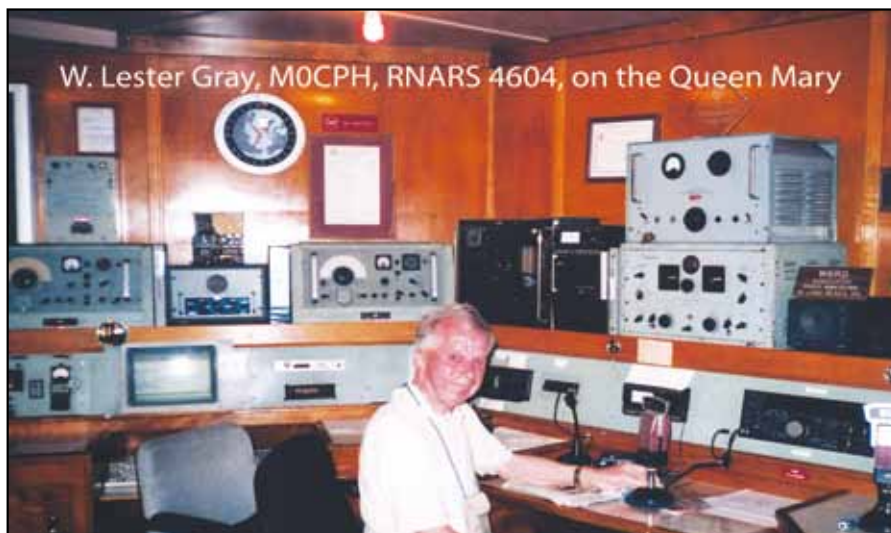


ROYAL NAVAL AMATEUR RADIO SOCIETY NEWSLETTER - WINTER 2008



Chairman, Mick Puttick, G3LIK, presents the RNARS Merit Award Shield and Certificate to retiring Treasurer, John Patrick, G3TWG (right), at the AGM in October





Above - see P 48

Right - see page 46



See note from WebMaster Jim Banner, page 38 who praises the great help given by Bob, opposite.



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Chairman's Chat.

Hello everyone welcome to the Winter edition of the Newsletter. I hope that everyone has not suffered too much from the poor summer 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.

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 up dated their Bankers Order and are still paying at old rates, if you do not up date and get with it, you will not be receiving further Newsletters.

You will notice the list of new members on the Committee, please communicate if you have any questions to ask them.

Wish you all the compliments of the season and hope that 2009 will be a good one to you all.

Mick Puttick G3LIK

Chairman RNARS

Secretary/Editor's Piece.

Thanks to those who have kept sending in copy - this time we have almost enough to fill two magazines, but do keep items coming, particularly those with colour images.

My main point this month concerns member participation in the affairs of the Society. Attendance at the AGM was low, although Mick tells me it has been even lower in the past. In a Society with so many living away from the AGM venue, including, of course, our overseas members, it is felt that all should have the opportunity to place matters on the Agenda of the AGM and to vote on all issues, whether or not they can attend. I raised this at the AGM, as you will see from the

minutes, and the matter was discussed at the following committee meeting.

C&R allow the committee to take a postal or e mail ballot on any item which may change C&R, and that is what we now intend to do. The change, if agreed by a majority of paid up members voting on the issue, will amend the C&R as follows:

12.....

ix) Proposals and motions to be decided at the meeting.

Members shall be invited to submit proposals to the Secretary no later than 15th August each year, and the Secretary shall arrange for the Agenda to be published in a Newsletter or circular prior to the AGM

x)

e. **Voting at the AGM shall be by simple majority vote (the Chair shall have a casting vote). Members unable to be present may cast a proxy vote on any or all proposals on the agenda by writing to the Secretary, by letter or e mail, no later than 14 days prior to the date of the AGM.**

You are therefore invited to vote for or against the change, by writing or e mailing the Hon. Sec, **to be received no later than 1st February 2009**, as follows.

I, (insert name, call sign and membership number)
vote FOR/AGAINST
(as appropriate) the proposal to amend the C&R, as set out in the Winter 2008 Newsletter.

Send to

Hon. Sec. RNARS
Glenamour
Newton Stewart
DG8 7AE
(Scotland, UK)

or by e mail to

RNARS@glenamour.com

Copy/issue dates will change as a result, if carried:

Issue	Published	Copy Date
Spring	May	10th Apr
Summer	Sept	10th Aug
Winter	Dec	10th Nov

73 de Robin GM3ZYE

**Minutes of the 48th RNARS
AGM held at HMS
Collingwood**

Saturday October 25th 2008.

1 Apologies for Absence:

2E0BYC, 2E0DTO,
2E1GDC, 7Q7BP, 7Q7YL,
9H1RN, DF4BV, DK9OS,
DL1NL, G0ADE, G0AGS,
G0DID, G0DLH, G0FQT,
G0GBI, G0GPO, G0HBU,
G0IEC, G0ITI, G0IUR, G0JSC,
G0PMS, G0RNO, G0RPK,
G0SWS, G0TBD, G0TEL,
G0UKX, G0VCV, G0VFE,
G0VIX, G1OCN, G1KRU,
G3KMY, G3KXV, G3LCS,
G3LPN, G3LWI, G3PEM,
G3TzM, G3VCN, G3WQG,
G3ZTI, G4DIU, G4FUJ,
G4JBE, G4KGT, G4KLF,
G4KSC, G4MSR, G4PSA,
GM0HCQ, GM4AGL, GM4GIF,
GM4RPO, KB7NJV, K7VV,
M0IMJ, M0RNA, M1AFM,
MM0WPM, M3UWR, N4XAT,
PA5UL, OE8NIK, ON4WD,
ON6WR, OY3QN, SM3AHM,
SM6DER, SM6JSS, VE2DOH,
VH3FFQ, VK2AYD, W1DMD,
WA1HMW, WB2YIP, 9H1ZY,
RON COOK, RON NEW

Members Present: (in order of

signing the Visitors' Book)

G4ZMP, G0PPH, GW0JTE,
G1LKJ, G0NYM,
GM3ZYE, G3LIK,
G3VVK, G3LME, G0PSE,
G3KOJ, G4BEQ, G3ZDH,
G4FRA, G3RDR, M0CPH,
G0LKO, G0FOD, G0NUM,
G0MIU, G3UAZ, 2E0RPS,
G3OZY, G0TOC (GUEST) (24)

2 Chairman's Introduction

The Chairman welcomed all to the AGM and opened the meeting at 1402 hrs.

Ladies and gentlemen good afternoon, and welcome to this the 48th Annual General Meeting of the Royal Naval Amateur Radio Society.

We could not meet here unless we had the permission of Commodore PWH Swan, Royal Navy, so, at this point I wish to record our thanks to the Commodore for allowing us this privilege.

Included in those thanks, we are pleased to be able to have offered accommodation facilities to our members to stay on board HMS Collingwood and trust that those who have taken up the offer will have a comfortable stay. We are

looking forward to the social this evening and there are some good prizes – more than there are people attending, including some bottles of Rum and free membership vouchers for one year' RSGB subs.

My first duty normally is to invite the President of the Society to address you all, but our new President, Lt Ralph Hart, RN, had recently returned from the Gulf, and was on leave. A CPO was delegated to cover for him, but unfortunately has been drafted to Northwood, so we are without an ex-officio at the moment. However, I have persuaded WO1 Bob Fuller to provide a report on current developments at Collingwood:

3 President's Report

The RN has now fully implemented the Navy Board Personnel Change Programme which effectively ends the Operator Maintainer ethos and as such WE branch has been resurrected. Tactical Comms has been immersed in the Seamanship branch and has left the Communications Information Systems Branch to develop the

delivery of all Comms training at HMS Collingwood.

We still instruct Phase II trainees (Kelly Squadron) a basic level of Data Message Processing, Physical Security and of course typing, although they only have to achieve 15 WPM! They also receive instruction on Radio Communications Principles, Naval Automated Message Coherency (NAMC) and Communications Management in addition to a week's introduction on their automated message handling systems. Recent changes have included the formal instruction of ICS6/ICS3 radio fits (dependant on their First Sea Draft) and instruction on information System - this is mainly to teach them the basic electronic communications language (LAN/WAN Ethemet etc).

We provide formal instruction at all levels on the BOWMAN communications fit and it is proving to be a robust and pliable system used mainly in the Tri-Service theatre. The system requires IP addresses of all equipment installed with a communications plan and allows voice and data communications thus providing the Command

an accurate Real Time picture. Global Maritime Distress & Safety System (GMDSS) is fully embedded in our training programme and courses delivered include the 2 day Short Range Certificate and 2 week GOC ticket that are sanctioned by the RYA.

Due to increasing costs of satellite communications we have looked back to HF and now developed and implemented the 4KMA system that uses a scan set of frequencies transmitted via various ground stations.

The ship automatically records this set and once signal traffic is ready for transmission starts burst of transmissions until a receipt is received - all carried out automatically, and is well received by all units at sea. We deliver Tri-Service training on the Naval Shore Telecommunications Network (NSTN) which is our main shore side Communications mode but it's also a deployable communications fit utilised by our forces in warmer climates.

As you can see the communications and information System Branch is continually developing, especially the recent addition of formal IS training.

The recent re-development of HF equipment may well mean we ask some of your team to assist in instruction!

I hope this little snippet helps,

Regards,

WO1 (CIS) Bob Fuller, Comms Warfare Training Element

5 Chairman's Report

My report is a brief summary of the activities of the Society in the last twelve months and includes some news; good, not so good and sad.

Committee meetings were held here at HMS Collingwood six times during the year in the Headquarters station, which I attended, of course. In addition I was able to attend the AGM of the London Group aboard HMS Belfast at Easter.

Unfortunately, there was no meeting of the HMS Plymouth group as there is still no news of her move to a permanent location

The Society has been represented at rallies and events throughout the U.K. during the year. Here in HMS Collingwood, the Society has been represented at the 'Freshers Fair' three times this

year. This is an event to which all new entries are invited in order to see what various activities are available to them both here in the establishment and the Royal Navy in general.

Society membership is being managed well by Doug Bowen GOMIU the Membership Secretary who will report the overall situation later this afternoon. All members are asked to continue to support Doug in this task. I would like to remind everyone that subscriptions are due on or before the 1st of April. If you have not paid the subscription by the following July, your details will be deleted from the membership database and this will result in you no longer receiving the Society Newsletter.

As you will have seen, the Newsletter has been somewhat improved in that colour has been added. This is due to the efforts of our new Editor, Robin, who doubles as the Society's General Secretary.

This afternoon I want to share with you some of the concerns we on your committee have.

The Treasurer John Patrick has given excellent service over the last seven years. Last year, he announced his retirement from this AGM and we have/have not yet received any nominations for his replacement. It is an essential task that takes very little time to maintain the financial records so I ask you all, again, to consider applying for the position.

Additionally, there are vacancies for ordinary committee members. These posts are fundamental to the running of the Society, YOUR Society so please search your hearts and if you are able to contribute to the well-being of this Society, put your name forward.

At this point I would like to thank all the RNARS Net Controllers for their sterling work over the past year. Their dedication with such varied band conditions is worthy of high praise.

However, we are still short of a couple of Net Controllers and again wish you to consider whether you are able to contribute a small amount of time to the Society by taking on one of these tasks.

Recruitment of new members is important and it should not be forgotten that the purpose of stands at the rallies is primarily for this purpose. In order to improve the situation, I am pleased to announce that a new Powerpoint slide presentation has been prepared for delivering to Amateur Radio clubs and societies and to Sea Cadets and similar organisations. The presentation was delivered recently here in the HQ station to three parties of Sea Scouts. Once your Committee has approved this presentation, it will be available for distribution to appointed presenters throughout the organisation.

I appeal to all members to try to recruit new blood – if you hear someone say that they have relevant experience, jump in with an invitation to join. We need new members....

Sadly we have had to say farewell to 35 Silent Keys this year. Here is the list, please stand and take a minute in remembrance of our past friends.

RNARS SILENT KEYS FOR YEAR 2007/2008.

RNARS	CALL	NAME	LOCATION
0114	G3JZI	Dennis	Stoke on Trent
0387	G0ADE	Bob	Hendon
0403	G3MQX	Paul	Brixham
0471	GI3XHL	Noel	Belfast
0522	G8EWH	Michael	Leeds
0665	G3WAO	Tom	Stubbington
0751	G3UKX	Len	Romford
0766	G4EUI	John	Birmingham
0912	ZS5HW	Harry	Durban
1274	G2FRZ	Bill	Manchester
1487	G4IVQ	Harry	Farnham
1626	KA4IFF	Esther	Florida
1883	G4ODS	Wilf	Harrogate
2183	VE3FGG	Ron	North Bay, Canada
2196	G4SKR	Jim	Alton
2212	G3BSA	Don	Manchester
2457	G3KXU	Trevor	Swindon
2473	GM4CKM	Peter	Edinburgh
2535	G3UMZ	Simon	Preston
2781	GW3MOP	Lionel	Milford Haven

2848	G4JOC	Brian	Sturminster Newton
2880	G0DYS	Peter	Leeds
3361	GM4UTP	Stew	Dalgety Bay
3435	G0HNU	Roger	Liverpool
3506	G7ARV	Jim	Salcombe
3633	MI0CTA	Bill	Belfast
3860	GW3PXY	Elfyn	Aberystwyth
4106	G3YOQ	Laurie	Grantham
4192	G0UAU	Stan	Birmingham
4257	G0UYD	Andy	The Wirral
4377	G0PUX	Albert	Tonbridge, Kent
4566	M0KGF	John	Warrington
4599	MM0CMO	Richard	Inverness
4702	2E0BHW	Tom	Rugby
4717	SWL	Andrew	Lovedean

Long may they rest in peace.

6 Announcement of Composition of Committee, 2007/2008

Nomination and election of additional committee members

Chairman	Mick Puttick G3LIK
Vice Chairman	Position vacant
Secretary	Robin Bellerby GM3ZYE
Treasurer	Position vacant G3TWG pro tem
Membership Secretary	Doug Bowen G0MIU
Ex-officio	Lt Ralph Hart RN
Serving member	Position vacant
Shack Manager	Tony Mori M1AFM
Scribe	Position vacant M3UWR pro tem
Area Rep. Coordinator	Wally Walker, G4DIU
UK QSL Manager	Marc Litchman, G0TOC

Keith Ray, G1GXB

Mac McGuinness G0RPK

Wally Blythe G0PPH

Additional volunteers came forward at the meeting, namely

Doug Hotchkiss, G4BEQ #626
Ray Ezra, G3KOJ #594
Joe Kirk, G3ZDF #585

and were immediately welcomed
by the meeting

2 Secretary's Report

I remarked last year that I had far less to do than a secretary would normally undertake, mainly because your Chairman does so much. In order to keep costs down we appointed a scribe, Sheena Dawson, M3UWR, who has taken the minutes of most meetings and thus the expense of me travelling from Scotland has been avoided.

Unfortunately this has not really worked. By not being present at meetings I have missed much of what is happening, and cannot be involved in the preparation for the AGM and other meetings.

The Society needs a Secretary who can attend all meetings at low cost, and so we must seek out such a person as soon as possible.

In addition, Sheena is finding it increasingly difficult to attend meetings because of her many other commitments.

I offered to place articles in the National Press by way of PR, but have not had a single item sent to me – instead I read of them far too late for them to be of interest to the media

I have received proposals for motions at the AGM, but these have been discussed and are not tabled by the committee.

The first was to attempt to increase the attendance at the AGM by holding it at another venue and time - the 'Leicester Show - Donington Park', the Kempton Park Rally and the RSGB HFC have been mentioned. Our Chairman has pointed out that when this has been tried in the past, attendance has been very low indeed. A linked suggestion has been to avoid clashes such as the one this weekend – the AGM is being held at the same time as the Donington Park Rally, and several active members who would have wished to be present here are 'on duty' on the RNARS stand. Our Chairman stresses that pressure on bookings here at HMS Collingwood is such that he needs to book at least a year in advance (**10th October for 2009!**) and a late change would

not be possible.

I received comments that the Society is not responding to change and two proposals to the effect that our Chairman be asked to step aside into a Vice Chairman role, for the purposes of continuity, to enable someone with more time to move the Society and its activities forward. Unfortunately both these proposals nominated someone who, when contacted, was extremely reluctant to consider this, and if 'pushed' would only do so for a year at a time. After discussion it was felt that we could be worse off and to leave things as they are until someone who is keen and has available time comes forward. 'Better the Devil we know', if Mick will excuse the phrase, and for all his many activities, Mick has never missed a meeting. The Chairman states that he would be happy to step aside whenever required to do so.

Accepting that our membership is spread far and wide and that the proportion of members who can attend an AGM will always be a small one, I proposed to the committee that I circulate

an agenda in advance and invite members to write in with their views on issues – for example, the proposal we shall consider today concerning the RNLi has produced controversy. Although the committee approved this, it was later decided that the expense of postage would not be justified, so I therefore propose to address this in future in the following way:-

If the committee approve, next year the Newsletter will be published in April, September and December. Members will be invited to submit items for the AGM by August and the AGM agenda will be published in the early September edition.

The C&R state:

10. ix) Matters of Major importance, such as those affecting the Constitution of the Society may not be carried at Committee level.

Matters under this category shall normally be resolved:

- a) At an Annual General Meeting where a majority vote will decide.
- b) Where the Chairman**

decides that time does not allow for this procedure, a General voting form, together with details of the subject matter, shall be circulated to all members entitled to vote.

To carry a resolution shall require a majority vote of members present and/
or who have returned their voting papers. The Secretary is to arrange that two independent scrutineers are recruited who shall, in isolation, open, scrutinise, count and return the result of the Ballot to the Chairman.

So, I shall propose to the committee that we amend the C&R to allow for Proxy Voting.

Payment of subscriptions:

Members, particularly those living overseas, have asked for the facility to pay by Direct Debit or with Credit or Debit cards. Our bankers advise that we are far too small to operate Direct Debit, and the cost to the Society of accepting Credit/Debit cards rules this out. However, PayPal is not as costly, and when we have a new Treasurer

in place, I propose that we offer this facility. Individual members don't have to have their own accounts, but many do, and they simply go on line and make a payment via their bank.

For UK transactions, it will cost the Society about 80p per subscription. For overseas payments the system can be set so that the overseas member pays the charge, but this will be about the same. It varies from country to country – some countries do not permit PayPal – and also is more expensive if charged to the member's Credit/Debit card rather than to a bank account.

However, that would be for each overseas member to negotiate – all we would do is to publish the electronic address to which payments have to be made.

Phil, G1LKJ, proposed that we adopt the scheme, and this was carried with no-one objecting.

The Membership Secretary will report on the appalling situation regarding some members who have not paid their current subs. The increase was decided at the last AGM and fully covered in editorials and Chairman's reports in two newsletters, and yet more than 300 people still

paid £10. Worse still we have people, paying £7, £8 and other sums – it must be many years since they last checked what they pay. A new Bankers' Order form was sent out for members use to upgrade, and we even enclosed a reply-paid envelope. Doug sent out a written reminder in April and another in September. Meanwhile those who do pay subs, in full and on time, are subsidising the rest!

Discussion took place earlier in the year on the issue of just who was to receive membership details – data protection issues resulted in our cutting down this distribution – and committee minutes. The view expressed was that minutes should be confidential, as in the past, but after debate we decided to publish these on the members' section of the website – if you haven't already registered and been given a password, please contact webmaster Jim and do so. For those of you without computers or internet access, please consider using your local library or internet café, where someone will be happy to show you how to proceed.

Wally Walker, G4DIU, has written on a number of matters, including Life Membership (with a suggestion that our figures are wrong and that we need to reconsidered criteria and fees) and electronic means of holding committee meetings. The Committee will consider the first, which is complicated, and have rejected the latter, on the grounds that not all of us have access to or are competent in using video conferencing or anything similar. However, we will look again.

Newsletter:

Attempts to obtain paid advertising failed, but may be re-considered – a difficult time at the moment, of course. I was trying to sell the inside covers as colour ads, but members seem to like the colour images of Society activities there, so perhaps we can leave this for a while. Another possibility would be to have a colour centre 4 pages, but we'll look at that later.

None of the savings show on the Treasurer's figures for last year, and in fact the purchase of new software and a printer for production of the newsletter and envelopes for this year made

them worse. However, when the accounts for the current year are published you will see that each issue is costing about 50% to print compared to what we paid for the black and white ones, about £950 per issue (subject to rising paper costs, of course). This saving is because we are doing the setting and layout, extremely labour-intensive tasks, ourselves. Postage costs rose in April, and are about £960 per issue – second class for UK and Printed Paper rate for overseas.

I am grateful to members for keeping the ‘copy’ coming in, and hope to use it all, eventually.

3 Membership Secretary’s Report

Present situation.

Current members	957
Life and Free members	198
Total members	1155

We at present have a large number of members, who are behind with their subscriptions. This is possibly due to lack of communication, regarding the increase, approved at the AGM 2007.

Under rule 9 Subscriptions. Paragraph 1. These members should have been lapsed.

After discussion with our Treasurer, I decided not to apply that rule.

This is the position.

(A) Subs paid, < £10	23
(B) Subs paid £10	196
(C) Subs not received	133
Total	352

I recommend to the AGM. that the following, should be applied:

- (A) Should be lapsed.
- (B) Should be given final reminder, with one month to pay.
- (C) Should be lapsed

Discussion took place on Doug’s proposal. He explained that when he referred to ‘lack of communication’ he meant that the members concerned had not read or responded to these, not that we had not contacted them.

Some in the audience felt strongly that there should be no further chance and that until such time as these members who are in arrears contact us, they

should be regarded as lapsed, as per the C&R. To delay yet again weakens our position in future years and paying members continue to support defaulters.

The Secretary was asked about the reminders and he explained that he had attached a label to the outside of newsletter envelopes saying that subs were in arrears. This had produced some complaints, with one member objecting to his postman knowing he was behind before he did, but Robin said he had done this to reach those members who did not open the newsletter, but put it aside for reading later, often months later.

The question was asked as to how many of these might turn out to be unreported Silent Keys, and it was stated that a few had been discovered in response to letters.

The Newsletter Editor said he had clearly warned that no further Newsletters would be sent, and he would stick to this. Also, if 'final' letters were to be sent, he would have to wait until the results of these were recorded before the Winter Newsletter could be posted –overseas

members in particular might not receive until after Christmas.

[Regrettably the 'directional' microphone in use to pick up questions from the floor did not function properly, and so not all those asking questions can be identified – the Secretary apologises for this.]

A member asked whether lapsed members who rejoined should pay a rejoining fee, but the Chairman explained why he was against this. The joining/registration fee charged to new members covers the issue of a certificate and registration, and this does not apply to a lapsed member re-joining.

The point was also made that if a lapsed member rejoined, he should be issued with a new number, not the older 'prestige' one. The Chairman said that this used to be the case, but that it has resulted in a nightmare in tracking members in the database, and he recalled one member who habitually forgot to pay subs having six or seven membership numbers. He said that Wally, G4DIU, in attempting to draw up a Society History, had also reported problems with multiple numbering.

After full discussion the proposal regarding the final reminder was accepted.

It was also pointed out that for the first time we have a QSL manager working from outside Collingwood, and it was agreed that he should have a copy of the database.

The membership secretary then proceeded to lighten the proceedings by relating the story of one member who had written in to ask why he was being chased for the balance of his subs (£7 being paid), as he had resigned 15 years earlier. He checked with our bank and contacted the member concerned with the details. “Oh, my God”, was the reply. “I’ve been paying that through my company account!” We did not offer a refund, but said he could continue as long as he liked!!

Doug RNARS 3606 G0MIU
Membership Secretary.

9 Treasurer’s Report

COMMENTS ON RNARS ACCOUNTS

Income and Expenditure – year ended 31 March 2008

There was a welcome increase of £621 in subscriptions but an overall cash loss for the year of £3478 confirmed the decision already taken to increase subscriptions for the following year.

The increase in deposit interest followed from a transfer of some funds to HBOS which pays better money but which subsequently had to be taken over by Lloyds TSB. The problem of finding a bank that offers a decent rate and good security for deposits by clubs and associations is further than ever from being solved.

A loss by the AGM and Social in the previous year was turned into a surplus of £128.

Expenditure of £2188 on equipment and repairs was mostly for the headquarters station.

Balance Sheet -31 March 2008

The loss for the year was in line with expectation but left the Society with a reasonably healthy balance sheet bearing the

planned subscriptions increase for 2008.

The effect of the subscription increase from 1st April 2008

On 1st April 2008 the first subscription increase took place since 1999. Not surprisingly it was a substantial one – up from £10 per annum to £15. The Membership Secretary did a good job and members generally responded well. Total subscriptions in the six months from April to September inclusive rose from £8,386 in 2007 to £11,122 in 2008 – an increase of 32.6%.

It is difficult to compare income or expenditure other than subscriptions as between the two half years commencing in April as the timing of RNARS events during the two years differed, but the increase in subscriptions received is definitely encouraging and the loss of members in the year commencing April 2008 is bearable.

P. J. Patrick Treasurer 12th October 2008

[We asked John about his background. He told us:

“The Royal Naval College, Dartmouth had an amateur radio station G6VJ which aroused my interest as a cadet. I got my amateur radio “ticket” some years later in 1964 and became active on CW and phone. I also joined RNARS in the late 60’s (exact date uncertain). In the late 1960’s I got posted to Gibraltar (on the Admiral’s staff), just about the time that people discovered “sporadic e” propagation on 70 MHz in summer between Gibraltar and the UK. With three of us in Gibraltar able to get on 70 and later 50 MHz we had a superb season on 70 MHz to UK and some interesting QSO’s on 50 MHz with southern Africa. The next two years weren’t quite so good but they continued to show the potential for the lower VHF frequencies and led to further countries issuing licences for these frequencies. More recently I retired from the Navy, gained an accountancy qualification and was subsequently invited to become Treasurer of RNARS in August 2001, a post which I have held until the present time.”]

ROYAL NAVAL AMATEUR RADIO SOCIETY
Income and Expenditure Account for year ended 31st March 2008

	2007/8			2006/7		
	£	£	£	£	£	£
Income						
Subscriptions		10,571			9,950	
Commodities (loss)		-463			337	
Deposit interest		1,012			549	
Sundry Income		134			28	
			11,254			10,864
Expenditure						
Newsletter		9761			8,235	
Postage and telephone		398			143	
Licences and Insurance		367			418	
Administration and AGM		759			1,633	
Repairs and maintenance		448			416	
Travelling expenses		555			894	
Audit fee		450			400	
Depreciation						
Antennas	28			160		
Radio equipment	1,129			363		
Other	381			18		
		1,538			941	
			14276			13,080
 Loss for year			- 3,022			-2,216
 Balance brought forward			31,974			34,190
 Balance carried forward			28,952			36,406

ROYAL NAVAL AMATEUR RADIO SOCIETY

Balance Sheet as at 31st March 2008

	2008		2007	
	£	£	£	£
Fixed Assets				
Sundry equipment at cost				
1.4.2008	14,640		14,063	
Net additions In year	2,136		577	
	16,776		14,640	
Less depreciation to date	13,761		12,223	
	3,015		2,417	
Investments				
Building Society	2,125		5,125	
Bank	20,000		20,000	
	22,125		25,125	
Current assets				
Commodities at cost	3,244		3,851	
Cash at bank	1,244		1,279	
Debtors	0		0	
	4,488		5,130	
	29,628		32,672	
Represented by				
Surplus from I and E a/c	28,951		31,974	
Sundry Creditors	677		698	
	29,628		32,672	

The Chairman proposed a vote of thanks to John for his work over the years – carried unanimously.

G4BEQ proposed, with G1LKJ seconding, that the accounts be adopted. Carried unanimously.

10 Manager's Reports:

(a) QSL Bureau

No report submitted, but the Chairman reported all was up to date

(b) London Group HMS Belfast

Please note correct mail address:

Morgan's Lane, Tooley St.,
London SE1 2JH

Good afternoon to everyone,

This is my first AGM report as the new Chairman of the London Group and it's a pleasure to meet you all again today. I have to convey apologies from our former Chairman and Secretary, both of who have recently returned from overseas.

To begin in my new task, first of all, I've made solid contacts with all key management staff on board HMS Belfast and they have all agreed to receive regular updates on the activities of the London Group.

All GB2RN major events are now displayed on the Imperial War Museum Intranet Web page as an additional way to create interests around the Society.

In addition to this the committee gathered all the necessary information's to create a near complete email database of the London Group making our communication faster and easier, Any London Group members who haven't yet submitted their emails please contact our membership Secretary Tom G0PSE.

In the shack, with the generous help of couple of our members we did a good clear out. It took us two days to sort all that was in there. I leave you to imagine what was found.

Soon after we replaced the old damaged external ATU with a brand new Smartuner that works in automatic. With this system all HF bands can be performed including top band. In the shack we also have a new large cross needle meter making the ATU procedure very simple.

In the past 6 months we had members from radio clubs

visiting the BWO and various social events have been arranged from time to time including our classic visit to the Tower of London.

On the 22nd of May our ship Mate, Roger G0HNU's ashes were scattered from HMS Belfast. Half-mast took place as a form of respect and for the first time we have been able to use the Chapel on board, courtesy of HMS Belfast staff.

In June we participated to THE MUSEUM SHIPS WEEKEND and THE INTERNATIONAL MUSEUM WEEKEND event. We kept the station on air when possible however the conditions have been very poor resulting in few QSO.

To keep members up to date we created a London Group Bulletin and the first PDF file was sent out by email at the end of June.

During August bank Holiday weekend the Education department on board HMS Belfast has been running with us a communication weekend, a Family event where signal flags and visual communications are explained to the younger

generation.

Throughout the event the BWO has been activated on few occasions involving visitors and anyone interested in Radio communication. Several contacts have been made with Radio enthusiasts doing our bit to raise the RNARS profile.

On the 3rd of September Bill G0IEC, myself and our invited guest Rolf Williams, Media Officer from HMS Chatham established a radio contact with HMS Chatham - GABL.

To prevent any breach of our Amateur Licence we replied as a SKED test avoiding the use of GABL in our transmission. HMS Chatham at the time was in the Arabian Gulf.

This time the propagation was good and various signal reports have been logged and exchanged by the Committee members on different location in UK.

I'm also glad to inform you that a new computer has been donated to us. Subsequently a data modem was purchased making GB2RN DATA mode transmission now possible.

On the 5th of October 2008 a special gift and a brass plaque made by the London Group was presented to Janet Currie widow of Silent key Len Currie G3UKX for the donation of a Yaesu FT-767 rig.

Len was a Chief Petty Officer who served on board H.M.S. Belfast and it was decided to put his Radio equipment back in operation soon after it was donated to us.

The Family gathering took place in the Wardroom along with a group and representatives from the West Ham Sea Cadets Unit. The afternoon ended nicely with a tour around the ship.

Outside the BWO we have replaced all the information with a single RNARS panel making the first impact with the station a more professional experience and QSL cards are now in two photo diaries.

Marc Litchman G0TOC is now our established QSL manager. Marc has a long experience as a QSL manager with other clubs and his details can be found on QRZ.com

The London Group email

database is growing and currently we have 70 members in the London Group

I would like to use this opportunity to say thanks to HMS Collingwood Museum who will donate two B40 Receivers to HMS Belfast as a contribution for a long-term plan of restoration of the BWO. Also thanks to John Youde G0GUF for the donation of one B40 receiver and a Yaesu FT 200 to the London Group and finally thanks to Ted G3WBB for the donation of a PC.

I consider myself privileged to work as the Yeoman on board HMS Belfast. This position has given me the opportunity to handle GB2RN issues on the spot and this was revealed in many occasions.

The London Group 2009 Easter Activity Week will start on Friday 10th April until Sunday 19th, the Tower visit is on Wednesday 15th (TBC) and the AGM on Thursday 16th April.

Finally, we have negotiated discounts at the café on board – RNARS London Group members just have to show their cards to

receive this.

That's all for now...see you soon on board.

73 de Rod / 2E0RPSChairman RNARS
(HMS Belfast) London Group. # 4835
L/G No 630

(c) Data Coms

The RNARS eNews bulletins are available only to current members of the society. At present the email addresses of some twenty per cent of the society's current membership are on my distribution list. The bulletins include news of RNARS events, the latest membership updates and changes, and much more.

Any member interested in receiving the eNews bulletins should contact me by email, remembering to include his or her callsign, where applicable, RNARS membership number and email address. My email address is printed on the inside of the front cover of the RNARS Newsletter, at the foot of this report and there is also a link to it on the "Managers" page of the RNARS website.

The RNARS Yahoo Group

reflector has been in existence now for over three years and is co-moderated by Dave G4JBE and me. Membership of the group is limited to current members of the RNARS. The reflector is an ideal way for members to send out activity reports, ask questions, reminisce about times past, old ships etc. It is used for "Stop Press" reports of matters relevant to RNARS members that crop up in between the weekly eNews distribution. By logging-in to the Group site, members have access to a Files area, where members can upload and view images relevant to the RNARS.

My thanks to all those who send me items of news, but especially to Mick G3LIK and Doug G0MIU for their regular weekly input, to Robin GM3ZYE our Newsletter Editor and Secretary, and to Jim 9H1RN for all his work on the RNARS website, our "shop window" on the web. I would also like to say thank you to John G3TWG and the other retiring members of the Committee for his and their past efforts on behalf of us all.

73, Diana G0RNO/3926 RNARS Data
Comms. Manager

rnars2news@btinternet.com

(d) Merseyside HMS
Plymouth Group

No News from Plymouth Group except some news on HMS Plymouth Association Website

HMS Plymouth may possibly be moving up to Scotland, but nothing certain as yet. Holding off on the closedown of the group for a few weeks just in case.

73 de Bill G0ELZ at qth
WB4UYA Bill

(e) Area Representative
Coordinator

Good afternoon Mr Chairman, Honoured guests, Ladies and Gentlemen.

As many of you will already know this will be my final report, as I am stepping down as Area Rep Coordinator. Wally, G4DIU has been appointed by the committee to be my successor.

Both Wally and I are at Leicester rally today, it would have been nice to have been able to say "see you there" but of course that is not possible.

In any event, I would like to welcome Wally to the job, and to

wish him well in carrying out his duties.

It has been a mixed bag sort of year, early on, we saw the limited distribution of committee minutes, this resulted in me not having copies, and therefore unable to supply to Area Reps, many of whom like to keep in tune with committee and Society events.

May brought the sad news that Bill McVeigh, Mi0CTA, had passed away following prolonged illness. Bill was our Area Rep in Ireland for Northern Ireland.

September saw Brian, GW0JXW, Wales rep. resign from his post after many years of service to the Society.

Brian usually runs the stand at Llandudno rally, we asked for volunteers to run a stand this year.....the response was an overwhelming.....ZERO!

[Editor: Brian went SK on 6th November –see elsewhere in the Newsletter]

That brings me to the same old gripe (sorry request) that I have given each year, that is for volunteers to fill in some of the

vacancies that still exist, not only for committee positions, but for Area Reps as well.

In an ideal world, each County could have a representative for the Society; that is not a pie-in-the-sky dream; we have members all over the UK, so this could so easily be achieved.

On the up-side, the rallies are still being supported by the few Area Reps that we still have, I am serious when I say 'how much longer this will last is anyone's guess'. If you want to see the Society at rallies then please be prepared to help out!

Rally reports again this year have been a little thin on the ground, I don't push the Reps too hard for them as a necessity of the job, I like to leave it to the individual, but when tendered, they are sent up for print.

Rally reports not only help to 'pad out' the Newsletter, they help to advertise various rallies where the Society does have a stand.

In conclusion, I would like to thank all of the Area Reps not only for their hard work and dedication to the Society over the years, but also for the support they have given me in doing my job as Rep Coordinator

Thank you gentlemen one and all

Dave Lacey G4JBE # 0434

(f) Shack Manager's Report

The report had not been received in advance (although it had been sent). Dave then announced that he had only one pair of spectacles with him, not his reading ones (cries of "Should have gone to Specsavers..."), so the Chairman offered to read for him. After a couple of paragraphs Dave realised that the Chairman was reading from a report submitted to an earlier committee meeting, so after much mirth, the up to date report was read, as follows:

Mr President, Mr Chairman.
Ladies and Gentlemen.

As you may already know, I am stepping down from the post of Shack Manager as of this meeting.

Though I am partially retired, working 3 days a week and having several other hobbies, all of which take up a lot of my spare time, I am unable to give the job the time and effort it requires.

I took over at the last Mercury Rally at the request of Tom Biddlecombe who could be very persuasive, and that must have been all of 18 years ago at least.

Toni Mori has volunteered to take over the post.

We ran 2 Special Events this year, 1 in support of Haslar Hospital and the other for the Guides, TDOTA.

I regret there were moans and complaints resulting from both, there were members present but no volunteers to operate.

The HQ Station has been donated a commercial HF Transceiver by “Barratt (UK)” who are based at Whitley just up the road.

One of their staff was a Baby Sparker of mine and he has been kind enough to put our name forward for this donation. It is hoped to have some pictures taken by them for local media.

Welfare has gone from the HQ Building and VT Flagship have taken their place.

Flagship have provided a lot of equipment in the kitchen which they have given us permission to use, they also ran a Broadband link to the Shack from their terminal but regret it is not yet up and running, this is being looked into and hopefully it will be in operation in the near future.

I would to thank all members

who have assisted me in various tasks in the HQ Shack and I wish Tony Mori good luck in the chair.

This concludes my report.

Dave/G4ZMP #2616

**(g) RNARS Website
Manager**

The web site continues to progress well and now contains:
-

Statistics

Main Site	Member Area (sub web)
542 Files	290 Files
463 Pictures	226 Pictures
1,359 Hyperlinks	825 Hyperlinks

11.9 Mb

Morse Corner (sub web) /
Morse Learn (sub web)

234 Files	268 Files
191 Pictures	201 Pictures
271 Hyperlinks	523 Hyperlinks
36.0 Mb	5.2 Mb

This equates to a total of :-

1,114 files

890 pictures

2,825 hyperlinks

that all together creates

63 pages

147 photos

50 sound files

1 video file

Including operating files and folders, the total disk space occupied on the Internet-UK Server is: -

88.7 MB – with 121 Folders containing 3,467 Files.

Since its recreation into Microsoft FrontPage in 2006, it has now been visited 17,646 times with many re-visits to the News Page, the Morse Transmission Page and the Learn Morse Page. Continued comments of support are added to the Guest Book and are gratefully appreciated, thanks to all. The web site is updated daily in the early hours to meet visitors who log on each day for the news. The Morse transmission

pages are updated weekly. There is still scope for more improvement yet with more interactive elements.

This year has seen an upgrade in the server to a new Core 2 Duo processor, 1 GB of RAM, 2 x 160 GB hard disk drives and Windows 2003r2 Web Edition. This is showing appreciably faster access times (benefiting the Morse sound file downloads) and takes more visitors at any one time. Many thanks go to Bob Jennings G3NXV and his expert staff for their continued support, time, effort and expense to make possible the availability of the RNARS website with the best performance to date. *(Image of Bob inside front cover - Ed)*

The site is owned by the RNARS and is not Jim 9H1RN's site, it is your site containing what you want. If you would like to contribute to its development or feel something should be changed just email me and I will be only too glad to oblige.

Best regards to all, apologies for not being present to deliver this report.

Jim 9H1RN

S/Lt(SCC) P J Banner RNR

**Comms Officer TS St Paul SCC
Malta GC**

(h) Overseas Representatives, reports

None received - members expressed disappointment. at the lack of news

A question was asked as to **commodities** – no report was forthcoming, but the Chairman said there were no problems in this area and that they would be on sale in the shack immediately following the AGM.

11 Announcement and Presentation of RNARS Awards

The Merit Award Shield and certificate were presented to John Patrick, G3TWG, retiring Treasurer, for his long service in this post, keeping the Society's finances in order.

Merit Certificates were awarded to Dave Lacey, G4JBE, retiring Area Rep. Coordinator, for his service, and for representing the Society at various events, and to Mike Rutland, G0VIX and Dave Butler, G4ZMP, for service as Committee Members.

RNARS Activity Year Shields were earned by Bill, MM0WPM, (first place) George, G3OXY

(second) and Terry, G0TBD – this was collected for him by Rod from HMS Belfast.

12. Amendments to the Constitution:

The following was proposed by the Committee:

Under membership categories, to add other groups

7. b. i) Crew and Officers (seagoing) of RNLI.....

The Chairman explained how he had been approached by one such person at a Freshers' Day, enquiring about membership The Secretary said he had received one objection, from a member who supported the RNLI as a marvellous organisation, but who did not feel that they were suited to membership. After brief discussion, the proposal was carried unanimously.

13 Any Other Business

Peter, G3VNH, pointed out that this was the 48th AGM and that our 50th Anniversary would soon be upon us. Something needs to be done – perhaps a dinner and re-union. Agreed by all.

Phil, G1LKJ, proposed that the Paypal recommendation be put – it was, and was carried, subject to the new Treasurer being happy with the proposal.

Printing of QSL cards – the Chairman said he would put details for the contact in the newsletter. Marc pointed out that the gentleman had recently appointed a new UK manager and Mick said he would include this.

The meeting closed at 1547 hrs.

Errors in the Bounty Boys Story – Summer 2008

Brian G2FSH #4633 , takes me to task for errors in his story in the last issue. My fault – I dictated the text he provided via a microphone into my PC and obviously did not search well enough for errors – sorry, Brian.

Half way down page 61 in left column.....one of a class on Belle Isle in 1944 not 1994further down ‘there’ not ‘their’ On right column.....a trial took place, some were freed and some were hanged [not somewhat]. [Captain Bligh of course was set adrift in boat with

members of the crew loyal to him and the plea put up at trial was that there was not enough room in the boat for them saying

“Oh yes my Lords I was loyal to the captain, aye sir”] , no doubt eh.

But the largest complaint that you no doubt will get is that there was no connection with the story of Captain Bligh and the Bounty Scheme for entering the Royal Navy as wireless telegraphists. In January 1941 the Navy league purchased an old sailing vessel and renamed her T.S. Bounty. Why so re-named I do not

know. She was fitted out to accommodate forty members of the Sea Cadets and weekly courses were held in wireless telegraphy. Thence followed other training establishments first one at Slough then others. This saved the Admiralty some of the lengthy time to train radio men. I did belong to the Bounty Boy’s Association but dwindling numbers brought it to a sad end.

In February 1956 I was a telegraphist in **HMS/M Acheron** doing Arctic trials off the east coast of Greenland, which consisted of runs under the ice pack to test equipment that measured ice thickness among other things.

At sea we would send our diving signal which gave the start time and length of the dive. On a trip like that which was about a month, a signal was sent giving a longer dive time and then only a “Check” signal was required every 24 hours.

The radio equipment at that time before the conversion was the 55M HF transmitter and B28 and B29 receivers.

During the trip the POTel was having trouble clearing the “Check” signal and the Captain, Lt.Cdr. Peter Ross Hay even altered course south to help the cause.

As the deadline passed we were copying the submarine broadcast GBR Rugby so we knew there was concern for our safety.

One hour after the signal should have been received, Admiralty sent the “Submiss” signal which alerted the authorities that we were missing.

After two hours the “Subsunk” signal was sent which activated the search and rescue organizations.

Four hours later HMS Coquette, a fishery protection vessel heard our signal and was able to relay.

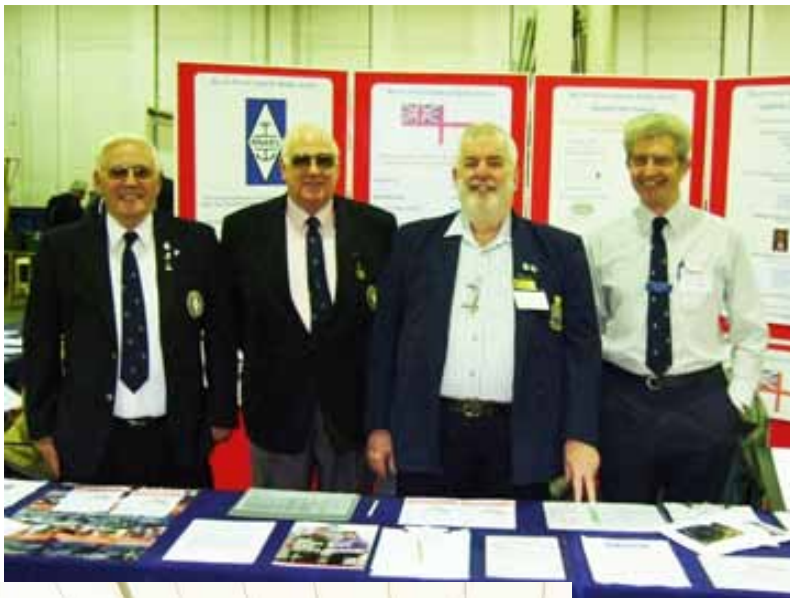
A spokesman for the Royal Observatory at Herstmonceux later blamed the conditions on a giant flare of the sun which caused magnetic storms and severe radio interference.

We continued with the trials and had trouble with radio transmission for the rest of the trip.

A point of interest to note is that shortly after that trip the command of the boat was changed and a Lt. became the new Captain for his first command. That Lt. would later become Admiral of the Fleet Sir John Fieldhouse RN.

Michael Butler





Above: Donington:

Mac, G0RPK...Tony,
M1AFM...Wally, G4DIU....
Dave, G4JBE



Left and Below Hamfest

?? Phil G1LKJ Mac
G0RPK ??



Below: Jackie, Jean, Penny





On the 5th of October 2008 a special gift and a brass plaque made by the London Group was presented to Janet Currie widow of Silent key Len Currie G3UKX (RNARS 0751 London Group 009)

(See article page 39)

Presentation of Kenwood TS870 to GB2RN by David Wilkins G5HY in 1997, in the group Phil G1LKJ, Bob G0FEK, Dave G5HY, Bill G0IEC, Ivor M0IMJ, Wilf G0WLF.

Bill G0IEC found the photograph and thinks it may have been taken to commemorate the handover for Radcom.





‘Life in the RN’
 Author, the late
 George Stead (right)
 G0GSQ # 4417 at a
 presentation by the
 Rochdale Club

George Sweet G3OZY
 #0067, receives his
 Activity Award from
 Chairman Mick at the
 2008 AGM



Above: Lt Cmdr Peter Ellis VK1PE #1528 (right) - see article)



Tom Frank Biddlecombe, G3WAO 1946 – 2008.
Chairman RNARS 1997-1989 and 1988-1994

Many tributes have been received regarding Tom, and he was obviously much loved and respected. A long Obituary has been submitted by Bill Mahoney, and I would be pleased to mail a copy to anyone who would like to see this. It contains very moving extracts from what was said at the family service. For now, Bill writes:

Many of you reading this will have known Tom, some of you a lot longer than me. I cannot remember when I first met him, but it was through the RNARS and was a fairly long time ago. We were all saddened to hear the news right from the time when it was discovered that he had a brain tumour. The operation was a success but the disease came back later and sadly he died on 15th October this year.

A memorial service was held at his family church in Stubbington near Fareham in Hampshire, very close to the RNARS HQ of HMS Collingwood. Around 150 people attended the service which included

family, friends and former colleagues. The RNARS was represented by a handful of members, including myself, and the Chairman Mick Puttick G3LIK.

There were a number of testimonials to Tom's abilities, professionalism and friendliness from a fellow colleague of CRASH, the homelessness charity for which Tom was a Director. The Vicar read out a trio of e-mail messages reflecting the many received from his former Air Traffic Control and other colleagues in the Royal Navy.

Two weeks before Tom died he sincerely felt that these words be taken down and passed on to you all. He said this was the opportunity to say what he felt.

Hi

I would like to pass on my heartfelt thanks to you all. For those who have helped me, Janet and all the family, not just in the last months, but the last (well nearly) 62yrs. I am enormously grateful to my family, whom I love, my friends and colleagues – everyone, all who have made it possible for everything I have done throughout my life, which I have used to the full. I wish you all happiness and success.

My Love to you all, Tom.”

One of several other tributes is contained in this mail:

Greetings Robin,

I have now got access to the Members Section of the website (courtesy of Jim) and have noticed that the Newsletter is available there.

This would be an opportunity to have my copy via the Internet, thus saving the Society the overseas postage previously involved.

As a Life Member, I am conscious that I no longer make any financial contribution in the way of subs.

Is this possible?

On another matter, I was saddened to learn that Tom G3WAO was now a SK. He told me last Christmas about his brain tumour and his determi-

nation to fight it. Tom stayed with us when HMS Invincible visited Wellington and I enjoyed his, and Janet's, hospitality 1994 when I visited UK for the D-Day Commemoration.

Thanks,

Iain Hill ZL2ZLW # 0972

From Webmaster Jim

NEW SERVER INSTALLED

A new Core 2 Duo processor, 1GB of RAM, 2 x160GB hard disk drives and Windows 2003r2 Web Edition has been installed. So should be appreciably faster to access and take more visitors at one time.

Many thanks go to BOB JENNINGS G3NXV of INTERNET-UK [see image inside front cover] for his continued support, time, effort & expense to make possible the availability of the RNARS website with the best performance to date.

There are still a few gremlins to sort out but I think its a small price to pay for the system change. The biggest is that I still do not have write access to the Members Area. This means I cannot quickly get the Latest Newsletter or Commit-

tee Minutes on the site. Apologies - but Bob has promised to look into it. Otherwise what everybody is seeing is correct and continually being updated.

Best regards **Jim 9H1RN**

Notes from **HMS Belfast** - see **also the images on Page 34.**

Are you a member of the HMS Belfast Group? If not, why not???

The annual subscription of £5.00 for membership of the RNARS (HMS Belfast) London Group is due on the 1st of May each year.

Below is a list of the current members (i.e. those who have paid their subscription for year 2008). The list is complete at 14 November 2008.

2E0RPS 2E1GDC 9H1ZY
AA1XX DC7QN DF7PM DH-
1LAO DK9OS DL1EKN DL1NL
DL5XI DL6LAO DL8BEL
EA5AOR G0BUX G0DID
G0ELZ G0FEK G0GBI G0IEC
G0JCF G0LEH G0PSE G0TBD
G0TEL G0TOC G0WLF G1KRU
G1LKJ G2IV G3APO G3EBE
G3LIK G3OZY G3TzM G3WBB
G4CJY G4LNA G4NFT G4TAD
G4TUO G4UDO G4WZI G6DGG

GM4GIF GM4GVJ GW0ANA
GW0JTE HB9ANE K7VV
KB7NJV M0CPH M0DUE
M0IMJ M0LLE M0PSW
M0VNG M1AFM MM0WPM
N4XAT OE6NFK OE8NIK ON-
4CBI ON4CBM
ON6WR PA0VLA PA3CTK
SM6DER SM6VWG WB2YIP
WB4UYA SWL / Vic Tindall

If any (out of date) members wish to renew their subscription, please would they forward a cheque for £5.00, payable to RNARS (HMS Belfast) LONDON GROUP and a Stamped Self Addressed Envelope for their Membership Card to be sent to them - to:

TOM TAYLOR / G0PSE,
19 DERWENT GROVE, TAUN-
TON, SOMERSET TA1 2NJ,
ENGLAND

A polite reminder ... An in-date Membership Card is necessary to gain free admission to HMS Belfast for attending the AGM or the Easter Activity Week. Without a 2008 Membership Card, anyone wishing to board the ship will have to purchase a visitor's ticket as a member of the general public.....

73 de
Tom Taylor / G0PSE

On the 5th of October 2008 a special gift and a brass plaque made by the London Group was presented to Janet Currie widow of Silent key Len Currie G3UKX (RNARS 0751 London Group 009) for the donation of a Yaesu FT-767 GX rig to the GB2RN station.

Len was a Chief Petty Officer who served in the Bridge Wireless Office on board H.M.S. Belfast and to "let the radio waves flow" it was decided to put his Radio equipment back in operation as soon it was donated to us on board.

The Family gathering took place in the Wardroom along with a small group of youngsters and representatives we invited from the West Ham Sea Cadets Unit.

The afternoon ended nicely with a tour around the ship.

I would also like to say thanks to HMS Collingwood Museum for the donation of two B40 Receivers to HMS Belfast and thanks to John Youde G0GUF RNARS 3227 for the donation of one B40 receiver and a Yaesu FT-200 to the London Group.

73 de Rod / 2E0RPS
Chairman RNARS (HMS Belfast)
London Group
R.N.A.R.S. No 4835
HMS Belfast L/G No 630

Rally Reports:

Leicester (Donington) Rally 2008

Friday morning at 0700, it was lashing down with rain and blowing the proverbial hooley. I was thankful for having loaded the car the evening before.

The 2 hour journey to Donington turned out not so bad after all, as the weather abated the further North I drove, arriving at 0900 to a cold but mainly dry morning.

Wally, G4DIU and Bill, G3TQM were already busy, and had the stand all but finished and ready.

0930 heralded the start of the rally, doors were opened to allow a steady influx of punters in search of a bargain.

By estimation, there were a third less traders/stands this year, compared to previous rallies. This might in part have been due to the change of date or the coincidence of the start of School half-term and late holiday getaways.

Either way it gave a lot more space to get around the hall to see the displayed equipment on

sale.

Friday saw a steady trickle of members visit the stand, in all we had 26 members sign in. It was heaven this year not to have had to contend with the noise from adjacent motor racing events. Saturday was noticeably quieter all round, with only 14 members to the stand.

We did a brisk trade in commodities, along with the taking of a number of annual subs renewals. In all, more than a dozen joiner forms were handed out over the two days to prospective members, and a number of other persons showed interest in the displayed material.

The rally attendance tailed off rapidly early afternoon, so at 1600, along with a number of other traders, we decided to “break ranks”, pack up the stand and head home.

Although down on overall numbers attending this year, the rally is still judged to have been a success.

Thanks go to Wally who stayed the 2 days, and to Bill without who's help we would not have had a stand at all.

Dave Lacey G4JBE # 0434

HAMFEST 10th August 2008

Flight Refuelling Amateur Radio Society Hamfest was held as usual in the grounds of Cobham Sports and Social Club. The RNARS table situated in one of the marquees was set up and manned by George G0NUM and Les G0KXN who were supervised by Ernie G3UAZ on light duties. It was good to see that Ernie had made a good recovery from his recent major operation. First member to sign in was Gwen G4JYL, Phil G1LKJ and his XYL Jackie were also early to visitors the stand.

The weather was kind in spite of heavy rain during the previous week. Groundsmen had done a fine job in cutting the grass short and the temperature was such that it was most pleasant for visitors to walk around looking for bargains. Traders appear to be down in numbers; however the car boot sale covered a larger area than previously.

Car parking arrangements again made it possible that visitor's cars were conveniently parked on the rally site. There was plenty to occupy visitors as well as looking for bargains. Large marquees full of radio, computing, and electronics traders exhibiting items for amateur radio, computing, and electronics hobbyists, as well as a section dedicated to art and craft items and a large boot sale dedicated

to radio and a variety associated items.

FRARS HQ with its amazing facilities on display was open to visitors to the rally and Chuck Hobson M0MDK formally of the United States Navy was giving his popular lightening demonstrations of the Teslar Coil discharges.

Chuck's web site <<http://myweb.tiscali.co.uk/teslatutorial/index.htm>> <<http://myweb.tiscali.co.uk/teslatutorial/index.htm>> is well worth a visit. Bill Journeaux was showing off his unique collection of antique radio. Hot and cold food and drink was served all day long in the Sports & Social Club complex.

A total of 26 RNARS members signed in from as far away as Plympton in the West Country and Bradford up North that was one more than last year.

A great deal of interest was shown in membership of our society; six application forms were taken away. Three by former members wishing to rejoin and three by prospective members, two of the latter being press-ganged by our Chairman Mick, G3LIK .

We hope to see as many members as possible at Hamfest 2009.

George G0NUM RNARS #3683

Wildherne Rally 31 Aug 2008

Leaving home just before 0900, to an overcast day, warm but no rain. Arriving at the rally site after a ten minute drive. The table was set up for me already and near to the galley hatch.

Set out commodities, and waited.

Rally soon started to fill up.

Met a number of old friends and members of the Andover Club.

We had light rain just after 1000, which came and went for the remainder of the morning causing problems among the rows of stallholders.

I packed up at 1230 and had a look around, 5 members signed in.

As usual the rally was well organised in its usual village setting.

My thanks to the Andover Club, and look forward to the April rally.

George G3OZY 067

Hants rep

Milton Keynes Rally

The weather Gods were displeased and it rained until 11:00 BST which put a damper on the proceedings.

About 40 stalls set up, the majority in the play ground who got rather soggy but were in good

spirits.

The organization was very good as usual. Well done MKARS

I had only two sign in and we had a tot. Also an enrolment form was taken, and I will wait in anticipation.

No commodities were sold.

Considering the weather everybody had a good time.

73 Glenn G0GBI # 3481

Huntington Rally

The weather was a lot better and about 50 stalls set up in the large play ground with another 20 odd in the hall and classrooms.

As usual everything under the sun was being sold, DelBoy would have been impressed. Some of the bartering language was quite colourful !

We had 5 sign in and 2 enrolment forms were taken. We all had a tot. 2 caps and a mug were sold.

A very good enjoyable day out.

73 Glenn G0GBI # 3481

Colchester Rally 2008.

The rally was held on the 27th July 2008 at the St. Helena School Colchester Essex, a venue that has

been used for a number of years. This year the attendance was on par with previous years, the good Essex weather may have helped. The RNARS table was situated in the main hall, which together with only the large local trader and a few special interest groups stands, left the hall rather empty. Most stands were out on the field arranged as a car boot sale. The stand was arranged with the usual display of RNARS pictures and commodities for members and the public's perusal. Five members signed the book which was the same number as signed in last year, it was also nice to "chin wag" with those that passed by the stand. Next rally in Essex is due to take place in early February 2009 so hope to meet more members then!

G3PEM #1917 Essex Rep

All Members & Friends:

Our latest Newsletter is now available via the web site.

<http://capemaycountyamateur-radioclub.org/>

Newsletters also are available for our Yahoo members on the N2C-MC Yahoo Web Pages

Warm Regards to All,

Bob/N4XAT

Here is an idea for next year's AGM – hire a Warship for the day..... Our friends across the pond don't do things by halves!

USS 'The Sullivans' DDG68. Family Day Cruise February 16, 2008

(From the March 2008 'The Sullivans Association' Newsletter)

The Sullivan Association exists to promote the memory of George, Francis, Madison, Joseph and Albert, the Sullivan brothers (5!) who died when their ship, USS JUNEAU (CL 52), sank after being torpedoed by a Japanese submarine during the battle for Guadalcanal on November 13, 1942. Two ships have been named 'The Sullivans'. More info from their website [Google The Sullivans Association]

On February 16th, USS THE SULLIVANS (DDG 68) embarked over 300 family members and friends for a one day cruise. The weather was beautiful as riders began arriving at 0600 for a full day of exciting events. Members from THE SULLIVANS Association and the Ship's Sponsor, Kelly Ann Sullivan Loughren were in attendance.

The ship got underway at 0900 and headed out to sea. After exit-

ing the Saint John's River, THE SULLIVANS watch-standers spotted pilot whales only several hundred yards off the port beam. Minutes after, the commanding officer, Commander Ryan C. Tillotson, announced that the whales rarely breach the surface of the water, but these whales put on a show for all guests to enjoy by leaping high out of the ocean. Once safely passing the whales, high speed manoeuvres were conducted to demonstrate speed and agility of the powerful warship.



THE SULLIVANS performed tight turns, giving the visitors their only taste of sharp rolls on the flat and calm sea.

Around noon, the guests were treated to an awesome roar as five rounds were fired from THE SULLIVANS MK 45 5" gun. In addition, all of the ship's small arms were fired during crew-served weapons demonstration held on the flight deck, led by Gunner's Mate Petty Officer First class Eric Hassel. Following Weapons Department demonstration, Engineering Department performed a damage control demonstration. Damage Control Chief Petty Officer Steve Boyd explained to the guests the process of combating a fire caused by a helicopter crash on the flight deck. Afterwards, children of the crew were given a chance to operate charged fire hoses, under the

supervision of the ship's damage control men.

During the afternoon a Memorial ceremony was held on the flight deck for Mr. Paul Fant, the last surviving founder of THE SULLIVANS Association. The ceremony was presided over by Commander Tillotson and Kelly Sullivan Loughren and Bruce Kahler, president of the Association who laid a wreath in the ocean in memory of Mr. Fant.

Immediately following the Memorial ceremony, Hull Technician Petty Officer First Class William Schweikert re-enlisted for a period of four years. His wife, Brigitte, and children Brittany, Natalie, and William were in attendance.

During the return leg of the trip, guests witnessed a supersonic entrance to a full tactical demonstration flown by LT Adrian Jope/Tom VFA-I 06 based out of Ocean Naval Air Station, VA. The awesome display culminated in a supersonic exit that the friends and family members talked about the rest of the day. The trip concluded with a cake and ice cream social on the missile deck in celebration of Kelly Sullivan Loughren's birthday.

THE SULLIVANS returned to port at 1700. Family and friends departed the ship with memorable experiences and an appreciation of the hard work that the fighting crew of THE SULLIVANS put in everyday to ensure that loved ones at home remain safe and retain the freedoms they enjoy. (Information provided by ENS Doug Weatherhead)

Association members from 00537 who were able to attend were Bruce Kahler, Carl DePoy, Harry Nelson, Harry Nolan, Ralph Hendricks, Edward Holmes, Richard Cuttone and Jerry McCallister and Dean Leonard from DDG68. Most had family and/friends along for the trip.



IMAGE Photo taken during the Family Day Cruise February 16,2008. Kelly Sullivan Loughren is at the podium making remarks to the crew and guests, CO CMDR Ryan Tillotson is at her near right and CMDR Shawn Johnston, XO, is to his right.

The article was sent in by **Carl DePoy, K8BBT, #1467**, who writes:

I was on that cruise along with my wife, son, and grandson. The gal in the picture is Kelly, grand daughter of one of the Sullivan brothers, and sponsor of the ship. I served on the original USS The Sullilvans DD537, 1962/63. It is now a museum ship in Buffalo N.Y. I have made a lot of good friends through the RNARS, and sadly many of them have passed on. I will be happy when the bands reopen and we can get on the nets again....all the best.... 73... Carl

Final item from the USA this time:

Hi, Robin: I am an American RNARS member (#4621) in the State of Oregon. I just returned from driving my son across the United States to join his bride in New York. Before flying back home, I took the train up to the Boston area, which I had never visited, to see an old friend. He was kind enough to drive me over to the nearby town of Bolton, where I dropped in for a short visit with Bill Cridland WA1HWW. *(See image, inside front cover)*

As you know, Bill has, for many years represented RNARS interests in the America and serves as net control for the RNARS North American net on 14.320 MHz, each Sunday at 1900Z. Our visit was necessarily short, but very enjoyable. Bill's home is located in a lovely wooded area, and the surrounding trees, at this time of year, display a riot of wonderful autumn color. (Unfortunately, the tree branches have also so encroached on his antenna that he currently cannot rotate it for maximum gain). Nevertheless, he took pride in showing off his ham station.

One of the pleasures of our hobby as radio amateurs is the oc-

casional opportunity to enjoy such eyeball-to-eyeball contacts. It was certainly a pleasure to have this one with Bill, whom I have talked with frequently on the RNARS net but whom I had never before has the pleasure of meeting off the air.

73 de Frank KB7NJV #4621

from VK land:

During August and September 2008 the Wireless Institute of Australia conducted a ballot for the coveted VK "2-letter callsigns" that had been restricted from issue by the Australian Communications and Media Authority (ACMA) while various Amateur and general radio governance issues were decided over the last several years.

As of 25 September 2008, ACMA allocated me VK1PE (VK1 = Australian Capital Territory) with the last two letters representing my initials.

A little history: I am the Amateur formerly known as -- going backwards through my Amateur history -- VK1KEP, VK2KEP, VK3KSW, VK2KEP/4, VK2KEP/3, VK2KEP. I have served in the Royal Australian Navy since I left school. When I was going for my

license in the very early 1980s I obtained permission to ‘sit’ my license in a Navy ship, with the Education Officer and a senior radio operator invigilating the respective paper-based and Morse examinations. The K callsigns, combining the full theory examination and a reduced Morse code speed, were just then becoming available. When I went in person to the license office in North Sydney, I was told by the office assistant that mine was the first K call issued in New South Wales, and perhaps Australia. At that time they were not issuing all the available letters, only about the first half of the alphabet for the second letter, hence (somewhat disappointed!) I reversed my initials to EP and was issued VK2KEP (VK2 = NSW). I have been able to keep these initials except when in Victoria (VK3) for several years in the late 1980s: VK3KEP was then being used by another amateur, so I adopted letters from the name of the ship I was serving in, HMAS SWAN, and became for that period VK3KSW.

Peter Ellis VK1PE RNARS-1528
Lieutenant Commander, RAN

Peter also sent this:

Peter is the Security Manager and Unit Security Officer for the Australian Department of Defence project building the new Headquarters Joint Operations Command (HQJOC) complex. Situated some 30km from Canberra, the national capital, between the city of Queanbeyan and town of Bungendore, the main building will house approximately 750 staff of HQJOC and Special Operations Headquarters when handed over in November 2008. It is already, arguably, the highest security building in Australia.

On Tuesday 2 September 2008, the day before he left the official residence, Government House at Yarralumla in Canberra, at the end of his tenure, the Governor General of Australia, MAJGEN Michael Jeffery, visited the new HQJOC complex. He was briefed on the progress of the building and fit-out program by the Director General HQJOC Project, BRIG Wayne Budd, and the Chief of Joint Operations, LTGEN Mark Evans.

Several years ago, Peter interviewed MAJGEN Jeffery for the VK “Remembrance Day” contest official opening broadcast. Peter was using recording equipment borrowed from his other radio interest, a community radio station serving people who are blind and visually handicapped www.radio1rph.org.au, where he operates the radio station’s broadcast panel while readers “turn print into sound”.

Caption for image on page 35 (L-R)
Project staff - Kate, Rod, Jon; BRIG
Wayne Budd; MAJGEN Michael Jeffery,
AC CVO MC; Norm; COL Paul Appleton;
LCDR Peter Ellis

Three stories from Lester Gray

RMS Queen Mary, and more stories:

In early June last year my XYL and I were touring SW USA, which included two nights in Los Angeles. So, we took at the Metro line to Long Beach (an hour's ride), and visited RMS Queen Mary. Of course I went to the radio room and took a few photographs - *image inside front cover*. I also signed the visitors' book with my name and call sign.

There are positions the four operators, perhaps even five. The facilities are used by the Californian Association of amateur radio operators, who have about 100 members able to use the facilities. I also talked of the ex-Russian submarine "Scorpion", the just in front of RMS Queen Mary. This is a triple-propeller submarine.

One morning in January 1956 whilst at RN A. S. Hal Far we had four Gloster Meteor T7s of 728 Squadron (FRU) airborne, exercis-

ing with ships at sea.

iMAGE

It was a wet morning with low cloud, borderline for flying. All aircraft were using VHF channel "L." and I was the operator on that channel. However, the exercise had to be abandoned due to poor and deteriorating invisibility. One of the aircraft, piloted by Lieutenant Hayes, RN, reported a fuel state of 50/50. Within a very short space of time he made an emergency call Pan Pan Pan -- intend landing on the first runway in sight. Nothing further was third from all scene of the aircraft. Of the remaining three aircraft one managed to land back at Hal Far with the help of GCA. Another landed at RAF Luqa, and of the remaining one reported that he had a green from RAF Takali and was going in there. I was interviewed by the Squadron CO (Lieutenant Commander Drake, RN, I think) as part of the inquiry into the loss of Lieutenant Hayes. He had the logbook for channel L and I was just as to confirm what was entered there.

In March 1956 HMS Ark Royal was in the Malta area working up the squadrons of her air group, 809 Squadron, which was operat-

ing Sea Venoms, but the aircraft had some kind of difficulty with their arrestor gear. Once launched from the ship they could not unlike back. Therefore the Squadron was based at RAF Takali, because the main runway at Hal Far was closed for resurfacing and they are alternate runway was too short to operate jets. Our flight of Meteor T7s was temporarily based at RAF Luqa. HMS Ark Royal was to take part in a NATO exercise in the Western Mediterranean, so 809 Squadron had to operate out of a French naval air station near Oran. All the male W/T staff from RNAS. Hal Far were temporarily drafted to Oran aboard tank landing craft HMS Reggio for the duration of the exercise, along with two AVTUR Bowsers on the tank deck. I stayed in portraying the two operate a CW service between the French naval radio station (C/s FUK) and Gibraltar, so I messed with the Frenchies, drinking red wine with my meals as is the French custom. Being the only Englishman, I was the centre of interest.

W. Lester Gray, M0CPH, # 4604

OBITUARY GW0JXW



I received some very sad news from one of his daughters that Brian Davies GW0JXW died last Thursday. It is made even sadder because Maggie and I visited him at his home in North Wales in September. He was very happy to cook lunch for us and we had a great time with him at his place catching up on all the news etc.

Brian was a stalwart of the Society as he was the Area Rep guru for a while and at one time was frequently heard on the bands. He used to attend the radio rallies at Llandudno but complained to me that the price had made it prohibitive and he wasn't going to do the one this year.

When we were with him, I managed to persuade him to get on Echolink. We had a couple of contacts on Echolink after he sorted out initial mic troubles and was looking forward to catch-up with the Maltese guys on the 9H1 repeater but sadly, it was not to be.

He hadn't been well for some time but after a stroke, he was admitted to hospital and it was discovered that he had lung cancer and brain tumours. He died of a heart attack whilst in hospital.

RIP Brian

From Bill, G3TQM

Hermes – God Bless her

My Last ship in the Royal Navy was H.M.S. Hermes, Known as the “Happy Hermes” and she was a very happy ship, at least when I was part of her crew.

I joined her on the 14th of July in the year 1966 at Devonport Dockyard, having just left H.M.S. Mercury only to sail back to Portsmouth the following day as was normal procedure in the Drafting Department of Mod Navy at that time.



We were beginning to put together a ships' company from both port divisions and everything needed to be sorted out after having just completed a refit in Guzz.

I was placed in “2B0” mess which was the second mess back from the Bows and on the centreline immediately under the flight deck. The mess was virtually a box with 52 bunks placed in it.

It became our first task to sort this lot out into some sort of comfortable mess area for this number of Petty Officers, We had our first Mess Meeting and I was voted in to be the Mess Secretary and Treasurer, it also turned out that I also became social secretary for my sins.

Whilst we were in Portsmouth, alongside at South Railway Jetty we were taking on stores and provisions and equipment of various

sorts and during this time the mess was allocated a refrigerator which turned out to be a three cubic feet monstrosity which was neither use nor ornament for a possible 52 Petty Officers. So it became my first job to complain to the powers that be regarding this "Oversight" and believe it or not I was given permission to sort it out myself (on behalf of the mess) and issued with an S 156 to do it with.

(S156 is a stores demand form which had only to be signed by its' owner in those days)

This opened up the Aladdin's cave more commonly known as the dockyard Naval Stores Department and was the reason why our mess became the proud owners of two thirteen square foot deep freezers each with six drawers and two large vertical fridge/freezers. These were bolted to the mess-deck floor in such a way as to provide a screen to each of the two entry doors to the mess-deck.

As we did not have any bar facilities in the mess I was asked to see what could be provided from the dockyard or elsewhere and eventually we signed a contract with McEwen's Breweries who would fit us out with a bar with two pumps and a spirit cupboard if we would promise to use only their

products in our bar. This we did and they did a sterling job for us – they carpeted out the whole mess, built us a bar of split bamboo, with a picture of Diamond Head beach in Hawaii – six feet high by nine feet wide as a back drop and a roof of imitation palm leaves. They rearranged the mess-deck so that we had a twelve foot open square area with 24 bunks lining three sides to provide the necessary socialising area.

The bunks were two-tier which meant that we had twelve seats around the square and which gave seating for thirty-six bodies dependent upon rear sizes but mostly proved to be acceptable for the odd social.

Our only problem was going to be when the squadrons came on board and we had to allocate these mess-square bunks to the waffoos. We only had eight Airy-fairies in the mess as ships' company and they were able to fit in to the bunks which were not in the public area of the mess.

You should picture an oblong box shaped area with 28 bunks (again in two tiers) spread around three sides hidden behind the 24 bunks forming the mess square.

The partitions between bunks

forming the interior walls (bulk-heads) of the mess. This arrangement gave the ships company Petty Officers a good degree of privacy and space for themselves. The lockers for each person were all bolted to the Port side bulk-head of the mess. It was all very comfortable really especially when only half full. The air crews only came on board for short periods during our 24 month commission.

After we had got ourselves comfortably sorted out we finalised our arrangements with the Brewery who undertook to have stocks available at every Refuelling opportunity and this caused to NAAFI Manager a bit of a problem, but as he was also in our mess it was easily overcome – he arranged that when McEwen's delivered at each RAS (Refuelling at Sea) – 2B0 mess beers and spirits would all be placed in the NAAFI cool store where it was easily to get at when needed. We had special permission from the Captain which allowed us to install two barrels of beer in the bar at all times and the mess members were sworn to uphold the rules regarding the issue etc of spirits which were kept in a specially secured

locker – nearest the bar. This worked very well until the squadrons came on board for the first time, when they thought the bar should be open at meal times etc., (more likely when they wanted it to be open) and without going in to details, this culminated in one flight deck Petty Officer being disgraced and sent ashore – we didn't get any more trouble after that. Once we had completed the work-up at Portland and all had two weeks leave, we eventually set sail for the Mediterranean and to the Far East.

Our first Captain's Rounds at sea was carried out by Commander Fieldhouse who asked to be shown what security we had regarding "Wines and Spirit" and we showed him the locker, he asked for it to be opened, and said "do you know that you have more spirits in this mess, than the Wardroom holds at any given time" and we thought that we were going to lose our privileges, but thankfully he was satisfied that our security was good so nothing happened, except that every Captains Rounds after that, the locker was inspected and the issue certificates were checked.

Once we were outside British National Waters we were instructed to charge only one shilling for each pint and each tot of spirits for the rest of the commission. This was to stop the Mess Funds becoming too large. This worked quite well because McEwen's were only charging the mess 10 pence for beer and 1 shilling for each Gill of spirit. We could not help but make a profit.

Gibraltar and Malta were visited and left behind and an exercise with the American seventh fleet left the Americans with egg on their faces (or should I say Flour Bombs all over the USS Forrestalls' flight deck when they didn't see our Buccaneers coming in at sea level and literally running down the flight deck dropping bags of flour before again disappearing off the American Radar by returning to sea level.

We then transited the Mediterranean again and made our way down to Ascension Island where we landed some spares and mail etc., and then on to Cape town and eastwards and northwards to Aden.

We were stationed off Aden for

quite some time whilst the station was closed down.

We had the B.B.C. TV crew on board who were covering the run down of Aden for the B.B.C. News programmes back at home and it was quite interesting to see the un-cut footage which they showed us on the flight-deck cinema screen painted on the side of the Island. Having since seen some of what was shown to the UK public, it is amazing how much got left out, A big issue was made of the last RAF Hercules leaving Kormacsah Airfield, but what wasn't shown was the Royal Marines following it down the runway and blowing it up as they came. God alone knows what would have happened if the Hercules had had to have made an emergency landing, because she certainly couldn't have landed on Hermes.

During the above period, the Buccaneers were flying in the Radfan Mountains bombing the Arab Terrorists and generally keeping them away from the Marines and Soldiers who were also leaving Aden. We had H.M.S. Bulwark with us for trooping purposes and we eventually sailed for Singapore via Masirah where we were sup-

posed to having a Christmas beach banyan party for all the off duty ships company.

A boat load of Royal Marines (42 Commando) were sent ashore to secure and prepare the beach area, but they never managed to land as they were fired on by some of the local natives – a signal was sent to Admiralty informing them of this event and saying that it appeared that the “Natives were Xenophobic” ? As I was on duty in the Crypto Office. I queried this strange word and was promptly told by the Captain, himself, that I should check my dictionary. When I told him that the Office didn’t possess a dictionary one promptly appeared on my desk with a note from the Captain saying “for the use exclusive use of Radio Supervisor Walker. And not to forget to use it in future.” I still have that dictionary.

We therefore had Christmas at sea en-route for Singapore. We had to make a detour to R.A.F. GAN as one of the stewards had fallen down a ladder (two decks) and it was thought that he had cracked his skull – this meant a very sedate voyage in order to keep the vibration to a minimum and the steward was eventually flown home from

Gan and we continued our voyage to Singapore via Perth in Western Australia. (virtually two weeks late) where we were involved in an accident at the dock-side. We spent four days in Perth and were generally given an excellent reception by the locals. But when it came time to leave, I do not think that Hermes wanted to leave. The stern tug was pulling us off the jetty but the Bow tug got it all wrong and pushed us on to the jetty which ended up with rather a large portion chewed up, much to the amusement of the locals. We went back alongside, to check for damage and found that the Paint Locker was damaged. A patch was produced in the Harbour and welded in to place and then some Ausie whit painted it “PINK” and the photograph was printed in the Perth Times the following morning and flown out to us by the COD flight.

On arrival in Singapore, under cover of nightfall, we embarked a Brigade of Ghurkhas and Ten Army Helicopters, which were immediately taken below into the hangars, we thought was for another exercise, but they seemed quite happy to settle down and enjoy life on board.

After each part of ship having one weeks leave in Singapore and carrying out self maintenance we set sail for Hong Kong, where we eventually arrived at Dead-of-Night and the Ghurkhas, in their Helicopters, flew ashore and, as we read in the following days papers and heard on the news, raided two multi-story blocks where they found a Communist arms factory together with a fully equipped Hospital. They also found accommodation for up to 500 people (Communist Soldiers) and captured over 800 Chinese people into the bargain. All this being done in complete secrecy.

Our Commandos went in on the ground and the Ghurkhas landed on the roofs, completely blocking any escape by the people inside.

After this we set sail for home via Mombassa – Cape town and Gibraltar.

In all this time our Mess funds were mounting up and the powers that be decided that all messes would be fully audited – our funds had been internally audited and then banked with the Pay Office until needed – When the Paymaster descended on our mess it was finally realised that we had

amassed £16,000.00p and it was pointed out to us that this was not legal and had to be rectified A.S.A.P.

After some discussion with the Commander and the Pay Officer it was decided that when we got to Mombassa, the mess would hold a B.B.Q. with everything provided from the funds. We then requested that the Naval Attaché be asked to assist us in this matter and that he should invite as many embassy staff and ladies to this event which was to take place at Kilindini Beach, which was a nice clean area of fairly secure beach. All but two (on Duty) mess members attended along with 180 people invited by the Consul – these included Kenyans also and an excellent day was had by all.

There was more than enough food to feed an army and drink to float a very large boat.

After we put to sea again – another audit was carried out and we were found to still have £13,460.00p in the funds and we could not understand this because the provisions must have cost much more than that – or so we thought – but after questioning the Attaché staff it was found that

they had charged their people to attend and they would not accept any money in repayment.

We then had to carry out the whole exercise again when we arrived in Cape town with virtually the same arrangements from our end – We were to pay for everything – and we thought that this was understood. But NO, after three days of B.B.Q's and a Large dance in the Town Hall and various sightseeing trips, we still finished up with £11,500.00p in the Coffers.

An emergency mess meeting was called and together with the Pay master it was eventually decided to give whatever was amassed before we got home was to go to a Charity which would be decided by a mess vote and to finish this story "2B0" mess donated £12,000,50p to G.O.S.H. (Great Ormond Street Hospital) to spend as they so desired.

Wally G4DIU # 391

Life In The RN - Memories of HMS Raleigh Part 2

**By the late George Stead
G0GSQ # 4417**

Image Page 35

Civvy Street has gone as we are in the Navy now, plenty more later if you can excuse an old man repeating himself. The Seaman-ship job, knots and splices, was great, but there was worse to come as we were introduced to the gunnery school and the gunners' mate and the joys of action stations, what they did say about him and his mum not being married I leave to imagination. We did have a few days rifle target practice, 303, must say I did much better at small bore, more bulls that way! However someone shot a cow on the hillside back of the targets - the farmer didn't go much on that one. Well the end of training did come at last so everyone was getting ready for leave and their rabbits ready to go through the customs such as duty free tobacco 2/6 a pound 12.5 pence at today's prices, the mind boggles. As for me I had to go into dock for an operation on my hernia, that meant 3 weeks flat on my back in a air raid shelter it was a decontamination centre for gas attack and used as a ward for people who couldn't be moved during air raids. A very bleak outlook I must say, however I did share it with 3 other chaps in for other operations. All this lot and I hadn't had a smell of the

war.

However I speak too soon they came over again on my last week and the crunch of bombs in Plymouth was like Nov.5th night sky Last year's raids sure did a lot of damage, glad I missed out on that one. Well leave finally came, 3 weeks, really great. I did manage to catch my brother John on leave at the same time, he was RN like myself but a gunner on merchant ships called DEMS Defence Equipped Merchant Ships. Did convoy work along the South coast and got plenty of hammer from the shore batteries on the French coast. Later however he got lots of runs across the Herring Pond, as they say, to New York and made many friends, must say that because of the food parcels received at home; and very welcome too.

Reported back to HMS DRAKE at Devonport Royal Naval Barracks. Must say war time certainly left its mark, mind you we had only 10 weeks training, also mixed up with other bods in transit awaiting drafts to ships, they seem to use half with experience and young lads Ordinary Seaman or should we say ODs - that's what we were known as in those days. As regards naval life, well a different

world altogether, mostly, and we had to learn Naval expressions. Mind you the memory does get a bit dim when you get to 85 and that is turns on the coil - a radio term. I will say that with the sense of humour of the lads from all walks of life I'm sure got through it and I wouldn't have missed it for anything, it was comradeship. My next draft was to Tobermory, Isle of Mull as ship's company on the "Western Isles" a training ship for new ships' company. The skipper was the famous Commodore Stevenson "The Terror of Tobermory" He had a team of specialist officers to train the new Frigates and Corvettes in the rigors of battle school and the tales about him that went through the Fleet I'm sure left everyone quaking in their boots. However you can read about that in the paperback book written by Lieut. Cmdr. Richard Baker, retired, who was in a visiting ship at the time. He did tell me by letter that he was on the HMS Peacock. He was a well known on BBC 2 after the war and on the Proms. However that didn't affect me I was inboard Jack (I couldn't miss but get that one in) I should say I was ships company, that meant I had to help in the running of the ship

even in my humble capacity as an ordinary Seaman. As an able seaman or AB you had to pass all the seamanship tests from the manual and every 3 years you got a good conduct stripe or badge. In retrospect I think I would have liked the life if I had been single. Waiting for your call up was rough and the work I was doing was weaving cloth for kit bags and heavy duty cloth for the mines. The call at that time was "Britain's Bread hangs on Lancashire's Thread" Looking at Lancashire today no comment. I did find out later the boss was trying to delay my call up every month. I didn't like that one bit, so I tried to volunteer at Manchester but sad to say I got rejected as I had a hernia and to come back again when that's fixed. However in retrospect it could have been a different kettle of fish if I had joined up early I might not have been here. It was 1939 when I had my second Med. I was 21, or in my 22nd year on Dec 12th and passed A1. No mention of the hernia to my surprise but when you think about it was only going in for war time. The word was "Hostilities Only" or H.O., I will mention in passing some of them in the peace time Navy did remind us but not always. We got along

with everyone and they were always ready to give us the benefit of their experiences. As regards my hobbies before and after the war was fishing summer time and radio winter It was shared by a good mate who wanted to go in the R.A.F. with the Morse which we both wanted to get into so we used to practice a lot. Sad to say he had a crash in his works van so that was that, as he lost a leg. Most probably saved his life as he wanted to go as a rear gunner, a "tail end Charlie", not a lot of them came home. I did attend classes due to an invite to do morse with the air training corps Rochdale Branch, I'm sure it was Merefield. As I was going into the RN I was made very welcome, glad to say I did pass 10 words per minute but the Aldis Lamp practice on the picture on the wall of a Lancaster Bomber flying was slower but I could read all the messages. Well would you believe it - my first job was in the Signal office, my boss was Chief Yeoman of Signals Mr Payne, tall, slim chap, very pleasant, must have read my records or my mind as what I was interested in. Mind you everyone had a record of your interests! Well my job was messenger taking signals round the ship on a clip

board so messages received in the w/t office I took to the Chief and he marked off the officers concerned and I had to find him, I don't think I had quite as good a job in my life I had all the info at my finger tips and never got dirty (more, later). At this stage I was watch keeping with another "bed" turn about. We had to stand off 4 hours on, 4 off and we both missed coal ship every Tuesday! That was a added bonus besides getting neat rum (the lads got 2 of water, one of rum) the problem was chaps who were teetotal could not sell it to the dockers and it was called "Grog" Every sailor would tell you a tale about that one but I digress, I'm getting away from my tale. I do remember everyone shared coal ship because of the lunch time fare of corned beef mash and peas. Couldn't be more compatible with coal dust, it even got behind the eye balls. The dress of the day was a pair of overalls and sea boots and most finished up "Black as the Hobbs of Hell", to use a Naval expression. At the time I was 5ft 6.5inches, and ten stones wet through so I think they sorted people as regards jobs as my next job was quartermaster on the gangway. My first buzz was I was approached by the sail maker,

a three badge AB, for instruction in the Bosun's pipe - very well below decks out of earshot of everyone else! However I did get the job. The job was I was in company with the officer of the watch who I must add was as green as me. I had to write up the ships log, weather and temperature, callers at the ship and Pipe each skipper on board and going ashore including the Commodore who sometimes went ashore in civvy dress and with a wave of his hand said "don't pipe".

He was always great with the ship's company but he was the Terror of Tobermory to the visiting ships. One thing does still stick in my mind, one morning watch 0400-0800 I heard a call from the bridge lookouts - flashing red 90 which was a submarine with Aldis lamp, to my surprise I read the message quite clear. HMS Thunderbolt was passing through the Sound of Mull. I did find out later that "she" was the old Thetis which sank in Liverpool Bay 1938 on its trials, raised and renamed.

to be continued.....

Obituary:

**#4826 M3HDT Les SAYER,
MBE, DSM**

ex RN Fleet Air Arm Telegraphist
Air Gunner

See also:

[http://www.southgatearc.org/news/
august2006/ex_bea_radio_officer.
htm](http://www.southgatearc.org/news/august2006/ex_bea_radio_officer.htm)

[http://www.g0mwt.org.uk/meet-
ings/past04-jul-dec/past04-jul-dec.
htm](http://www.g0mwt.org.uk/meetings/past04-jul-dec/past04-jul-dec.htm)

[scroll down to July meeting]

RA Licence issued August 2006

Also found on the web: **DSM
awarded to LD Sayer , 825
Squadron on 24.5.41 for
attack on the Bismarck**

Petty Officer Leslie Sayer MBE, DSM (Telegraphist Air Gunner) joined the Navy as Signal Boy in 1931. From 1933 ñ 1935 he saw service on HMS Exeter (Home Fleet) and HMS Cape Town ñ two years on China Station. In 1937 Les transferred to the Fleet Air Arm as Telegraphist Air Gunner (TAG) and after training he served in 811 Swordfish Squadron on HMS Furious. In 1941 he joined 825 Squadron on HMS Victorious flying Swordfish, and with

Lt. Gick attacked the Bismarck - obtaining a hit, for which Les was awarded the DSM. Later in 1941 he joined HMS Ark Royal on Mediterranean Convoys before she was sunk.

825 Squadron was reformed in 1942 to carry out mine-laying duties in channel ports and to escort HMS Avenger to Russian Convoy PQ18. In 1944 Les commissioned the new light fleet carrier HMS Glory in Belfast as the ships Chief TAG, before sailing to join the Pacific Fleet. He retired from the navy in 1945 to join British European Airways as a Flight Radio Officer. In 1946 he helped to form the Telegraphist Air Gunners Association, whereupon he was elected Chairman, later to become President and subsequently awarded an MBE.



Collated by Chairman Mick

More on RAYNET

Dear Robin, greetings from South Devon.

Having read the article in the Spring 2008 newsletter entitled “on the Raynet front” by Terry, G0SWS, RNARS 3286, I enclose further information which may be of interest to members.

As a young lad living on the edge of the Norfolk marshes in 1953 I found myself very much involved in the devastating floods and the aftermath at that time. My father, G3H-WR, was an avid 160 m man (then known as the Trawler Band), and had serious antennas for that band. But one tiny head and antenna 7 miles long, although at the time of the floods we were using a mere 1800 feet EFW fixed a 20 ft poles and lashed to willow trees out over the wet marshes. So, even with a mere 10 W or so, all that was permissible at the time, he put out a meaty signal.

His actions at the time resulted in him being one of the found-

er members of RAEN/Raynet referred to in Terry’s article.

Couple of years ago I was lucky enough to make contact with Pat, G3IOR, who then put me in touch with an old friend of my father, Doug, G3HRK. Doug was in the process of writing a book on the history of Raynet and of course this would incorporate information about the 1953 floods. I was delighted to offer that my father’s account of the events of the time as well as my own memories of the period. Carrier am delighted to say that you has kindly given me permission to extract from his publication that party dealing with my father’s involvement in the disaster. I enclose a copy of those events, taken from his book. This is an excellent and very thorough publication for anyone who has an interesting Raynet and in ham radio in general. The title is “Be Prepared, Keep Prepared” RAYNET. A copy of this book together with further information can be obtained from Mr D.Willies, BEM, G3HRK, who is QTHR.

As a final note I have just read a book that would, I'm sure, be of interest to many members.

It is called "when I was on the Tartar (Black Cat Sea Stories)", as though by Jack/Michael Payne. I have no vested interest in this book but did find it a thoroughly amusing read.

73 de Roy, G4PRL, #4844

Extract begins:

By an extraordinary coincidence, with great good fortune and as recently as October 2005, and make contact with the previously unknown (to me) son of Dick - Roy Hunt, now G4PRL.

in recent exchanges, Roy reported that he had uncovered accounts of these activities written by G3HRW himself during the 1989 for an article in his local club magazine (the Dartmoor radio club). These papers were found in sealed boxes that had been removed from his dad's home after his death..... I am reproducing the story based on the accounts originated by Dick

and also the recollections of the part played by Roy himself.

During the evening of Saturday the 31st of January 1953, Dick, G3 HRW, was on duty in the Acle signal box in his capacity as a railway signaller. Acle is 8 miles inland from Great Yarmouth and, significantly, just 6 inches below sea level. The weather had been banned for two or three days with heavy rain and strong westerly winds. At 2230 hours Dick received a telephone call from his colleague in the next signal box down the line towards Yarmouth, reporting that there was a lot of water all around him, that the dykes were full and the water was spreading across the fields. It was evident that his colleague was getting worried as he rained it every few minutes reporting that the situation was deteriorating. The last train from Norwich to Great Yarmouth was due to leave Norwich at about 2330 hrs and just before that time the signalman down the line from Acle rang Dick to say that

the rail lines were under a foot of water and at the last train from Norwich would not get through and that he was leaving his signal box and going to a safer place..... the train arrived about midnight with about 14 passengers on board, who were bound to Yarmouth..... he was told that Great Yarmouth was flooded and you must provide taxes for the 14 passengers in order to get them to places of safety where they could stay overnight -- Great Yarmouth added that they had just found the body of the drowned woman outside the station.

Once Dick resolved the situation of the train passengers he closed his signal box and, following his customary practice, went into his shack to monitor the Top Band before retiring to bed. On this occasion and in view of the adverse weather conditions, he fully expected to hear considerable activity on the shared band are from coastal shipping and the fishing fleet at sea. But what he found

was more than that -- it was total chaos -- "all hell was let loose". Maydays and calls for help were everywhere. Caister coastguard (just north of Great Yarmouth) was trying to bring some semblance of order to the situation. By that time Humber Radio was off the air and it appeared that North Foreland Radio was also having difficulties. It was clear that one aspect to giving great concern to the Coastguard was the fact that the Lightship marking the Goodwin Sands (off Kent) had dragged its anchor and was out of position. This, in itself, was adding to the already hazardous conditions in the North Sea. However, the density of distress calls made it almost impossible for the Coastguard to get the warning across to shipping in the area. The girls were unremitting, the desperate calls for help continued, and the confusion was sustained. A nightmare situation.

After a period of time, it was apparent to Dick that the crews of Lightships and fish-

ing vessels at sea were becoming aware of conditions ashore..... Caister coastguard could not help as they have lost landline contact with Yarmouth. It was soon after this time, in the early hours of the morning, the Dick decided it the time had come to him to provide some assistance. Netting his Top Band VFO controlled transmitter on to the Caister coastguard frequency (within the amateur Top allocation) he waited to the Coastguard station to go on standby. Dick then quickly called the skipper of the Smith's Knoll Lightship and offered to get information on family welfare if names and addresses could be supplied. It was rapidly agreed that this would only be done when Caister was on standby, the frequency clear of distress traffic and that the information would be best in short bursts. Caister Coastguard then continued with their traffic, obviously having heard G3HRW's transmissions but making no mention of them.

This fascinating story goes on

to tell how Dick acted as a relay between the lightship and of the town authorities, providing seamen with information as to their families. His wife and his teenage son, later to become G4PRL, Rome to detail and are gathering information for this welfare traffic. It is interesting to note that at no time did the Coastguard station challenge or attempt to override the traffic but neither did they acknowledge them since they will realise that they were strictly illegal according to the terms of the licence. Dick continued to man his signal box during working hours and continued with his relays at other times.

That these efforts were greatly appreciated goes without saying -- his family never had to buy fish again whilst they remained in Acle! The fact that no action was taken against him or all the others involved in passing traffic shows that common sense can sometimes prevail. Dick, to his credit, reported his actions to the RSGB as requested and two letters from John Clarri-coats, G6CL, of RSGB headquarters, are in the file.

RNARS NETS AND FREQUENCIES +/- QRM. UK: ALL TIMES LOCAL.

Sunday	0830	3.666	RNARS SSB net (news at 0900)	G3LIK
	1000	7.055	RNARS Northern SSB net	GM4BKV
	1100	145.400	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	Volunteer 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	Stand Easy Net	G1HHP
Thurs	1845	3.666	RNARS UK NE SSB Net	G4FCH/G4AXF
	1900	3.542	Scottish CW Net	GM0RNR/P
	1930	51.51	RNARS 6m Net	GB3RN
	2000	1.835	RNARS Top Band CW Net	G0CHV/G4KJD
	2000	145.575	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	ANARS 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

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RNARS Web Site	Jim Banner, 9H1RN , jim.banner@global.net.mt
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Leader Marco and Scouts from the 1st Rabat Group-JOTA qso with HQ

9H100MRSG

Celebrating The Scouting Centenary

World Wide 1907—2007
Malta 1908—2008



Jota 2008
Mosta Scout Group
1st Rabat Scout Group







Some 60 Sea Scouts and leaders attended JOTA 2008 at HQ, with Doug, Tony, Mac and Wally in attendance. Bill Mahoney set up a Power Point presentation and took over the running of the event

Band conditions were not good but a QSO with Scouts in Malta was later QSLd - see images inside this cover. The Scouts enjoyed themselves and have asked for more!

