

Royal Naval Amateur Radio Society

Winter 2009/10 Newsletter

Affiliated to the RSGB



HMS Upton - M1187 returning to Dundee
HMS Camperdown - Tay Division RNR

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USA: Payment may be sent to Bill Cridland, address above.

Australia: Dave Lyddieth, address above.

All other overseas members: Please send subscriptions in sterling (GBP) by international money order to the Membership Secretary.

The society banks with Lloyds TSB, 272 London Rd, Waterloooville, PO7 7HN. Sort code: 30 99 20 Account number: 0022643

Data Protection

Your details will be held on the society’s data-base by the membership secretary. The committee require your permission with regards to the release of any personal information held on the data-base. If no such instructions are received, it will be assumed that you have no objection to the release of these details to other members of the committee.

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



Contents

4	Your New Editor	26	How it was
7	From the Chairman	28	A visit to Chatham
8	Obituary Horst DJ2HN	30	1953 Spithead Review
13	Boy Bandsman	32	My Maiden Voyage
19	GB4SMA	40	A net controller’s plea
20	Exam Time	42	AGM Reports
23	50 th Weekend	55	Letter – Can you help?
24	HMS Amethyst	56	Late Breaking News

Introductions are due.....

Hello from your new editor. I only took this role on in the interests of the society knowing that after several long years Robin had done his stint and clearly due to a number of factors wished to pass on the role. Thanks Robin for all you've done, much appreciated by all and I sincerely hope I can produce a Newsletter of at least a similar standard and quality.

This and subsequent issues will be more of a team collaboration with the finished newsletter transferred to disk and going to Doug Bowen and his wife who have arranged printing and postage, which lightens the load a bit for me; thanks Doug.

Sadly I do not have the same amount of time to devote to the Newsletter as Robin did, so I'm asking you all to please accept the following when submitting articles; send items via e-mail; or post them to me on a CD / DVD ROM.



As much as I'd like to, I just do not have the time to type out hand written notes. I have a day job that involves working shifts, I'm a part-time professional magician as you'll see from the picture and have many sailing commitments including running marine VHF DSC radio courses. I'm sorry about this, I know not everyone has their own PC and or the

Internet and E-mail, but I'm fairly sure in this day and age you'll know someone who does. All I'm asking is that you help me to help the society and you the membership to keep this vital link going. If there's any drips over this, you'll either have to take on the role yourself or find a new editor. I will do my best, but I remind you all, this is the RNARS Newsletter; I'm only the editor, so I do need your support and help to fill the pages.

Contact with me is best via e-mail or if you need to call me, best to do so on my mobile phone. I know mobiles can be costly to call, but if you call me and don't withhold your number, I'll call you back. My e-mail address for all newsletter items; **rnars@colinsmagic.com** other email address you may have for me are fine for non newsletter correspondence, but please use the above for items relating to the

newsletter. Additionally, **only** enter one of the following in the subject header; **RNARS, NAVY, MN, RN, RM or NEWSLETTER**, or your e-mail will end up being deleted or blocked by my spam filter. Any additions to this such as “Rally” or “Report” will also send the message straight to my spam folder. I will reply or acknowledge each e-mail I receive, if you don’t receive a reply in ten days or so, check that you have sent it to the correct address and have put only one of the above in the subject header. My mobile number is 07871 959654 and my home number is 01592 774085, but as I’m rarely in and do not have an answering service, it’s best to call my mobile.

If you submit an item by e-mail, please include you full name, membership number, contact telephone and your address. I never knew there were so many members with the same forename, so I repeat PLEASE add your surname, membership number, telephone number and callsign.

Similarly if sending a CD / DVD ROM, include a document with the same information so that I can contact you should I have any questions regarding source and especially copyright. As a former lay member of the Scottish Judiciary I’d rather see the sheriffs (judges) I know as friends, not appear in the dock before them. Additionally, if articles are submitted by CD ROM and you require the disk returned, please enclose a SAE.

For any of you who don’t know me, I left school in 1974 and went off to sea to train as a marine engineer in the MN. I spent almost six years under the Red Duster before I was made redundant when many UK owners started selling or flagging out their fleets. A friend told me about the RNR, so I joined HMS Camperdown in Dundee; hence the cover picture of HMS Upton our sea tender at the time.

In those days, HMS Camperdown had three fully trained crews to man a Ton Class ‘sweeper’. After six months as an OD I was sent to an AIB, which to my surprise and that of a few others, I was commissioned as a Sub Lieutenant. However in the big defence cuts of the late 1980’s and early 90’s, HMS Camperdown lost her sweeper and the appeal of the RNR started to wane, there wasn’t much fun in sharing a hull with the two other Scottish divisions; Glasgow and Edinburgh, and only going to sea about twice a year, so along with a lot of others, I resigned and HMS Camperdown closed a year or so later, there’s now a block of very expensive and ugly looking apartments on the water front where

HMS Camperdown once proudly stood as a sentinel looking over the majestic silvery river Tay.

As a licensed radio amateur in the RNR, I had to make this known to the RN Staff Officer in his capacity as unit security officer. Coincidentally a circular letter had just arrived on his desk regarding a Royal Navy affiliated society; namely the RNARS, so that's how I found out about the society and led me to joining it. One of the things I really enjoyed about the RNR were the courses I attended in the Portsmouth area and of course at HMS Mercury, which gave me an opportunity to operate the HQ station and meet up with Mick Mathews on many occasions.

Having been born into a family where shooting was a way of life; I'd also captained my school rifle team, I regularly shot both NRA target and service weapons in RN and RNR teams in addition to qualifying as a range supervisor. The adjacent picture was taken for Navy News after I'd won the RN SMG cup at Bisley.



Other than amateur radio, I'm a keen sailor with my own yacht (Boyztoyz MHJT8) berthed in St Andrews and a long held interest in conjuring, being a founder member and Vice President of St Andrews Magic Circle (www.stamagic.com). I combine my interest in radio and sailing being qualified to teach and examine the short range marine radio course for anyone wishing to obtain this qualification to use DSC VHF marine radios. Have a look at the following sites which I run if you want some more info': www.colinsmagic.com and www.stasail.com

Well that about wraps up my bit, please send in articles, reminisces, news, radio projects and pictures; help me to help you.

All that remains is to wish you and yours all the best for the festive season.

Colin



Chairman's Chat

Welcome to the Winter edition of the News Letter. I hope everyone had a good summer with enjoyable holidays. On behalf of Allison and myself, I would like to wish everyone a very happy Christmas and hope that 2010 will be a good one to you all.

Once again please look at the RNARS web site, which Jim 9H1RN has updated for you and hope that you will pass your comments on to him as you scan the various portions of the site, this is supporting you as members so please look and forward any updates or comments to Jim.

We hope that the new style of AGM suited those who attended. I know we cannot please everyone plus the accommodation this year was a no-no due to all the extra courses and the fact that the RM band is now accommodated within the establishment.

Once again members are asked to check their Bankers Orders, to make certain that the correct amount has been debited from your account, remember it is £15 per year now from the 1st April each year, the Membership Secretary is keeping his fingers crossed that this has now all been actioned.

You will have seen the remarks being made about the 50th anniversary of RNARS, if you have any comments please voice them with Doug G4BEQ please, we would like to hear from you.

Our new Newsletter Editor; Colin GM6HGW is now in place, you will read his comments in the Newsletter and make certain you send your articles to the correct Email address or they will go straight into a Spam folder.

Mick Puttick G3LIK Chairman RNARS

Obituary - Horst DJ2HN – RNARS 1941

Founder and Honorary Chair of MF Runde e.V.

After returning from the funeral of our dear fatherly friend Horst Werner DJ2HN, it is incumbent upon me to write this obituary.

Horst was very active until the last minute, so it took us all by surprise when he passed away peacefully on the 10th July 2009. We know that even at the age of 88, Horst still had a lot of things to do on his agenda.

Horst was always a very active and helpful person with a heart of gold. As we all know, our society MF Runde e.V. would probably not exist without him.



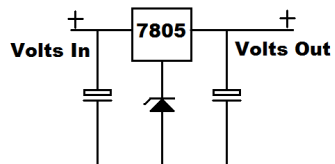
It was in 1977 Horst together with a group of radio amateurs who had served as “young ones” in the German Navy formed the “Vereinigung noch funkender aktiver Marinefunker” (a circle of still active former navy radio operators) which at the time did not have the vision to be a large maritime radio amateur society. A remarkable characteristic of the later called MF Runde e.V. was always and is also now the great spirit of people with the same kind of interest, meeting each other through radio and in social events.

It was a great pleasure to meet Horst’s wife Edith at the funeral service on the 16th July. A brave lady supported by her children and so many other descendants. Condolences may be sent to; Edith Werner, Lerchenstr. 21, 47929 Grefrath, Germany.

Fred - DL1NL - RNARS 4598
Chairman MF Runde e.V.

Odd Voltages

A recent project I was building required a supply voltage of around 7.2 volts at 0.75 amps. The closest to 7 volts I could find in my junk box was a 7805 fixed voltage regulator. The 78 series of regulators come in a variety of output voltages with some



able to handle currents of 2 amps, more than sufficient for QRP transmitters and VHF hand-helds. The figure five indicates a regulated voltage of 5 volts. So where to find the other two volts?

By adding a 2.1 volt zener diode to the common leg of the chip, I had a regulated supply of 7.2 volts at the output. The circuit was build by simply soldering the joints together and adding a tantalum bead capacitor on either side as shown.

Flight Refuelling Rally 9th August 2009

The rally at Flight Refuelling Amateur Radio Society was held as usual in the grounds of Cobham Sports and Social Club.

The RNARS stand was situated within one of the marquees, an unfurled pole-mounted white ensign flew on either side of the table making it more colourful and easy to locate. The stand was manned by Les G3KXN, myself G0NUM and we were grateful to other RNARS members who took a turn to allow us to stretch our legs and visit the rest of the show.



George G0NUM, Les G0KXN & George G4NFT

The weather could not have been better, the sun was shining throughout the day and it was a pleasure to meet some of our newer members for the first time. The car boot sale section appears to be expanding and surprisingly still maintains an overall amateur radio theme. New to the programme this year were lectures by John G0API on the FRARS Moon Bounce (EME) project, and Paul M0ETY describing his experiments in receiving signals from Deep Space probes with live demonstrations during the rally.

As in previous years, FRARS member; Chuck Hobson G0MDK was on hand to give demonstrations of his awesome tesla coil;

producing lightning bolts over 12" long as well as a range of other impressive high voltage effects. Bill Journeaux as usual was showing off his unique collection of antique radio. Hot and cold food and drink was served all day in the Sports & Social Club complex.



George G4NFT



Ray G3KOJ &
wife Penny



Trev G3ZYY &
Dave G3VXM

A total of 21 members signed in from as far away as Leeds and Cornwall.

George - G0NUM – RNARS 3683

Milton Keynes Rally

Arrived about 08:00 and set up. The Gods being in a good mood, the sun shone. About thirty stalls were set up, with another eight inside. The punters came in a slow but steady stream. Thankfully this allowed me to have a rag chew with a lot of old friends.

Brian, G4CJY 0176 was on a stall adjacent to me so we had quite a natter five RNARS members signed in and we shared a tot.

We could do with a few more members supporting these small Rallies. It's rumoured that this rally may return to Blechley Park next year, here's hopping.

Glenn - G0GBI – RNARS 3481

Wildhern Rally

Left home at 0755 after signing off from the 80M net, loaded my boxes into the car and set off. It is only five miles outside Andover and I have been there many times; however this time I got lost when I missed the turn-off outside of Charlton Down and ended up on my way to Tangley and nowhere to turn round on the narrow country lanes.

I arrived on site at 09:45. By which time things were getting underway. The field was full of traders taking up five full rows. The car park was also quite full and the village hall where my table was, was just as busy. The temperature outside was a pleasant 26C in the shade.

Five members signed in and as things started to die down by 13:30, I packed up the stand. Once again another well organised event hosted by the Andover club and my thanks to them.

George - G3OZY - RNARS 067

Leicester Rally

As my first Rally Report I can only say that if things do not pick up very quickly, there will not be another Leicester Rally. I arrived at the University site at mid-day on Friday to set up the stand. I'd received a message from Bill G3TSM that he could not get up on Friday due to unforeseen circumstances and that he would be up on Saturday as soon as he could; "about 8ish". If I had not gone over to Loughborough on the Friday, I would have lost my deposit on the B & B so I was committed.

Saturday went off as well as could be expected, Dave G4JBE, BILL G3TSM and Mick G3LIK arrived and we were all up and running well in time for the official opening of the event.

On Saturday things seemed to be very much down on the Donnington events of the past. We had fifteen visitors who signed in which included the four members who set up the stand. Most arrived during the forenoon together with Joe and Janet Poole who were obviously the longest travelled arriving in the afternoon.

On Sunday we had only one member sign in and he had travelled up from Pembrokeshire. Just where all the "Local" members were remains to be answered. We didn't sell a single item from the massive amount of Commodities which Dave had requisitioned from HQ and which Mick G3LIK had carried up from Portsmouth especially for the occasion.

All in all; a total disaster as far as we; "The Society" were concerned when you consider that we paid £30-00p for the stand. And both Dave and I were paying £49-50 per night for bed and breakfast and

approx £20-00 for our evening meals. This works out to an approximate outlay of £449-00, which the Society can ill afford and this did not include the round trip of 250 miles which Dave had to do to attend the rally at today's fuel prices.

My own personal outlay for the week-end was £233-00 which included the taxi fares to and from the rally site. I do not intend to charge the Society for this as the dismally attended event was not of their making. BUT I shall not do this again.

If the society committee think it might be a nice gesture to reimburse both Dave and I for what, in my opinion, was a complete and utter non event, then so be it. The only bright bit of good news is that I have £4-50 belonging to the Society which I received from the sale of one item donated by Bill G3TZM, which I shall put in to the funds at the Newark Rally.

The majority of the traders to whom I spoke were of the opinion stated above, if there is no evidence of a vast improvement in organisation and information for any future Leicester Rally, then they will not be attending.

Wally - G0PPH

Kempton Park Rally

We arrived at Kempton Park just after 09:00 and quickly set up the stand in our new location, not in with the usual local club stands but in with RSARS and RAFARS.

Members signing in included:

Fred G3ZJY	Brian G4CJY	Bill G0KDL
Tony G4KLF	Bob G0EHO	Harry G4JSW
Dougie G4BEQ	Wally G0PPO	Bill G4FRN
Simon G0IEY	Barry G0MPJ	

We sold a RNARS key ring to a young kiddie and a RNARS mug. We took an application to join from M6MEA Mark from near Swindon who hopefully has been granted leave to be a member by now. He is an ex sparker and trained at HMS Mercury. We introduced Mark to Dougie G4BEQ. Harry G4JSW again presented my wife Jackie on the stand with a box of Roses chocolates, thanks Harry from the both of us.

We had Mike M1CCF and Mario G8ODE behind us on the RSARS stand and Martin G4SOH and Dave G3RZF on the RAFARS stand on our left. It was an enjoyable day and we left about 13:30.

Phil and Jackie Manning - G1LKJ - RNARS 2954

Ken Tyler – Boy Bandsman

It was a long time ago that an old Pal of mine joined the Andrew, and he came home on leave swaggering about in his tidily uniform. I had joined the Sea Cadets, and fancied a life on the ocean wave, but I wasn't really old enough to join up. My Pal did mention the fact that I could join the Royal Naval School of Music (now the Royal Marine Band) as I could play the cornet and they took boys of 14 years of age.



The year was 1941 and after making enquiries and many arguments with my Mum I eventually ended up at Scarborough having signed the dotted line in London on March 1942. My dad who had been in the RN during the first world war said it would make a man of me, but his last words were; “keep away from the Crown and Anchor boards”. We spent about a fortnight in Scarborough, and then left for the Isle of Man where the Band Boys were trained. Many of you will know all about being on the island during the war, as that was the home of HMS St George and HMS Valkarie, to name a couple. I spent two and a half years on the island during which time I was taught the violin as well as the cornet. Life was not so great during those years and the discipline was rather tough for young boys. I can recall countless days on 10a for next to nothing.

Shore leave was Wednesday, Saturday and Sunday afternoons and evenings, and we could have a run ashore to Douglas for nine pence - old money! That included the tram ride to town, a film show at the Gaiety Theatre and pie and chips on the way back to camp. Our pay when I joined was 4 shillings a week, and once when I was caught smoking that was cut to a shilling a week till our next leave which was weeks away! At times we got rather hungry (the cooks were civilians at that time) and we enjoyed seagulls eggs gathered from the cliffs, turnips and what ever else the local farmers had in their fields. Eventually we had WREN cooks who did a much better

job in feeding us. It must have been fate that I later married a WREN cook!

The Royal Naval School of Music was formed in 1903 to provide music for ceremonial parades, Wardroom dinners, Colours, Sunset ceremonies, entertainment for the ships company's and numerous other Naval occasions. Bands onboard ships were very small, and only Capital ships had a "big band", at most 24 players. My first ship, the carrier HMS Glory had 14. Consequently we had to be quite proficient to make a reasonable sound. At the outbreak of the Second World War the total number of men was 1400 all ranks, which included recalled pensioners, trained men and newly trained musicians.

The turn over of boys leaving training was quite high, as the loss of naval ships was heavy, and when ships went down, the band being employed in the ships transmitting station far below decks casualties and deaths were very high. At any one time during the war up to 1000 musicians in 63 bands were serving afloat. The losses during the whole war were 225 killed or died of wounds, and that amounts to one of the highest percentages of casualties in any service. Those figures have come from an official book on the Royal Marine Band.

My time on HMS Glory was very interesting, especially as it was my first ship. Being just 17½ when I first joined her it was certainly a new life for me. The band actually embarked on the 17th. Jan. 1945. HMS Glory was built at Harland and Wolff in Belfast and it was a few weeks after we joined before she was handed over to the RN and officially commissioned. We left Belfast to do our working up in the Clyde, so places like Greenock and Lamlash became familiar stamping grounds.



I can't remember when we left England, but the ship was loaded down to the gunwales with aircraft and spares and an escort of at

least three destroyers. We had an uneventful trip out to the Med. where our first stop was Gibraltar. No shore leave but my first sight of foreign shores. Malta was our next port of call, and once again only an overnight stop. No shore leave, at least not for the lower deck. Then on to Alexandria to continue our working up, and educate the sprogs of the mess on runs ashore in foreign places. What an eye opener Alex was for us youngsters; Old Bourse Street, (Beer Street.) being our first intro to foreign runs ashore. We soon heard about Rue De Sauers (Sister Street) and other salubrious places. The Fleet Club was well patronised by us for “big eats” and to try our luck at Tombola.

After Alex came the next leg of our journey, through the Suez canal to our next port of call which was to be Ceylon or as we now know it, Sri Lanka. What a marvellous country to be in, we spent some time in Trincomalee, and we spent a lot of it flying aircraft off and on, giving the pilots much needed practise. Luckily they were never called on to fly off in anger, but unfortunately we did lose one or two during practise, and as I remember most of them were only very young. We had plenty of time during our periods in harbour to visit many of places of interest, and I think the most impressive was when we went to the rock of Siguria; a huge rock in the middle of the jungle carved out and made into a fortress. On the top were the remains of the Palace. No structural remains, but big holes in the rock representing the different area of the Palace. All this was cut out of solid rock by an Acetic acid of some sort; they did tell us it was vinegar. We also had a fortnight at the rest camp at Diyatalawa, which was another experience I shall always remember.

A round of golf was something we never expected up there having never played it in my life, but soon got the hang of it. The Leeches were a problem and caused some panic, but a friendly local soon sorted us out. A fag end, or scrape them off with a knife. The “heads” were something out of this world, a plank over a large and deep hole. To my knowledge nobody fell in but there were some near misses. We also played football against the Diyatalawa Tigers and took a horrible beating. They wore no boots but still managed to cause some injuries!

After Trinco we were off to Freemantle in Western Australia for an overnight stop, I suppose mainly for refuelling. We were at a cinema

on our evenings run ashore when one of the usherettes came running down the aisle shouting "the wars over". Everyone rushed outside and starting celebrating, but not for long. We left Freemantle the next morning and we were two days out from Sydney when it was really over. The BP Fleet (or most of it) had left Sydney and left the whole place to just a few of us. Thankfully we saw no action of any kind but were out there for another couple of years before coming home. All told we were away for 2 years and 10 months.

Our first trip from Sydney was to take the surrender of the Japanese off Rabaul in New Guinea. Quite an experience for us youngsters, and to this day I can see the faces of the Japanese Officers as they came aboard. General Imamarau who actually signed the surrender documents looked very "green" and I gather they were all a little sea sick as the trip from Rabaul was on HMS Hart and then by motor boat, and it was a very choppy sea that day.

Our next trip was to pick up our ex POWs at Manila and take them to Vancouver via Pearl Harbour. All the Fleet Air Arm staff personal had left the ship and we took onboard medical staff including plenty of nurses and other civilian staff. From the bands point of view that was our busiest time and we entertained morning noon and night. I know it was appreciated by all concerned. One little incident occurred while we were away to pick up our lads. We had been on the Forecastle giving a concert of dance music, and not being too keen on that type of music and maybe not giving of my best, our Bandmaster gave me a rollicking in front of all hands, so I told him what to do with his dance music! Naughty me; 14 days 10a. Nothing more serious as the only other cornet player we had was an old three badger. Our Solo Cornet player had left us at Sydney, so I had to be available all day and every day. My only punishment was to get up at six in the morning, no fatigues so I just strolled around the flight deck and enjoyed the cruise to Manila.

The most moving moment of our trooping trips was when our ex POWs came on at Manila. All hands turned to, to give a helping hand to the lads as they came up the gangway. Some of them were in a pitiful state. One CPO from what former ship I don't know,

knelt down on the deck and cried, obviously so glad to be back amongst his own kind. With our ex POWs onboard we headed across the Pacific towards Pearl Harbour, where we stayed over night. A run ashore that evening started by being ferried into Honolulu in an American Naval staff car, and ended up in a naval base being entertained by American sailors. In between we visited the cinema, had a drink or two (after much questioning about our age - I was just 18). To get back to Pearl Harbour we just had to wait by a US Naval patrol who commandeered any car that was going our way. The driver of the car we had would not have passed the breath test we have now. We got back to the naval base OK but only just. I can only describe the ride as traumatic. We were certainly well looked after in the base and in their "NAAFI" anything we wanted was free and nothing was too much trouble to entertain us.

After our brief stay in Pearl Harbour we set sail for Vancouver where we were to put ashore our passengers, who were then to go on to the East coast of Canada to pick up one of the "Queens" for the last leg back to England. The band certainly had a busy and hectic few weeks entertaining the troops, and I'm sure the medical staff was very much appreciated by all on board as during the whole trip with so many men with many ailments and serious medical conditions, we only lost one man. He of course was buried at sea with full military honours. We did have one soldier from my hometown of Dorking in Surrey, so I could give him some local news; at least it was more up to date than he knew as he was captured at the fall of Singapore.

Our next few weeks were spent going to Hong Kong, the Philippines, Sarawak, New Guinea and many other places in the Pacific taking troops and civilians, after that we went back to Sydney taking Aussie troops from the Balikpapan area. We arrived back in Sydney on the 12th December after leaving on the 26th September 1945 and we had covered 24,312 miles. It was rather like going home as we had so many friends in and around Sydney. One of my "up homers" lived in Parramata, and the Grandfather of the family knew all about my hometown even to knowing about our local emblem which is a cockerel with 5 claws. Apparently he learnt that from his grand father.

At one time during our sojourn in the Pacific we had a trip from Auckland taking a squadron of NZRAF to Kure in Japan as members of the occupation force. Kure was a place of desolation, with hardly a building left standing. The roads were full of craters and were inches deep in mud. The most memorable thing of that trip was visiting Hiroshima. Everything was flattened apart from a couple of buildings and to see the people coming down from the hills to find their ruined homes, searching for whatever they could find was heart rending. We roamed around the ruins not thinking about the dangers of radiation.

We spent all our commission sailing around the Far East, visiting Singapore, Trinco a couple of times, Bombay (or Mumbai as it called now) and most places in Australia; Sydney, Melbourne, Adelaide and Brisbane. Our Last port of call was Brisbane and as the ships gangway was taken in the number of Matelots and Marines etc. who had jumped ship in other places wanting to get back to England was incredible. The cells and forward mess were full of them all under arrest.

We came home via Singapore, the Suez Canal and the Med. with a short stop in Malta. My first run ashore, and my pal, a band boy from HMS Theseus days was my guide. That was late September 1947 and the next time we met was in July 1984, also with another pal of ours who I hadn't seen since I left the Isle of Man in 1945. You can well imagine what sort of get together we had!

That I think is about all, but it is nice to know that I still hear from and meet many of my old service pals which goes to show what a great service the Royal Navy was and I hope still is. In total, I spent 14½ years in the Royal Naval School of Music and had a very interesting and varied life. I know I was always saying roll on my twelve, but it came soon enough.....

Ken - GOITI - RNARS 3381



GB4SMA & nothing to do with SMA baby food

Over the weekend 12th September I ran the special event station GB4SMA; for Churches on the Air; the callsign standing for GB4 St Mary's Ash Vale.

It was in support of an event being run by WACRAL; World Association of Christian Radio Amateur's and Listeners. www.wacral.org Churches on the Air otherwise known as CHOTA.

The station was set up in the small hall at St Mary's Church Ash Vale using a Yaesu FT847. A friend of mine; Paul G4DCV helped me to erect a wire all band dipole antenna, which was erected over the car park from a tree and using the flag pole and a CG 2000 ATU tuned to ground and a counterpoise and we were on air by 10:30. There were 18 other churches on the air that day.

During the course of the day we had 27 contacts in diverse places such as Mansfield, Nottinghamshire, Gatwick, Ghent in Belgium and Ireland. We spoke to the Science Museum at Swindon, Christ Church College in Oxford, RAF Neatishead in Norfolk and other churches such as All Saints Campton Bedfordshire, St Johns Harpham, East Yorks, St Martins and Lowthorpe, East Yorks. Other stations heard during the day included the Imperial War Museum at Duxford and Bletchley Park. We had eleven visitors during our time on the air. Neil Lambert who is the vicar of St Mary's was there as was his son Joe and his daughter popped in. We have been invited back for next year so please listen out for us. Thanks to Derek Lee G3OFA, Julian Parfitt 2E0XPJ and his sons Tom and Harry for popping in for a short time and doing some operating during the day.

Jackie was also with me and has designed and made some QSL "point of contact" cards for distribution to the contacted stations and hopefully we will receive some cards back from them. Neil has some A4 QSL cards to display in the church that Jackie prepared and laminated.

Phil Manning - G1LKJ - RNARS 2954



Caption Competition

Any funny captions for this picture of a bulk carrier which has run aground?

No prize for the winner/s, just a mention in the next edition along with your caption. Entries to the editor as per details on the inside page list of contacts.



If you have any funny or amusing pictures with a radio or nautical theme, please share them with us all and I'll invite captions for them.

Book Reviews & Useful Web Sites

Read any good books or found a really useful web site with a nautical or radio theme that's worth sharing with others? If there's space, I'll gladly include them in future issues; just send details of the author, ISBN and publisher or the web address to the editor.

Thanks to George Dance for this next very interesting item, it was passed to him by former member; G3SJC - RNARS 88. It would be interesting to know how many ex-tels could still pass the exam for Boy Telegraphist? If any former communicators have any comments, please pass them on.

I apologize for the small print, the original must have been typed on fullscap, so it's been difficult to reduce and enhance it for the newsletter, but as the item was too good to pass over, I decided to include it. Hope you have a magnifying glass to hand; Editor.

QUALIFYING FOR ROY TELEGRAPHIST.
192 CLASS.

FINAL W/T PAPER.

(Time allowed 2½ hours.)

- Notes: 1. Write your name on each sheet.
2. Write on one side of the paper only.
3. Hand in blank sheets for questions not attempted.
4. Start each question on a separate sheet.

(Books allowed A.P.O.S1/55 and Operating Signals).

.....

Organisation. (For use where appropriate in the paper.)

<u>Ship/Authority.</u>	<u>Call-sign.</u>	
C.S.2.	PHUY	
2nd C.S.	LOTT	
Superb (C.S.2.)	CHUX /	Note: Use last two letters for Voice Callsigns.
Cleopatra	GOEN	
Swiftsure	GDNG	
Kenya	GDNV	
C in C Portsmouth	HAMQ /	

Narrative.

The squadron are carrying out peace time exercises in the English Channel. You are a Telegraphist in Superb.

Question No 1.

- (a) ✓ The C.P.O. Tel details you as broadcast operator for the first dog watch. 2 ✓
What time do you go to the Wireless Office to take over this watch ? 4 ✓
(b) ✓ What broadcast would you be keeping ? Name two frequencies and their 4 ✓
callsigns.
(c) ✓ What details would you expect the operator before you, to hand over to you. 4 ✓
(d) ✓ Why are there more than one frequency at a time on a Ship Broadcast ? 3 ✓
(e) ✓ What happens to a broadcast message from the time it is torn off your 5 ✓
typewriter until it is finally filed away. Give all details. 2 ✓
(f) ✓ Why do you take down the broadcast on a typewriter ? 2 ✓

Question No 2.

Near the end of your watch you are relieved and sent up to the Bridge to man the Voice net used for manoeuvring the squadron.

- (a) ✓ What is the name of this net ? Is it U.H.F., V.H.F., H.F. or L.F. ? 3 ✓
Write down, using logging equivalents where possible, ALL that is transmitted by ALL ships concerned, when the following messages are passed:-
(b) ✓ You pass to the squadron "Corpen Four Answer" and "Speed 15" by Normal 4 ✓
Executive method controlling Kenya to receipt.
(c) ✓ Before receipting Kenya asks for a repetition of the speed. You give it 4 ✓
and Kenya receipta.
(d) ✓ You execute the "Speed 15" only and control Swiftsure to receipt. 3 ✓
(e) ✓ You cancel the "Corpen Four Answer" and control Cleopatra to receipt. 3 ✓
(f) ✓ You pass "Turn Mine" by Immediate executive method and control all ships 3 ✓
to receipt. 20

Question No 3.

Later on your squadron heads up Channel to return to Portsmouth. You are told to set watch on Portsmouth Coastal Common Net:

- (a) What frequency is this and what is Portsmouth's callsign? 3
Show all that is transmitted by you and Portsmouth W/T when:-
- (b) You make an initial call to Portsmouth W/T 3
- (c) Portsmouth W/T hears your call and tells you you are Strength 4, Readability 3 and that you are 10 kc's low on frequency. 5
- (d) Having returned your transmitter and being in firm communication both ways you tell Portsmouth W/T you are guard on this net for the other ships in the squadron. 4
- (e) You transmit the following message:-

FM: C.H.2.	Routine
TO: C in C Portsmouth	Unclassified
	MSG 100856Z
E.T.A. Spithead 1200 A	

- (f) Before receipting Portsmouth W/T asks for a repetition of '1200 A'. You give it and Portsmouth W/T receipt. 4
- (g) Half an hour later Portsmouth W/T asks for a 'Verification' of Spithead. 4
- (h) What action do you take on receipt of this and assuming 'Spithead' to be correct what is your reply? 3

4
20

Question No 4.

- (a) What is meant by saying a message is:-
(i) Cleared. (ii) Deferred.
(iii) Basegroup. (iv) Codress. 12
- (b) Who is authorized to handle:-
(i) Secret Exclusive messages.
(ii) Restricted Exclusive messages. 4
- (c) What are the components in the heading of a message? 4
- (d) Give an example of the use of the prosign C in the final instructions. 3
- (e) What is a Long Pad designed for? 2

2
26

Question No 5.

- (a) Write down the branches of radio discipline you must avoid as a Telegraphist. 3
- (b) What are 'Man Aloft' boards used for? 3
- (c) What is the P.M.12 used for in the Wireless Office? 3
- (d) What is S.Z. and what information does it contain? 3
- (e) What do the following initials stand for:-
(i) O.T.G. (ii) M.C.W.
(iii) A.P.O. (iv) U.T.R. 8
- (f) What does the Leading Telegraphist's professional badge look like? 3
- (g) What is the name of your present Captain? 2

2
36

Question No 6.

- (a) What are the names of the three waves used in Ship/Shore. 3
- (b) Explain briefly the use of each wave. 6
- (c) If you were calling Malta and Hong Kong W/T answered your call what would you do? you 2
- (d) What must always indicate in the initial call to a shore station on Ship/Shore? 2
- (e) What type of callsign would you use for clearing a Codress message? 2

2
15

Question No 7.

- | | |
|---|-----------|
| (a) What are the Morse Symbols for :- | |
| (i) Emergency Silence | |
| (ii) 3/4 | |
| (iii) Fullstop | |
| (iv) More to follow. | 8 |
| (b) Who are the originators and addressees of the following types of messages:- | |
| (i) 126A * | 3 |
| (ii) 151 AZ * | 3 |
| (iii) 196 B * | 3 |
| (c) What is the difference between a 'Directed' and 'Free' Net ? | 5 |
| (d) What is the prosign SVC used for ? | 3 |
| | <u>25</u> |

Question No 8.

- | | |
|--|-----------|
| (a) How often are the Signal publications mustered in the Wireless Office ? | 2 |
| (b) How do you become a Telegraphist and whose responsibility is it that you take the necessary steps to be advanced ? | 5 |
| (c) Do you have to pass E.T.1. to become a Leading Telegraphist ? | 2 |
| (d) What is the main difference between a B40 and a B41 ? | 3 |
| (e) In Question 3(a) what does A after 1200 stand for ? | 3 |
| (f) What is the name and where is the principle Naval Signal School ? | 3 |
| (g) What branch is responsible for the maintenance of radio equipment in ships ? | 2 |
| | <u>20</u> |

Question No 9. RADIO THEORY.

- | | |
|---|-----------|
| (a) By means of a diagram, show what is meant by:- | |
| (i) Wavelength | |
| (ii) Cycle. | |
| (iii) Amplitude. | 3 |
| (b) Give three types of Electro - magnetic waves. | 3 |
| (c) Convert to the equivalent frequency, 1,000 metres. Show all your working. | 2 |
| (d) What causes the Ionosphere ? | 2 |
| (e) Name the main layers found in the Ionosphere during the day. | 2 |
| (f) Show by means of a diagram what is meant by :- | |
| (i) Skip distance. | 2 |
| (ii) Zone of silence. | 2 |
| (g) Name the electrodes of a Triode valve. | 3 |
| (h) What type of waveform does a Master Oscillator produce ? | 1 |
| (i) What type of receiver is a B40 ? Give its intermediate frequency. | 1 |
| | <u>20</u> |

50th RNARS Weekend get together 6th to 8th August

Well it happens to us all, turn fifty and time to get the candles out. Doug Hotchkiss has been busy in the background organising a weekend anniversary party and social to celebrate our half century. Below is the planned agenda. Doug really would appreciate early confirmations of bookings to make the required final arrangements to his plans.

For more information, contact Doug. E-mail: g4beq@tiscali.co.uk or telephone: 02392 504098

Friday 6th Aug

Check In – Rooms available from 14:00 onwards.

18:30 Meet in the Dunchurch Suite for pre dinner drinks, (preferential rate for drinks).

19:30 Dinner in the restaurant (reserved tables).

Saturday

Breakfast.

10:00 Muster at the main entrance for coach trip to Warwick. The shops, pubs, eating and tea/coffee shops are 100 yards walking from the Castle car park where the coach will stop. A visit to the castle is a must.

15:15 Coach departs Warwick. If you miss it you will have to make your own way back. Details of places to visit in Warwick available on your arrival at the hotel.

18:30 Gather in the Dunchurch Suite for “up spirits”.

19:30 Gala dinner, following dinner entertainment has been arranged.

Sunday

Breakfast.

Day free to visit Coventry, local buses run from just outside the hotel. The city centre is approximately two miles from the hotel and some 5miles from the NEC and Birmingham Airport.

18:30 Dunchurch Suite bar open.

19:30 Dinner with entertainment.

Monday

Breakfast.

All rooms to be vacated by 10:00. Safe journey home.

HMS AMETHYST – F116

On the night of HMS Amethyst's breakout from her imprisonment on the Yangtze, I was a newly made up Leading Tel' on HMS Jamaica alongside the wall in Hong Kong dockyard. Jamaica had been called over from her American and West Indies 'home' base in Bermuda to replace HMS London and beef up the Far East Fleet; it was a toss up between Jamaica



and HMS Glasgow. Jamaica lost and as we sailed out of the roads at Bermuda, HMS Glasgow's Royal Marine band played, 'Slow boat to China'; it was very slow, five weeks via Panama and Honolulu.

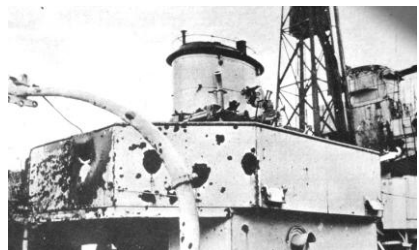
HMS Jamaica had taken on flag ranking from London's FO2 i/c FE (Flag Officer Second in command Far East Fleet) and, on that fateful night, I had the morning watch manning the TBS (RT) Harbour Control circuit. Our chief, 'Tubby' Roxtrough, came to the RT office around 06:00 when he told me that Amethyst had broken out and there had been a flurry of signal traffic overnight. He asked to see my log book. Apart from the usual time and other checks there was nothing to see. The reason being that all the traffic concerning Amethyst had been classified and most of it sent between Jamaica and Flag Officer's HQ in HMS Tamar by dispatch rider. Now it was known; Amethyst was out.

Over the next several hours there must have been much preparation, arrangements and comings and goings, far too many for me to remember sixty years on, but what transpired was that we, in company with the destroyer, HMS Cossack were to sail to meet Amethyst and offer whatever assistance that might be necessary.

Jamaica and Cossack arrived at the mouth of Yangtze to find Amethyst hove to pitching and yawing in a heavy swell. Jamaica signalled Amethyst, "welcome back!"

Amethyst replied; "thank you, I think I can make it back to Hong Kong under my own steam." After a quick conference with Jamaica's chief engineer and an exchange of signals with the chief engineer of HMS Cossack; Jamaica made to Amethyst, "Take a tow from Cossack!"

It was not as would have been wished by the Captain of Amethyst; Ltr Cdr Kerans (ironically, former captain of HMS Cossack), but with a partially damaged engine room she might have broken down at sea and then had to be towed in any case. It



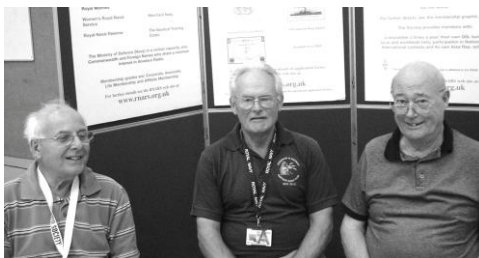
was not an indignity for Amethyst to be towed by Cossack to Hong Kong. She had acquitted herself in the true spirit of the Royal Navy and when the tow was slipped just inside Hong Kong harbour, Amethyst made her own way into the dockyard. Importantly, she was still flying her battle torn white ensign.

Harry Turnbull - G3KDW - RNARS 4823

RNARS Press Gang

Recruiting for the RNARS at the 2009 HMS Collingwood Freshers Fayre. Maybe I should have used this picture for the caption competition? Anyone got a “printable” caption?

Left to right: Wally GOPPH,
Mick G3LIK & Doug GOMIU



HOW IT WAS

The morse code, as invented by Samuel Morse was used originally on the railway before telephones came into general use. The code, at least the one used on the railways in Canada & USA had 5 letters different to the International Code as used by ships at sea and in general use today.

In the Canadian Pacific Railway, where I started in 1927, a single wire ran on posts along the railway line, earthed at one end and some source of supply either a DC dynamo or battery at the other. Each station had a sensitive relay which fed a local circuit containing a local wet battery and a sounder. To send; first you listened to see if the line was in use, then broke it open so no one else could use it and transmit the required station's callsign, followed by your own. The reply came back on the sounder which sounded like key clicks. You transmitted that your train had just left, or if you had a telegram you transmitted it and of course unlike radio there was no QRM on the line.

As everyone was self taught, the morse was terrible. It was so bad that you sometimes had to guess what the word was, or ask for a repeat which made yourself very unpopular, especially when there

was a high volume of traffic during a rush hour. Of course the cream job was at the shipping stations where the operator took a telegram from the land line in one code then re transmitted in the other. One man I knew, used one hand for one code and the other for the other. He could also talk to you while he remembered a 25 word message then say excuse me and go and type it out. He could also talk and send which I could never do. At this point the Wall Street crash came and Englishmen were sacked, so I came home.

I had already become a Ham with the call VE5BP, a one valve bright emitter in a Harley Oscillator, a transformer hand made using stove pipe which is soft iron cut out for the lamps, then a long row of 2lb jam jars filled with borax and lead and aluminium electrodes (I think) this produced about 300v DC. Reports received were probably 5 5 4. Later I added a choke and condensers and got 5 7 8. The receiver was 2 valves with reaction on the 1st. When I came back to England and started working for the General Electric Co of Coventry, I became G5NO still no exam. By this time crystal control had come along and I used to grind my own 80m crystals, later of course the harmonics were taken off and 20m became popular, then it was phone using an old telephone resort for a microphone. By this time I had made my first television set using an 18" disk with holes in it which rotated at some phenomenal speed which had to sink with the station at Alexandra Palace. An old beehive neon was the light which gave a picture about the size of a stamp in red and black.

In 1936 I joined the RNVWAR and was called up wearing bell bottoms and given the title; Telegraphist. This was a rank higher than Ordinary Telegraphist on passing 22 wpm. Went minesweeping off Dover, not much fun but at least most of my floating mine reports were accurate, I gave one out as being near the North Pole much to the amusement of all. Later in late 1940, I was commissioned as Temporary Acting Sub Lieutenant RNVR and was sent to Liverpool with an Avometer to fit a new thing called ASV to ships, later known as Radar. You did your matching by snipping bits off the cable until you came to the voltage node which then gave the maximum signal.

In 1946 I was asked to complete 15 years for pension, which I did. Just in passing I was stationed in Belfast about 1950 to help install

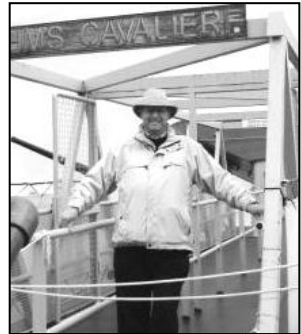
the electronics into HMS Centaur. The lads took me into the country somewhere where a Ham had built himself a 24 ft water wheel which gave him enough power to either milk the cows or transmit, morse only of course but all the same a very fine effort.

Gee Chambers - GJ5NO - RNARS 3631
Also: VE5BP - ZB1AB

Chatham Historical Dockyard September 2009

When we left Ash Vale it was dry but cloudy but the heavens opened on the M25 and we had heavy rain for the rest of the day with just a very few occasional breaks.

The entrance fee is £14-00 valid for a year, so after pausing briefly at the Wheelwrights restaurant for a hot chocolate we proceeded around the place. I had emailed Brian Lucas GOTAR before we left home and told him we were going; Brian is the RNARS operator of GB2CAV on board HMS Cavalier which is berthed in a wet dock. We spoke by mobile phone and he arranged to meet us by the helicopter.



In the meantime the heavens opened again and the rain poured down. Jackie and I sheltered under a building canopy near the picnic and indoor play area although the rain was blowing towards us anyway. We waited for awhile but it was getting close to the start of our tour of the ropery, so Jackie did a wet dash in that direction. While waiting she also visited the Royal Dockyard Church and the Commissioners Garden, I was scanning cars coming into the staff car park near where I was trying to catch a glimpse of Brian. With still no sign of him towards midday, I did a very wet dash towards the ropery for our tour.

We arrived somewhat damp to be met by a young lady called Sam dressed in period costume who introduced us to the ropery and the age old business of making them, before we were escorted upstairs to the manufacturing area which is a quarter of a mile long.

One man works at one end and communicates via a bell to workers at the other end, to aid his passage from one end to the other, he uses a bicycle and several bicycles were dotted around. Even though the making of ropes has been going on for centuries the same old equipment dating back to the industrial revolution is still used even in 2009, everything is pretty worn and you can see wear marks in the floor.

We walked the quarter of a mile and met a man who had worked there for 47 years, there were only about five employees evident and there is no heating in the area due to the combustible nature of the cannabis sativa hemp used, so you can imagine what it must be like working in the winter.

Naturally when we came out it was still raining and we were still damp from our previous dash. Next stop the restaurant for lunch and then on to HMS Cavalier which is in much better nick than the poor old Belfast. I took a gander at the comm's room but could not see any HF kit for amateur radio use; perhaps Brian removes it when not in use. Jackie took a photograph of me on the gangplank and also in the Captains chair on the bridge.

More of a wander around trying to miss the puddles, we were definitely under equipped that day considering we do have the right clothing available but had left it at home. Then; off to number 3 slipway; the BIG store to see the massive equipment in there and the RNLI lifeboat museum.

Afterwards we went to the Wooden Walls exhibition near the entrance but we missed a tour time and we decided that it may be prudent to leave soon in case of heavy traffic going home. We went to the shopping mall nearby and then made our way to the A2 for homeward bound but unfortunately the police had closed it due to an accident.

Both Jackie and I would agree that it is good to have a year ticket as there is so much to see and hopefully the weather will be better next time. Things we still want to see; craft workshops, RNXS museum, Kent Police Museum, Museum of the Royal Dockyard, HMS Submarine Ocelot and HMS Gannet.

Phil Manning - G1LKJ - RNARS 2954

SPITHEAD REVIEW OF THE FLEET 15th JUNE 1953

HM Queen Elizabeth II following her Coronation

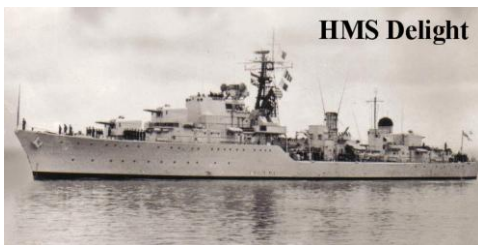
By John Wheatley

Frank Black KB9NYC - RNARS 4726, in the item; “*SEA TIME*” in the RNARS Winter Newsletter; 2004/5, says he was recalled in 1952 after four years in the RFR, and then spent eighteen months in minesweepers. He goes on to say he hopes some of us will remember the 1953 Coronation Review of the Fleet? Yes I do Frank, very well indeed.

I remember the minesweepers delivering mail to the ships in the fleet because I was the postman aboard HMS Surprise before, during, and after the review. I joined Surprise in February 1952 after flying to Malta the day the King died; 6th February which is also my birthday, so how can I forget the date and events? I flew in an old Viking aircraft which had me worried when I noticed how both wings were well corrugated, not unlike one of the nissen huts at HMS Mercury. However, after a couple of nights in Ricasli; the Maltese Signal station where half a dozen of us dumped our bags and hammocks we awaited the arrival of HMS Surprise to her usual berth at “Rope Walk Trot” just off the point, where she always secured head and stern to buoys.

So began my time in the Mediterranean Fleet as L/Seaman John Wheatley in the C in C’s dispatch vessel: HMS Surprise. My seniority dated from 9th November 1951 and for the whole commission; February 1952 to September 1954 I was the ship’s postman.

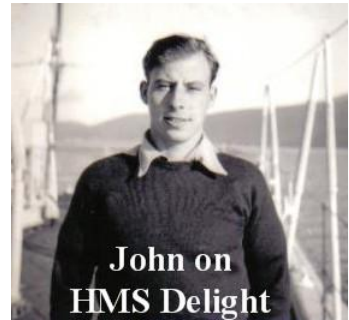
HMS Delight brought me home via Plymouth, fleet exercises above the Arctic Circle and eventually our home port; Chatham. Having had a comparatively easy passage from the Med’ and called into Plymouth very briefly, only to off load the C in C’s car.



HMS Delight

That evening, alongside in Plymouth, I happened to be duty so I was unable to have a run ashore. I did manage to telephone my wife from the quayside telephone box, it was raining at the time with the box all misted up. I told her that HMS Delight had arrived in Plymouth, that we had hoisted the C in C's car from the deck onto the quayside but instead of a bit of leave coming my way, we were off to the Arctic for another month or so. I have the Blue Nose certificate to prove it!

Now back to the Fleet Review and Postman John. During the period leading up to the review of the Fleet, my duties meant that I was able to go ashore most days. I was very fortunate to be able to do this because many hours were spent by the ship's company preparing HMS Surprise for the Spithead Coronation Review. Most notably, the combined efforts of the dockyard workers, painters and seaman who scraped, chipped and painted with red oxide and yellow chromate as necessary, prior to the top coat of duck egg blue was applied to the pristine hull and superstructure. This was widely reported in the press, but I must say, the temporarily acting Royal Yacht Surprise looked very smart indeed.



Fortunately, I missed all the mess and the noise which was incredible during this busy refitting period, and I avoided most of the dry-dock delights.



RY Britannia returning from the Commonwealth Tour photographed from HMS Surprise during escort duties from Tobruk to Malta 1st - 3rd May 1954. HM Queen Elizabeth and HRH Prince Philip are on the bridge with Prince Charles and Princess Anne below the bridge

watching the Mediterranean Fleet salute as they sail past.

Med' Fleet cruisers: HMS Glasgow, HMS Gambia, HMS Bermuda and HMS Eagle astern. Photographed off Malta 2nd May 1954.



John Wheatley G0JSC - RNARS1702

Maiden Voyage - Finding my feet

Every Merchant Navy Radio Officer remembers the first ship in which he was entirely alone and responsible for all the radio and electronic gear with no-one to turn to for help and advice. Mine was the MV Harpalycus (below) and it was with some trepidation that I approached her where she lay in the River Tyne alongside Redheads shipyard at South Shields.



As I picked my way around a dry dock, that January afternoon in 1974, striding over a jumble of ropes, pipes and air hoses, I saw in the distance what I took to be a rusting hulk looking ready for the scrap yard. As she was the only ship anywhere in sight I presumed she must be the Harpalycus and so she turned out to be. I climbed the gangway and made my way over a cluttered deck towards the mid-ships accommodation.

I found the third mate, introduced myself and he showed me to my cabin which was just behind the bridge and across the alleyway from the radio room. My impressions so far had not been favourable. She was obviously a very old ship and I wondered what I had let myself in for as I stowed my gear in my cabin and took a look in the radio room. To say the equipment was ancient would be an understatement. The main receiver was an old Eddystone

badged as IMRC, (International Marine Radio). I don't think any self respecting amateur radio operator would have given it shack room. The high frequency transmitter was something that belonged in a museum.

This was a DC mains ship and under the operating position was a DC motor-generator which would churn out some seriously high voltage to supply the power amplifier stage. I switched this on briefly and was appalled at the eardrum splitting whine that it made. Hurriedly switching it off I turned my attention to the rest of the gear, none of which I was familiar with and would need further study in the near future.

It was late afternoon by this time and as I was feeling hunger pains after my train journey north from Hull, I went in search of the chief steward who turned out to be a charming Irish chap who I found later to be a marvellous raconteur and entertainer. (*I never met a MN Chief Steward who wasn't; Editor*)

Dinner was due in an hour and though he was busy, he kindly showed me round the accommodation and in particular where the saloon was. This was a delightful panelled room still showing how the ship must have been in her earlier days. There were two large tables, and in the true traditions of the merchant navy, were designated Deck Officers and Engineering Officers. The Captain presiding at the head of one and the Chief Engineer at the head of the other.

I had heard said that Oil and Sand don't mix and the Oily gang don't have any time for "Sand Scratchers". This I was to find was a complete myth. The Harpalycus could not have been a happier ship and was one I shall always remeber with fondness. At dinner that night I was introduced to the rest of the ships officers and here came further feelings of unease. It was the Captain's first command, the Second Officer was sailing in that capacity for the first time as was the Third Officer. The Chief Engineer was also on his first trip as Chief and of course I was sailing as Radio Officer for the first time. Only the First Officer was not a first timer and he was only filling in until another First Officer joined the ship. Of course he also turned out to be sailing for the first time in that position. As things turned out there was no need for concern. The

professionalism of the deck and engine room officers could not be faulted and I wonder if the complete harmony in which we were to work had something to do with the fact that we were all sailing under the same flag as it were.

During the next eleven days as the Harpalycus completed her fitting out I familiarised myself with the radio gear and explored the ship. I tested what gear I could but of course I could not run up the main transmitter whilst we were tied up alongside the ship yard. I took notice of the poor state of the main and emergency aerials and replaced a broken fitting on the main which was hanging on the safety link. The crew worked hard during those few days and under the supervision of the First Officer started to make the upper-works look more presentable under a coat of white paint.

I went ashore a couple of evenings but South Shields in winter was quite a forbidding place made worse by the periodic two hour black-outs that the nation was suffering from during that Winter of Discontent' as it was to become known as. I remember nearly falling into the dry dock one evening as I negotiated the shipyard during one such black out.

Eventually we were ready for sea and sailed on 9th February for Emden in North Germany. A radio representative from IMRC came with us to calibrate the direction finder while the ship was swung just off the mouth of the Tyne. I was glad of this as it was not a task I was looking forward to, suffering as I do a kind of dyslexia which makes it impossible to handle numbers in my head and transfer them to paper. The radio representative left with the pilot and we were on our way. The first thing I did was call Cullercoats to send my TR and as he answered, the main receiver went dead. After a mad scramble to get the reserve receiver on tune I explained the reason why I did not been answering his calls and he was very decent about it.

In my time at sea I remember that Cullercoates (GCC) was the friendliest, most helpful of all the MF coast stations that I worked during my time around the British coast. I cannot remember what cargo we loaded at Emden but I do remember sailing for the USA, somewhere I was looking forward to visiting as I had never been

there before. Let's face it, one of the reasons I joined the MN was to see the world.

During our passage through the English Channel we ran into foul weather with torrential rain and high winds. As I sat on watch that evening I thought that the main transmitter had thrown a fault as there came loud bangs and flashes from the inside of the aerial switching panel. I grabbed hold of the large ebonite knob to move the switch to the earth position and received the biggest electrical shock I had ever experienced as a huge blue spark flashed out of the aerial switching panel. This was my first demonstration what static electricity can do if there is enough of it.

The weather remained foul for a couple of days and in the absence of any sophisticated electronic navigational equipment such as the Decca Navigator, the bridge staff plotted our course by dead reckoning. On the third day the Captain asked me if I could hear any DF stations and if so, would I take a few bearings to confirm our position. This was the first time I had done this for real and my results placed us nearer the coast than did the mate's dead reckoning position. There was a brief discussion but after three separate DF readings all agreed on the same position, the Captain wisely decided to follow the rule that you should always assume the most dangerous position of two alternatives is the correct one. Accordingly he gave himself some more sea room and the next day, as if by magic, the weather cleared and a noon sight could be taken. This showed my DF position must have been spot on which was a tribute to the accuracy of the equipment and the success of my first trembling attempts at using it.

On our voyage to Lake Charles and Houston nearly every piece of radio equipment either failed at some time or other or occupied me in trying to improve the performance of it. About mid Atlantic the auto pilot sprang a surprise. The third mate looked up from his chart corrections, alerted probably by a change in the motion of the ship, to find we were well off our correct heading. Quickly he used the wheel to bring her back to where she should have been heading but as soon as he let go of the wheel the ship started trying to do another meander. He quickly got one of the watch-keepers to the wheel and informed the Captain. This was where I became involved. Called to the bridge I was asked by the Captain if I could

sort out the problem. He explained that having to have someone on the wheel all the way to our destination would involve the shipping line with a very large bill in wages to the crew.

Oddly enough my Radio course at the college had not touched on automatic steering gear so it took me a while to find out how the system was supposed to work and why it wasn't. Inside the binnacle was an ebonite wheel with copper segments embedded in it. This wheel was connected to the automatic compass and was driven backwards and forwards by it. A four-core cable was connected to the unit that contained this wheel and transmitted pulses to the steering motor which was situated below decks and just above and forward of the rudder. Tests showed that two of the wires in the four-core cable were shorted to the ship's hull.

Following the vessel's wiring plan I could see that this cable went down from the bridge and then into a large steel trunking which ran the length of the ship from the bridge to the after end. This trunking was visible in the tween-decks space but the cable inside it was completely inaccessible. What I did find however was a huge hole in the trunking, obviously where it had been struck a heavy blow probably by a crane grab. This was most the most likely seat of the trouble but I could not get at it. I reported back to the Captain who looked glum but accepted that it would have to be a shore job. Now this Captain had so far seemed a very decent type, one of the best, if not the best one I was ever to sail under so instead of accepting the situation I spent the next few hours in a further investigation of the ship's wiring. I discovered that there was a two-core cable which connected a telephone on the bridge to one in the aft accommodation. I wondered if it would be possible to disconnect the faulty wires in the binnacle and jumper a connection to the wires in the telephone cable and at the aft end jumper a couple of wires from the poop telephone cable to the steering engine.

On explaining to the Captain that this might work, he gave me his permission to try it. He needed the auto pilot more than he did a telephone connection to the after end. The connections at the bridge were quite simple to fix but those at the after end involved my lying in a tray under the steering engine. This tray contained a few inches of oily water in which I had to lay whilst the various rods

and gears of the steering engine went about their business just above me. As the ship rolled, thankfully gently, I slid from side to side. I recall that added to the general unpleasantness, I kept getting shocks from the terminals to which I was trying to connect. Although only about forty volts or so, these were not dangerous but lying as I was, in a few inches of water and stripped to the waist to avoid contaminating my clothing, they were highly uncomfortable.

At last the job was done and I reported back to the bridge in my dirty, oily state and announced that it was 'suck it and see' time. The tension in the air was almost palpable as the mate, under the Captain's direction, switched to auto. The ship held steady on her course and overriding the auto pilot with the wheel to put her a few degrees off track resulted in her coming back smartly when the wheel was released. From that moment on I could do no wrong and never was I held in such high esteem in any subsequent ship I sailed in. Under this jury rig we made out way to Lake Charles in Louisiana where we had a couple of shore side technicians who brought aboard a gang to rig an armoured cable from the Chief Steward's store room where we found a convenient connection box giving access to our faulty cable. They ran their cable aft, fixing it to the existing trunking and terminating at the steering engine. I made the connections under the steering engine and we gathered on the bridge to test our repair.

One of the technicians stood on the quay at the after end of the ship and watched the rudder as the other one turned the wheel port and starboard. The after end technician gave us a thumbs up to indicate that the rudder was moving back and forth. After getting the captain to sign a mass of paperwork they made their way thankfully back to their air-conditioned workshop, leaving us sweltering in our steel oven.

We loaded grain at Lake Charles and departed for Algeria. On reaching a point some miles off the coast in the Gulf of Mexico the auto pilot was engaged and the steersman stood down. Almost immediately the ship started to go off course and had to be brought back using the wheel. Another bridge conference was called, the Captain looking glummer than ever at the thought of the huge bill the company would get for the installation of an armoured cable that had obviously not cured our problem. Puzzled, I studied what

was happening and found that if the ship wandered to port, the rudder went to port and similarly, if she wandered to starboard, the rudder went to starboard. She's chasing the compass I thought. This proved that the auto pilot was working but giving the wrong helm orders.

It could only be that the cable that the technicians had installed must be incorrectly phased so it was back to the chief steward's store room and an examination of the cable connections. A problem instantly reared its head. All four wires were coloured brown and it took me a while to figure out what I thought was the correct combination.

Back to the bridge I went and we all held our breath as the auto pilot was engaged. The ship held steady on her course and deliberately moving her off resulted in her coming back smartly. There was almost a gale as our collective pent up breaths were released simultaneously. We had an uneventful voyage to Algiers during which I managed to get all the radio gear working as satisfactory as it's age would permit.

We spent about six weeks in Algiers while the cargo of grain was discharged. This extraordinary delay was occasioned by the Algerians only having one small grain silo, as a fleet of trucks emptied it from the bottom, we topped it up. Of course time hung heavily for me so, nosing around looking for something to do, I found in a locker a large roll of rubber covered cable with an inspection lamp at one end and a two pin plug at the other. Checking the bulb was 24 volt, I plugged it into a socket that was supplied by the emergency batteries. The bulb did not light. I was about to check the continuity of the bulb filament when the radio room telephone rang.

I was required down below to sort out some minor problem, the details of which eludes me now, and it was some time before I returned to the radio room. The smell of hot rubber struck me as soon as I entered and there on the deck lay my roll of rubber cable which had gone into melt-down and if I had been a few minutes later it would no doubt have burst into flame. I surmise that there must have been a short circuit somewhere along the length of the cable causing most of it to reach a dangerously high temperature.

I still have sweats imagining how I could have been explaining to a board of enquiry how I had managed to set fire to a ship tied up in Algiers. It taught me the dangers of allowing myself to be distracted while doing something electrical as well as the peril of having an un-fused 24 volt socket in the radio room. After we sailed for Houston, our next port, I consigned the remains of the cable to the deepest part of the Atlantic and wisely never mentioned it to anyone.

We reached Houston after an uneventful voyage and tied up alongside a huge grain silo to load wheat, again for Algeria. I had the opportunity to visit the Space Centre in the company of the second and third mates. We hired a Ford Mustang which scared the pants off me so the third did all the driving.

There must have been some discontent brewing among the crew which I had been unaware of. This resulted in the whole lot of them walking off and refusing to come back aboard and work the ship. The police turned up but refused to get involved and the stalemate was recorded by the local TV station so the old Harpalycus was the highlight of the TV news that evening. This walk-off resulted in the Captain having to make several calls to head office which I routed via our VHF set to the local marine radio station. The crew had disappeared by this time having been flown back to the UK. After a couple of days we received the news that a new crew was on its way and that they would all be Irish. Of course the silly Irish jokes started immediately but when the new crew arrived I can honestly say that I have never sailed with a better crew. They all went about their duties in an efficient, seaman-like way and were no trouble what-so-ever. They were still working the ship when I left her in Oran to fly back to the UK.

So, having started the voyage with some misgivings and unsure of my capabilities, under going a baptism of fire and surviving, I was sorry in a way to be ending it. I made some very good friends and I found later that the Captain had given me such a glowing report that the shipping company requested my return to them and my next trip was to be on their flagship.

The electronic and radio gear was so new that again I had to find my way around it from scratch. The difference this time was that it was all ultra reliable and caused me no worries what-so-ever but I don't think the voyage was as interesting as my first trip on the Harpalycus.

Roy France - G3ZOU - RNARS 53953

Thanks for a great article Roy. Although I never worked Cullercoats radio as a professional RO, I can concur with Roy's comments as I worked them a couple of times on MF (voice) when sailing yachts in the North Sea and passing passage plans. Are there any former Cullercoats operators within the RNARS and wish to comment? Editor.

A plea from a net controller

This list is not intended to upset anybody, but to give more enjoyment to all that take part in UK nets. This is my own set of rules which I think most operators accept as norm and how I try to run the Monday evening net on 80m.

1. It is up to participants calling into the net to get onto the controller's frequency, so as not to have the controller re-tuning each station. Due to QRN / QRM the frequency may be slightly different from the one advertised in the lists. Make sure your RIT is not in. The controller's frequency is the mandate within that net. Also watch for having to QSY due to unacceptable interference on the frequency.
2. When calling in to join a net your "call sign" is the only thing required as others may be calling as well. This is so the controller can pick out the separate calls and list them. Then he can call in each one in turn.
3. In poor conditions the controller may not be able to discern the call signs of the weaker stations and may ask another strong station for assistance by name and it is helpful if the other stations standby at these times.
4. If a controller misses a station when an invitation is being sent, a call to say that a station called in is very helpful.
5. As you call in, you will be acknowledged and put on the list. This will be the order for running the net. Call signs and signal reports

are exchanged and that's all until you are called in to make your call; usually one QSO per turn, especially on a busy net.

6. Please let the controller know when you are leaving the net or a time so you can be booked out. Calling people when they have closed down is very annoying and wastes valuable time.

7. Controllers will from time to time give a list of the stations involved in the net, PLEASE I repeat PLEASE jot this list down so as to be on the ball as repeats of the list wastes air time and the controllers voice.

8. Please leave a pause between over's, so a calling station can be heard; the controller will deal with at the end of that QSO. The controller will leave a shorter gap so as to maintain order, before any other stations try to steal the frequency.

9. Patience is a virtue, so you have to wait to be called in.

10. During busy nets and poor conditions the QSOs should not be too long, because a lot of operators are awaiting their turn. This applies very much on larger nets.

11. Remember the controller is not in anyway responsible for the propagation or lack of. When conditions are bad it is best to use very short overs to check that contact is still being maintained. There's not much point rambling away if the other op has lost you.

12. The controller is a human being not a robot so the occasional blooper will happen so be reminded, amateur radio is a hobby.

13. I make a point of being very tolerant of new operators. Remember when you got your first license and made your first QSO. I'll say no more on that

Glenn - G0GBI – RNARS 3481



Minutes of 49th AGM RNARS - October 2009 - HMS Collingwood

Apologies for absence

2E0BYC	G0VCV	G4DIU	M0AST
2E0RPS	G0VFE	G4HWK	M0RNA
2E1GDC	G0VIX	G4LNA	M6FBK
7Q7BP	G1GXB	G4MSR	N4XAT
7Q7YL	G1OCN	G4PRL	N8NAV
9H1RN	G3KGT	G4PSA	OE6ESG
DF4BV	G3KXV	G4PTE	OE8NIK
DK9OS	G3LME	G4TNN	ON4CBI
DL1NL	G3NIR	G4TUO	ON4CBM
G0DLH	G3PQC	G4ZMP	OZ1FJB
G0ELZ	G3TIX	GM4GIF	PA0VLA
G0EQS	G3TWG	GM4VUG	PA5UL
G0GBI	G3UAZ	GM7ESM	SM6DER
G0IUR	G3VAZ	GW0JTE	SM6JSS
G0KXN	G3VCN	GW0VSW	VK3SV
G0LDJ	G3VNH	GW4MVA	VK4BUI
G0PSE	G3WQG	HB9ANE	WA1HMW
G0RNO	G3XGE	IG3LCS	ZL1BLY
G0SWS	G4BEQ	K4XAT	ZL2ZLW
G0TBD	G4BIC	K7VV	
G0TEL	G4BNU	KB7NJV	

Members Attending

G3TZM	G0RPK	M0DAY	G0NUM
G3OZY	G3KOJ	G1LKJ	G3APO
G4JBE	VE6BF	G0LKO	G3LIK
M3VAV	G0FBA	G0FOD	G3RDR
G0TOC	G4FRN	G4PZV	G0MIU
(guest)	G0PPH	G4CRW	G3ZDF
M1AFM	M0CPH	G0JSC	

Chairman's opening remarks & introductions

Good afternoon, ladies and gentlemen, welcome to this the 49th AGM of the Royal Naval Amateur Radio Society. My first task today is to thank Commodore Steve Kirby RN, for allowing us to hold our AGM here at HMS Collingwood and to the Mess President WO1 Steve Rule, QCB, for allowing us the use of the mess for our

meeting. Unfortunately, because of the rise in the number of courses in Collingwood, the accommodation allocation has been unavailable to us this year.

As you will see, there is a change of format to the AGM this year in that tea, coffee and biscuits will be served immediately after the AGM and the Society raffle will be held then which I hope you will all support well as there are a number of excellent prizes to be won in support of our Society.

As you can see we have a busy agenda today, unfortunately our President, Captain Paul Sutermister RN is unable to attend this year to deliver his formal address, so I will get Paddy Daly who is acting as Ex Officio to read his address that he has sent me.

Chairman's report

Once again my report is a short summary of the activities of the Society in the past year which includes plenty of good news and some sad.

The Committee met six times during the past year here in the Headquarters station. Also, I was able to attend the AGM of the London Group aboard HMS Belfast around Easter time. Unfortunately, there is still no news on HMS Plymouth moving to a new location.

Society membership is being well-managed by the Membership Secretary, Doug Bowen GOMIU. You will be hearing a report from him a little later. Once again I ask that all members support Doug. It is important that I remind you all that if you have not paid your yearly subscription by July, you will not be receiving the Society summer Newsletter from then on and will find yourself deleted from the membership database.

Silent keys: Sadly, we have had to say farewell to 38 Silent Keys this year:

DJHN	Horst	1941	GOAGS	Ray	2757
DL1GE	Heinz	2482	GOEEL	Jed	3240
DL1ZQ	Hans	2927	GORET	Bill	4139

G0TH	Ted	4276	G4NJU	Dave	1989
G1IEV	Bob	3536	G4PXA	Derek	1796
G2BGU	Ken	3457	G5RQ	Geoff	2463
G2HFD	Howard	0830	G8KCC	Stan	0864
G3BKN	Bill	3053	GM3AXI	Bob	3555
G3FPB	Jack	2747	GM3TRI	Bert	4511
G3HQH	Hal	0539	GM4SNZ	David	2327
G3ICB	Tony	3963	GW0JXW	Brian	3369
G3JBT	Jim	0985	GW3JVW	John	4132
G3JTG	Ted	1811	GW8ZZD	John	1997
G3MSV	Dave	0735	KD0AE	Martin	1519
G3YHA	Terry	3294	LA7XB	Thor	1820
G4AUJ	Bill	0635	M0CLY	Tom	4533
G4BUS	Reg	0670	M0GMF/ZS5MF	Mel	3776
G4CIM	Ray	1345	M3HDT	Les	4826
G4EUI	John	0766	MW0AUH	Jack	4265
G4KSC	George	1697	VE7DIG	Peck	1757

Throughout the year the Society has been represented at rallies and events across the U.K. Here in Collingwood, the “Freshers Fair” has been held three times this year. All new entries to Collingwood are invited to attend this fair to see the many and various activities that are available to them in the establishment, in the locality and the Navy in general.

At this point, I wish to thank all the Society’s Net Controllers for their admirable work over the past year; their dedication with such varied band conditions is worthy of high praise. I will not dwell on other activities but will leave them for the various Managers to reports on.

RNARS Activity Plaques

There were only three who submitted logs this year, so awarding plaques to them all, but I report that this will be the last year we will be awarding the yearly activity plaques due to the poor response we have had each year, it seems the popularity of this has weaned over the years: Mick G3LIK, George G3OZY & Terry G0TBD.

Certificate of Merit

To Robin Bellerby GM3ZYE for all the hard work that he did for the Society as Secretary and Newsletter Editor.

President's report (Given by PO Daly)

Chairman, ladies and gentlemen, good afternoon and my sincere apologies for not being with you for this AGM, my first as your new President. I feel a bit like what I imagine a horse feels like when it falls at the first fence!

I was honoured and delighted to be invited to be your President once again - after a gap of sixteen years. However last time, as the Captain of HMS MERCURY it was a "de facto" position, whereas this is by selection. I hope that I can do as good a job as Lieutenant Dave Babbington.

I have remained a Short Wave Member since the relinquishing the Presidency with the closure of HMS MERCURY in 1993 and have enjoyed reading the articles in the Newsletter - at least those which were not over my head - and receiving my fairly regular correspondence from Chairman Mick - Golf 3 Lima India Kilo - for those of you who do not know him otherwise - telling me that I was adrift in increasing my subscription.

However earlier this year, your Committee gave me the double honour of awarding me an Honorary Life Membership of the Society which came as a marvellous belated Christmas present. Thank you. I wish you a very successful AGM and again I am very sorry not to be with you, however I hope to see friendly old faces and meet new ones at future Committee Meetings, or the possible Celebratory Dinners in HMS COLLINGWOOD or at Coventry next year or at next year's AGM. I also send my very best wishes to you all. Paul Sutermeister.

Composition of the Committee 2009/2010

An unchanged Committee for the coming year was agreed:

Chairman	Mick Puttick G3LIK
Vice Chairman	Doug Hotchkiss G4BEQ
Membership Secretary	Doug Bowen G0MIU
Treasurer	Adrian Mori
Secretary	Joe Kirk G3ZDF
Mac McGuinness GORPK	Ray Ezra G3KOJ
Tony Mori M1AFM	Wally Blythe G0PPH
Keith Ray G1GXB	

Secretary's report

Very little to report other than to ask that if there any members are not getting access to Minutes to get in touch with me and I will see what can be done.

Membership Secretary's report

The present situation is that there are

Total members: 870

Life members: 134

Free members: 45

Paid up members: 691

Forty members not included in the above have been lapsed for failing to forward the correct subscription of £15. Of those forty, 12 failed to increase their banker's order to the required subscription and 28 failed to reply. Lapsed members will not receive the RNARS Newsletter. In reply to a question from Bill VE6BF Doug said there had been 10 or 12 new members. Dave G4JBE suggested that lapsed members are presented with a banker's order with the correct subscription and offered no other way of paying. This should also apply to new members. Doug said he would follow this up.

Treasurer's report

Key points of the Accounts for the year 2008/09 were

Income:	£13831.41
Expenditure	£15038.43
C&G Savings account	£6124.96
HBOS Savings account	£20887.85
Total funds at bank as at 31.3.09	£28817.42

Income was broken down as follows:

Subscriptions	£13107.20
Commodities	£588.15
Rallies	£21.00
Miscellaneous	£10.50
Building Soc. Interest	£104.56

Expenditure was broken down as follows

Newsletter	£6567.96
Postage & Tel	£176.64
Licences & insurance	£377.01
Admin & stationery	£1636.65
AGM	£804.84
Repairs & equipment	£570.15
Travelling expenses	£865.18
Rallies	£40.00
Transfer to savings account	£4000.00

The Treasurer said that in view of the current low interest rates he was trying to keep as much as possible in the savings account.

Phil G1LKJ asked who had audited the accounts. Adrian said it was a friend of his who was training as an accountant. No charge was made for auditing the accounts. It was agreed to get the Secretary to send a letter of thanks to the auditor.

Ray G3KOJ asked for a breakdown of the Repairs and Travelling Expenses figures to be available at the next Committee meeting and this was agreed.

Amendment to the Constitution as agreed by the Committee

Proposal to change the conditions for qualifying for Life Membership:

*Any member with 30 years membership would be eligible.
In order to claim Life Membership the member would then
have to pay 5 years subscriptions at the current rate.*

This was carried by 22 votes to 0 with 4 abstentions.

Proposal by Doug G3PQC that future AGMs be held at the Maritime Club, Portsmouth.

Dave G4JBE proposed holding the AGM in different venues across the country in order to give access to a wider range of members and this was seconded by Bill G3TZM. Mick G3LIK said the AGM had been held in London twice and the attendance had been

disappointingly low. There were 2 votes in favour, 8 against and 2 abstentions.

The proposal to use the Maritime Club was referred to the Committee for discussion.

Proposal by HMS Belfast London Group that Marc Litchman GOTOC be made an affiliate member of the RNARS, GOFEK & GOTBD

All present supported the proposal and it was referred to the Committee under Rule 7 (b) (iv) of the C&Rs.

Report by Vice Chairman

The 50th anniversary plans are well in hand and are as follows:

Get together week-end in Coventry on the 6th to 8th August is well in hand and most of the allocated rooms have already been taken. If you are considering going to this event I would suggest that you pay your £10 reserve fee soonest otherwise you could be disappointed.

A dinner has been arranged at HMS Collingwood and I will be taking bookings in the New Year when menu and prices have been confirmed. Accommodation for this event may not be possible due to the high demand of service personnel. If it can be arranged you will be informed not earlier than 2 weeks before the event. It is up to you to check with the mess if you want accommodation.

An Award has also been approved and details for obtaining it will be published soon.

The Special call: GB50RNARS has also been approved. It is now up to you; the members, to make 2010 a resounding success.

Shack Manager

Tony M1AFM reported that there had been few changes in the shack. Apart from a printer no new equipment had been installed. There had been no breakdowns. The problem with the beam had been fixed and it was working.

Tony is looking for volunteers to help with Cubs and Scouts. A vote of thanks to Tony was proposed and passed unanimously.

QSL Manager Marc GØTOC

My first year as UK QSL Bureau Manager has seen me handle what I believe to be, only a relatively small number of cards – in total, 502. Understandably, QSL card volumes rely upon QSO's, which in turn are reliant in part on the sunspot cycle. The fact that the majority of cards coming into the bureau are for QSO's on 30, 40 & 80m, seems to bear testament to enduring poor conditions on the higher bands.

Of the 502 cards, 206 have been distributed to 58 callsign holders and 27 to the RSARS and RAFARS bureaus respectively. The remaining 269 cards are for 148 callsign holders, however, I hope to be able to distribute a number of these after today's AGM. In addition to the QSL cards, the bureau currently holds 1,054 SAE's for 299 recipients. Of these, 1,127 came from my predecessor and 52 have been received in the past twelve months from 17 callsign holders. 23 SAE's have been used to send cards to members and 102, for a reported 34 "silent keys", have been earmarked for re-use.

Thanks to Diana GØRNO, my contact details and occasional reports have been published in the Sunday E-news Bulletins and over the past twelve months, I have fielded several enquiries from UK and overseas members. The bureau continues to cultivate the links with RSARS and RAFARS bureaus, as established by Mike GØVIX, and batches of cards continue to be received at regular intervals, in total, 77 cards for 38 recipients have been received from RSARS and 18 cards for 14 recipients, from RAFARS.

Finally, I wish to thank all those members who have contacted me over the past year, also the Committee for their support.

Marc Litchman GØTOC RNARS UK QSL Bureau
26 Oak Tree Close, Loughton, Essex, IG10 2RE

Data Comms

The RNARS eNews venture is now in its eleventh year, and I send the Sunday eNews to over twenty five per cent of the society's current membership. The bulletins include the latest membership changes and RNARS events.

The eNews is available only to current members of the Society. Any member interested in receiving the eNews bulletins should contact me by email, remembering to include his or her callsign, RNARS membership number and email address. My email address is printed on the inside front cover of the RNARS Newsletter, and there is a link to it on the "Managers" page of the RNARS website.

I would like to remind members that any snippets sent to me for inclusion in a bulletin should be relevant to the RNARS, to the amateur radio activities of RNARS members, or to our service backgrounds. Please send your messages in plain text format, include your callsign and RNARS number, and note that I retain all editorial rights.

The RNARS Yahoo Group reflector is co-moderated by Dave G4JBE and me. Membership of the group is limited to current members of the society. In an ideal world the weekly news would be sent out via the RNARS Yahoo Group, but as a great number of members seem reluctant to have anything to do with Yahoo Groups, the eNews will remain a separate venture for the time being.

My thanks to all those who send me items of news, but especially to Mick G3LIK and Doug G0MIU for their regular weekly input. I would also like to say thank you to Robin GM3ZYE for his help and support during his time as Newsletter Editor and Secretary, and to all the members of the Committee for their efforts on behalf of the society.

73, Diana G0RNO - **rnars2news@btinternet.com**

Web Site

The web site continues to progress well and now contains:

Main Site	Members Area (sub web)
682 Files	288 Files
548 Pictures	209 Pictures
1,364 Hyperlinks	621 Hyperlinks
	70.1Mb
Morse Corner (sub web)	Morse Learn (sub web)
234 Files	269 Files

191 Pictures
256 Hyperlinks
25.8 Mb

201 Pictures
487 Hyperlinks
3.28 Mb

This equates to a total of:-

1,473 Files
1,149 Pictures
2,728 Hyperlinks

that all together creates

86 Pages
196 Photos
86 Sound Files

Including operating files and folders, the total disk space occupied on the Internet-UK Server is: 128 Mb - with 131 Folders containing 3,684 Files.

Since its recreation into Microsoft FrontPage in 2006, it has been visited 26,441 times with many re-visits to the News Page, the Morse Transmission Page and the Learn Morse Page. There have been 8,795 visits this year which equates to 24 /day or 1/hour. Continued comments of support are added to the Guest Book and are gratefully appreciated, thanks to all. The website 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. I am continually trying to improve the site which this year saw a complete re-build to accommodate different screen sizes. The site is now accessible on the small screen of a mobile phone or I-pod. The work involved a seamless transfer and regardless of the many hours inputted most people would not have noticed the changes unless they were trying to view the website on a mobile phone or the newer wide screen laptop computers.

This year has seen an increase in the number of antagonists in the Society. You know who I mean and you are not worthy of your name even getting a mention. You nearly had me leaving the RNARS but that would have been your pleasure. I am still here and ready to continue my supporting work. If you put as much effort into positively supporting the Society rather than trying to drag down those who give their best in a positive way then the Society would be growing not loosing members. I and others should not have to put up with profanities. If the few trouble makers are not happy please leave and let the majority build the Society back to the high esteem it deserves.

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 at no cost to the Society. I would also like to thank Diana GORNO for her continued support and help through the most difficult times.

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 Banner, 9H1RN

Merseyside Group - HMS PLYMOUTH GB2PLY GBONYX GOTON

Chairman's Report by Bill Cross G0ELZ

As the Chairman G4KCB is no longer a member of the RNARS it falls to me to make a report.

About all I can report is there has been no sign of HMS Plymouth moving down to Devon; HMS Plymouth Association have been working very hard to sort out a berth for the ship, and to get enough funding to support the business plan to keep her open until she can self fund herself.

HMS Bronington has been moved to another berth and the last news was she was going to be cut up and the superstructure was to go to Stockton-on-tees Sea Cadet unit, they already have a Ton Class Sweeper as their base HQ. The Hull of HMS Bronington is in a very poor state as the ingress of water has allowed rot to flourish unchecked and she is only fit for scrap now.

I am having difficulty in closing down the group, but am now making headway in closing down the bank account. Once this has been finalised I can make arrangements for the wind down of the group and disposal of the radio equipment, this will be done at an EGM, as laid out in the C&R's of Plymouth group. I will mail all members with notice of the EGM as soon as I have details.

Dave G4JBE reported that at a meeting in Nottingham it had been reported that HMS Plymouth might be moving to a mooring in Portsmouth or Gosport but nothing was definite.

It was also reported that HMS Onyx had been sold to a private owner and that the callsign GB0NYX had now lapsed. HMS Bronington has sunk at her berth and no funds are available to do anything with her. Many sources of funding were canvassed including Prince Charles but nothing was forthcoming.

Merseyside & Cheshire Rep's Report

Not much to report, except the report on the Blackpool Rally in March. Myself and Fred Jones G2IV (G8HTP) manned the stand and gave almost a bottle of rum away a tot at a time to the visitors. We had many members sign in but numbers have fallen off in the last few years mostly due to Silent Keys as we have lost many friends in the north of England who always made a point of attending the Blackpool Rally.

I am still running the Plymouth group net on 145.375Mhz FM but since the demise of Historic warships in 2006 we now call the net the **Navy Net**. All within 25 Miles of Liverpool are welcome to join us on the air 1900 local time to 2000 Monday to Friday.

I do not get much feedback from the membership, so either things are running well or if not, they are not bothered in giving feedback via the local rep. I am willing to continue as Merseyside & Cheshire rep for the future. Bill Cross

London HMS Belfast Group (Given by Bill Cross)

Chairman's Report to RNARS AGM by Bill Cross G0ELZ
Sorry I cannot be here in person this year, to present this report. Since last year London Group has been active on many occasions, as usual Bill G0IEC has been busy every Wednesday with GB2RN on cw.

The latest news is the IWM Internet Broadband link in the BWO has now been activated, this will enable members to keep in touch with home during Easter Activity Period via E Mail. This will also

enable the committee to send any news and items of interest quickly to the membership.

As some of you are aware, we have lost the use of the Sea Cadet Messdeck as this compartment is now being turned into office space.

We have been given the use of 3C Mess-deck down below forwards for the 2010 Easter Activity. Those who can go back ten years or so will remember us using the 3C Mess before we got the use of the Sea Cadet Mess. The down side is we only have the use of the BWO Galley for catering, taking this into account Bill G0ELZ will not be able to provide the usual eat all you can for £5 Breakfast & Evening meal deal.

Easter Activity 2010 Self Catering or eat ashore, not forgetting we get a discount at the Walrus Cafe on board HMS Belfast, show your pass and get 10% off.

Our membership is stable with a small increase in last year, and we hope this will continue into the future.

We have had some equipment donated from Silent Keys and this will be put to good use, and we hope to have 3 HF positions in use by Easter Activity.

By next Easter with luck the sunspot cycle 24 will be well under way and the higher bands may well be more active, let us hope so as we have had a long time in the depths of the bottom of Cycle 23. Plans for Easter Activity are well advanced, and we look forward to meeting many members for the AGM and of course those who join us for the activity.

I look forward to meeting many members on the HF bands in the next 12 months.

Area Rep Co-ordinator: to be given by Bill G3TZM on Wally's behalf

All rally reports have been sent Mick G3LIK and to our Newsletter Editor for inclusion in the magazine otherwise not a lot to report from the majority of our Area Reps so far.

The sales of our commodities at the various rallies has been slow to say the least and at the "New" Leicester Rally, absolutely nothing was sold.

Any other business

Bill VE6BF proposed that the Society buy its own projector. Seconded by Bill G3TQM and agreed unanimously. This will be progressed by the Secretary who will confer with other interested Committee members.

Bill G3TQM suggested that the Merseyside reports be included with the Area Reps reports. Agreed unanimously.

Date of next AGM

The next AGM will be held at 14.00 on Saturday 9th October 2010 venue to be notified after discussion by the Committee.

Letter

While attending the Kempton Park Rally I was approached by Mr Stan Ames; G4OAV who is doing research into Royal Navy WW2 DF Stations and the "Y" Service. His telephone number is 01582-760538 and his email address is: stanames@aol.com if you wish to assist his research and get in touch; he is a member of the RSGB.

Yours, Phil Manning G1LKJ RNARS 2954

And finally

My sincere and grateful thanks to all who have contributed to this edition, without articles there wouldn't be a Newsletter. Once again, it's your Newsletter and I need your help in filling the pages. Please help me to help you the members. Anything will be considered, particularly radio related items and personal accounts as well as ideas and of course; constructive criticism and comments. Is there anyone who wants to compose a crossword with a nautical and or radio theme?

As the new editor I wondered if it wasn't time our prestigious newsletter had a name; more so in view of a looming important anniversary year for the RNARS. I've put the idea of renaming the Newsletter around a couple of other members and following a recent committee meeting, I now have the backing of the committee. To progress this and to involve the membership as much as possible, I'd like you to send in suggestions for a new title.

Equally, if you are of the opinion that we should retain the title Newsletter, feel free to voice your views.

If you have any ideas for a new name or want to retain the existing name, please let me know via my contact details on the inside front cover. If there's support for a new name, I'll take the top five suggested titles and publish them in the next Newsletter and allow you to vote on the new title. I really look forward to receiving some interesting and creative ideas, so get thinking and let's hear from you.

Pictures of members when included with rally reports and anecdotes etc are really appreciated; they do help put a face to a voice. Pictures of an empty hall with a RNARS stand are nice but don't put faces to voices, so try and get a member or two to pose. If taking a picture of several members, please try and bunch the group up a little, just as wedding photographers do, otherwise the result is a wide shot with little definition. Also try and use the highest resolution your camera will allow. Another useful tip, ask everyone if they can see the camera lens; if they can see the lens, their face will be in the image. One idea that was submitted; ask more mature members to submit pictures of themselves in uniform along with a recent picture, it could be an interesting exercise.

When sending in articles etc, **PLEASE** follow the guidelines in my editorial introduction, particularly about information in the subject header, I've rescued quite a few items from the junk folder in the course of preparing this edition; remember it helps me to help you.

Can I also thank members who have sent personal e-mails offering their "congratulations" on my "appointment", I'm not certain if appointment is the correct term, but thanks anyway.

Have a good Christmas and all the very best to aim an aw fur the New Year.
Colin.

Late Breaking News

50th Anniversary Award

A special award to commemorate our golden anniversary has now been designed and approved by the committee.

To qualify for this award you must have worked, or heard, 50 RNARS members between 1st January and 31st December 2010. Mixed modes are acceptable but a station can only be counted once regardless of how many bands or modes you have worked or heard it. Each station worked or heard counts one point but special

stations run by the RNARS during the qualifying period will count as two points.

Applications for this award must be on the official RNARS awards form which can be downloaded from the RNARS Web Site, or by sending a suitable SAE to the Awards Manager, QSL cards are not required.

Doug G4BEQ Vice Chairman

Special Dutch RNARS Golden Jubilee Callsigns

To celebrate the Golden Jubilee of the RNARS a number of Dutch members are activating a series of special callsigns. The callsigns will have the suffix 50RNARS but the prefixes will be chosen from the Dutch prefix allocation; PA through to PI. The plan is to activate these special callsigns from 1st January to 31st December 2010 using the following:

PA50RNARS: PA0VLA (CW) Jo 944
PA50RNARS: PA5AD (SSB) Arjan 4670
PB50RNARS: PA0XAW Age 967
PC50RNARS: PA3CTK Harm 3521

PE50RNARS: PA3EBA Jan 2999
PF50RNARS: PF9A Martin 2887
PG50RNARS: PA3DNH Henk 2867
PH50RNARS: PA0HRM Hans 2885

All stations are free to choose their own preferred frequency band and mode of operation.

Handling of QSL cards will be done by each individual station as soon as possible but probably after the total number of cards is known.

To explain the chosen prefixes and the reason why the whole series will not be used; the PD prefix is only for holders of a Novice licence and the PI prefix is for school and clubs. It would be very nice if this series of callsigns could count for extra points for the awards that are being issued by the various national naval clubs.



RNARS Nets; all frequencies +/- QRM. DX nets are all GMT, UK nets are GMT or BST as appropriate, any changes, please let Mick know.

UK Nets

Day	Time	Frequency MHz	Net	Control Station
Mon-Fri	1030-1330	3.74 / 7.055	Bubbly Rats	Various
Mon	1400	3.575	QRS CW	G0CVC/G3OZY
	1900	3.743	North West SSB-News 220:00	G0GIB
Tue	1900	3.528	CW	G3LCS
Wed	1400	3.74 / 7.055	White Rose	G3OZY
	1930	3.74	SSB & News 22:00	Vacant
	2000	145.4	Stand Easy	G1HHP
Thur	1845	3.666	UK NE SSB	G4FCH/G4AXF
	1900	3.542	Scottish CW	GM0RNR/P
	1930	51.51	6M	GB3RN
	2000 GMT	1.835	Top Band CW	G0CHV/G4KJD
	2000	145.575	Scottish 2M	GM0KTJ/P
Fri	1400	3.74	Inter Service SSB	Vacant
	1600	10.118	30M CW	SM3AHM
Sat	0830	3.74 / 7.055	NE Saturday	G0DLH/G0VIX

DX Nets

Day	Time	Frequency MHz	Net	Control Station
Daily	0400	7.075	ANARS SSB	VK2CAM/VK2SEA
	0430	14.275	ANARS SSB	ZL1FON/ZL1SEA
	0800	14.303	Maritime Mobile	G4FRN
	1800	14.303	Maritime Mobile	G4FRN
Mon	0930	3.52	ANARS CW	VK4CWC
	0930	3.615	VK SSB	VK1RAN
Wed	0118 - 0618	7.02	VK CW	VK4RAN
	0148 - 0648	10.118	VK CW DX	VK4RAN
	0800	3.62	ZL SSB	ZL1BSA
	0930	7.02	VK CW	VK5RAN
	0945	7.09	VK SSB	VK1RAN/VK5RAN
Sat	0400	7.09	VK SSB	VK2CCV
	1330	7.02	VK CW	VK2CCV
	1400	7.09	KV SSB DX	VK2CCV
	1430	21.36	RNARS DX	WA1HWW
Sun	0500	14.052	ANARS	Vacant
	0800	7.015 / 3.555	MARAC CW	PA3EBA/PI4MRC
	1230	14.335	Isle of Man	GD3LSF/OE8NIK
	1430	21.36 / 28.94	RNARS DX	WA1HWW
	1800	E-QSO	When cond' poor	VA3ICC
	1900	14.305	N American	WA1HWW

RNARS activity frequencies:

VHF FM: 145.4

HF CW: 1.824 - 3.52 - 7.02 - 10.118 - 14.052 - 18.087 - 21.052 - 24.897 - 28.052

HF SSB: 1.965 - 3.666 - 3.74 - 7.055 - 14.294 - 14.335 - 18.15 - 21.360 - 28.94

RNARS Commodities List and Order Form Winter 2009

Feel free to use a photocopy of this form

Write clearly and use block **CAPITALS**

Call-sign & RNARS No: _____

Name: _____

Address: _____

Post Code: _____

Phone number: _____

Item	Qty	Size	Price	P & P	Total
Sweatshirt (Grey or Navy) with small logo			12-50	2-50	
T Shirt (Navy blue) with large logo			6-50	1-00	
Tie (Navy blue) RNARS logo			5-50	0-50	
Logbook (if ordering one)			3-10	1-40	
*** Logbook (if ordering two) ***			6-20	2-30	
Baseball cap with RNARS logo			4-50	1-00	
Car windscreen sticker			0-40	SAE	
Blazer badge with logo in gold wire			8-50	SAE	
Tea / Coffee mug with logo			1-50	1-00	
Coasters with logo			1-00	0-45	
Lapel badges			1-50	0-45	
Total enclosed	---	---	---	---	

Sizes: Small 32-34, Medium 36-38, Large 40-42, X-Large 44-46+

***** Buy two logbooks and save fifty pence! *****

Please send form together with PO or cheque made payable to RNARS to: Doug Bowen GOMIU 14 Braemar Rd, Gosport, PO13 0YA

Overseas members, please add £5-00 to cover additional postage.

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