century, a manor house was built on the island by the De Lindsay family.



The house that is there to this day was named as Long Holme, built by Thomas English, and Nottingham merchant, and it was designed by John Paw in 1774. I have read that the house was designed and somewhat copied from the Villa Vincenza in Rome. At this time it was the seat of the Lord of the Manor of Windermere. It is stated

that Mr English went bankrupt and sold the house and island for £1720 to Isabella Curwen, after whom the island was then named. The descendants of Isabella and her husband, John Curwen, lived on the island until 1993. Since then, it has been occupied and owned by a family who run a nationally known insurance company.

Isabella Curwen was born on October 2nd, 1765, the only child of Henry Curwen of Workington

Hall, who died when she was 13 years old. He left her as the heiress of the estate and huge mining interests.

John Christian, her cousin, was made her guardian and later became her husband. It is stated that John bought for her the island on Lake Windermere.

Isabella was first cousin to Fletcher Christian of Mutiny on the Bounty fame. Little is known of him except that he was born on the 25th of September 1764, to

Charles and Anne Christian of Moorland Close farm, on the outskirts of Cockermouth, Cumberland. Workington Hall was only a short distance from there. Fletcher and Isabella grew fond of each other in some way, but at the age of 18 Fletcher went to sea and the famous history of him as mate under Bligh is well documented. It is interesting to note however that the Tahitian wife he took was named Mi'Mitti, but he renamed Isabella. Rumours abound that Fletcher returned to England and was seen in Plymouth, and I read somewhere that he made his way to Belle Island, and was not only protected by the husband of Isabella, but that indeed he is buried on the island. I myself was one of the class on Belle Isle in 1994, and as Telegraphist was demobbed from the Royal Navy in 1947. Looking back, I did think it a somewhat spooky place, especially for the firewatch duty during the night. Most, if not all of the instructors could perhaps have been a bit more sympathetic, but I suppose it was an introduction to discipline. It is interesting to note that Captain Edward Edwards was dispatched with the ship Pandora to try to trace the Bounty. He found some of the crew and arrested them. They were transported on board ship in a strong box on their dubbed Pandora's box. The ship got into trouble in the Coral Sea, on top of the Great Barrier Reef and sank those in the box were only

released at the last moment. Somehow they survived and got into boats and sailed through the powerful Arafua Sea and landed at Timor. Edwards and other survivors later managed to make their way in the same direction. Amazingly, some of the surviving prisoners were still there, and the Dutch authorities handed them over. On returning to England, a trial took place, some were freed and somewhat hanged – their plea was that when Bligh was set adrift, there was no room in the away boat for any more to go!

Brian G2FSH #4633

Brian tells me that all enrolled via Belle Isle became known as “the Bounty Boys”, for the connection described above ! Editor



Obituary:

Ron Cuthbert – VE3 FGG – died peacefully at his home in North Bay, Ontario on 5th June 08 aged 90.

A total enthusiast, Ron kept up his daily schedule, usually followed by coffee with a few local hams, until the end.

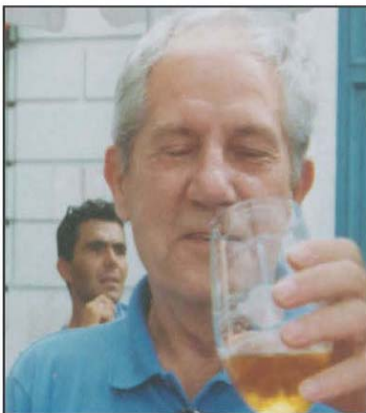
Ron joined the Navy at 17 and served 12 years until the end of WW2. His early service included the Yangtse patrol and his wartime campaign medals include the Atlantic Medal and the Burma Star.

Pneumonia gave him a lucky escape when he was put ashore from the Welshman before she set sail on her last fateful voyage.

He never lost the taste for travel and was a frequent visitor to his family and many friends in the UK. His last two trips were in his 88th and 89th year.

Perhaps his secret was his daily tot of rum which he kept up long after the Navy gave up hers.

(from Ron's son-in-law)



Members will recall that Bob, N4XAT, visited the AGM last year. He sends me many tales from his trips, all of which I'll try to use. The one below is topical since the RSGB are well down the road towards opening their new centre at this location:
Editor:

My Visit to Bletchley Park Bob D'Imperio – N4XAT

Over Easter time, I attended the Annual Group Meeting of the Royal Navy Amateur Radio Society's London Group aboard the Museum Ship HMS Belfast. I was in England for about two weeks. During that time, The London Group's Secretary, Tom/G0PSE invited me along with two visiting members from Germany to accompany him on a visit to Bletchley Park. Tom was a student at Bletchley in the mid-fifties about the same time that I was attending RM "A" School in San Diego and CT School at Imperial Beach, CA. Tom became an instructor at Bletchley Park a few years later. Among other duty assignments, he also was stationed at Famagusta, Cyprus. Having a guided tour given by a person who actually worked at Bletchley Park and is familiar with our operations presented an opportunity too good to miss!

Train service is available directly

from London to Bletchley Park. However, we met Tom on the outskirts of London and he drove us to Bletchley Park. This gave us an additional opportunity to see some of the countryside. On arrival, we parked by the hull of a German U-Boat. As we proceeded to “B” Block, Tom pointed out where he taught and also the location of the Girl’s School that was on campus at that time.

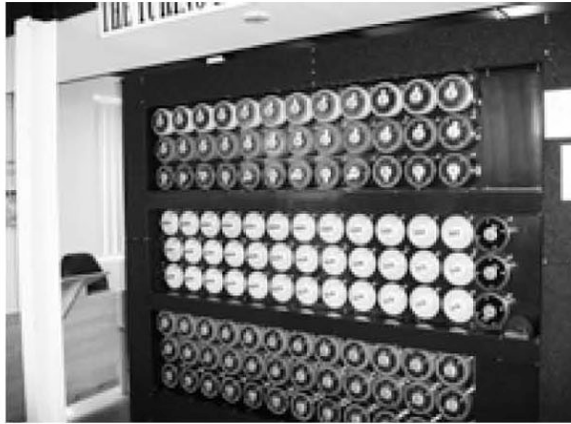
“B” Block is where one purchases a ticket that remains valid for a full year. The cost for a senior citizen is GBP 8.00 (about \$16.00) or GBP 10.00 (\$20.00 for general admission). There are so many items of interest that, if possible, I recommend more than one visit.

In Block “B”, the main exhibition center, there is a

video orientation that one may watch immediately after gaining admission. Within the same building, there is a gift shop and several displays. Included is a “Bombe” with the rear of the cabinet opened

Several 4-rotor Enigma machines are on display as well as a “British Typex” that was converted to emulate an Enigma machine. Also on display is a breakdown of the Japanese Code. The amateur radio station “GB2BP” is housed on the second floor of the building. I understand that the “RSGB” radio station also may move to Bletchley Park. The Alan Turing bust – made of slate – also is on display.

Several of the Huts have been restored and various displays are included. There is a mock-up of both a “Y” station and of a fully equipped German Signals Unit bunker. Hut #1 now contains a



“diplomatic Wireless” Exhibition. Hut #3 is where the first Enigma was broken. Hut #8, Alan Turing’s wartime hut now is open to the public.

It is a special exhibitions area. You may recall that LCDR Milton Gaschk, who recently passed away at the age of 98, was assigned to Bletchley Park GCHQ in Hut 8, as Asst. Naval Liaison Officer, work-



mained top secret until recently.

Next to the mansion, there is a canteen where one can get a snack or a full meal. Tom told us that during his tenure, The Bletchley Club was used to hold dances and other events to entertain those that were stationed there. The dances were attended by local female residents.

One also may tour the mansion. The mansion contains a display of wartime posters and some wall hangings. There is a garage that houses vintage automobiles and a model railway display near hut 11. Several displays are private collections and are open only on weekends.

Winston Churchill called the Bletchley Code breakers “The Geese that laid the golden eggs that never cracked”. At one time, over 8,500 people worked at Bletchley Park in total secrecy. This included about 300 Americans. It is claimed that the code breakers at Bletchley Park helped shorten World War II by about two years!

Several Web sites are available with additional information. I recommend the Bletchley site:

<http://www.bletchleypark.org.uk/>

and a very well written article on a NSA site:

<http://www.nsa.gov/publications/publi00016.cfm>

Members of the 'Bubbly Rats' held their lunch at the Unicorn Hotel in Gunthorpe, Notts. on 21st May '08.

Certificates of Merit were awarded to Dave G6YGP, Howard G7ESM, Del G4TNI, Geoff 2EI SDI

The silver tankard was presented by Fred G0HMS to Alan G4JFO who accepted it on behalf of Brian G0OAK.

Images inside back cover.

New Radcom Editor a member of RNARS

- Elaine Richards, G4LFM, # 1755,

Elaine says:

Sadly, in our modern world, few people are fortunate enough to have a job they enjoy for over twenty years. Yet, I have been that lucky. I've spent the last twenty five years plus working for the magazines, Practical Wireless, Short Wave Magazine and, latterly, RadioUser. The years have allowed me to meet many interesting amateurs and short wave listeners, get to play with some of the latest radio equipment and visit some unusual rallies, exhibitions and historic radio places.

Recently, I was offered the chance to change jobs and join the RSGB at RadCom. It was an opportunity to get back into the amateur radio press and was just too good to turn down. So, here I am, just two months or so into a new job and it's brilliant! The volunteers working within the RSGB are doing a fantastic job and are reporting back to RadCom lots of the things that are happening at grassroots level. The amateur community is showing that far from being a 'dying' hobby, amateur radio is thriving in the clubs and societies around the country. How lucky can it be to follow one good job with a great one! I'm looking forward to seeing more news from societies like the RNARS – not that there will be favouritism!

(See inside back cover for image)

ROYAL NAVAL AMATEUR RADIO SOCIETY

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Block Capitals Please.

Call Sign/RNARS Number:

PHOTOCOPY
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Name.....

Address.....

.....

.....

Post Code.....Phone Number

Prices quoted are in £ sterling:

Description	Qty	*Size	Price	Post	Total
Sweatshirt (Grey/Navy, small RNARS logo)			12.50	2.50	
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	2.30	
Baseball cap, new style, with logo			4.50	1.00	
Car Sticker			0.40	SAE	
Blazer Badge (RNARS logo in gold wire)			8.50	SAE	
Coffee Mug, with RNARS logo			1.50	1.00	
Coasters, with logo			1.00	0.45	
Lapel Badges			1.50	0.45	
Total:					

* Size: S = 32/34 M = 36/38 L = 40/42 XL = 44/46 +

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Please allow 14 days for delivery. While every effort is made to ensure these details are correct, prices are subject to change

WARM WELCOME for RNARS members by MF Runde, at Friedrichshafen.



Your Editor was fortunate to attend the huge DARC Rally and exhibition in June this year on behalf of RSGB (see September RadCom), and was suprised just how many UK amateurs attended, thanks to very cheap flights by RyanAir. The images show Elaine Richards, G4LFM, RNARS 1755, new Editor of Radcom (second from left) and GM3ZYE at the back, with members of the MF Runde group

'Below: Images of the 'Bubbly Rats' taken at their lunch held at the Unicorn Hotel in Gunthorpe, Notts. on 21st May '08.

The members present:

Fred,G0HMS; Les, G4LNR;

Vic, G3KXV: and Joyce, G0DLH

Peter and Jean, G4JFO Alan and Mary

Derek, G3ZNR and

2EI SDI Geoff. (Guest Royal Signals)



Gwen Thomas, G4JYL, # 463, wife of RSGB President Colin Thomas, G3PSM,



Profile:Rodrigo ('Rod') Passamanti, 2E0RPS, #4835
Chairman RNARS (HMS Belfast) London Group / Yeoman HMS Belfast



I was born in 1967 in the south Italian city of Taranto, an important commercial and military port and in the mid 80's I served in the Italian Navy during the National service on the Frigate Orsa (F567) and missile Cruiser Andrea Doria (553) working in the Galley as main duty and as a first aider during training and war exercise.

Soon after I was released I relocated to Denmark where I lived for over 10 years and learned my way in studying music production, analogue mixing techniques and music software. My interest in Radio and SWL began from an early age when the radio was almost the only (and probably still the best) way to keep updated on world events. I recall all those memorable propaganda broadcasts from East Germany, Soviet Union and Albania during the cold war. With time I moved forward into more sophisticated ways of listening with Scanners, Ham radios etc including the use of my metal bed frame (when I wasn't asleep) as a receiving aerial. In '98 I moved to London working on a part-time contract as Music Producer for various major music labels and in 2004 I was appointed as a Yeoman on board HMS Belfast. Today I'm a Licensed Ham with a broad interest in all aspects of Radio Communication and modes with a focus into the future and a great appreciation for the technologies of the past.

I'm so grateful for my new position as Chairman of the RNARS London Group on board HMS Belfast and I'm looking forward to positive changes and great social events.