

Royal Naval Amateur Radio Society



1960 - Golden Jubilee - 2010
Spring 2010



Ray & Penny go "***Down Under***".



The RNARS is affiliated to the RSGB

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Subscriptions

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

UK: £15 per year due on the first of April and to be sent to the Membership Secretary. Cheques and postal orders to be made payable to “*Royal Naval Amateur Radio Society*”; bankers orders are available from the treasurer.

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, Waterlooville, PO7 7HN. Sort code: 30 99 20 Account number: 0022643

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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.

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Chairman's Chat

Welcome to the Spring edition of the Newsletter. I hope everyone had a good Christmas with Santa bringing lots of presents for a good 2010.

The weather has been unusually cold and wintry plus conditions are still not 100% yet with lots of QSB.

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.

Please check your 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. If members have not paid the correct amount within 3 months they will not receive a Summer Newsletter, you have been warned.

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 look forward to seeing quite a few at the Coventry weekend in August. There will also be a station active each month with GB50RNARS plus the ON and PA gang also have special calls active, remember to claim your 50th Anniversary Award from GW4MVA once you have worked the 50 stations.

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. Only put RNARS as the subject .

Mick Puttick G3LIK - Chairman RNARS



Ray and Penny - “Down Under”

On the 29th April 2009, Penny and I flew out to Perth Western Australia to holiday with Colin and Carol Burton. Colin VK6BQ is a member of the RNARS and did his National Service in the Royal Navy before emigrating to Australia with Carol. They have been coming back to England on holiday for a few years now and over the years we have either met up with them during their visit to the UK or they have come and stayed with us. It's been years since Penny and I had a holiday in Perth WA; our last visit was back in 2000.

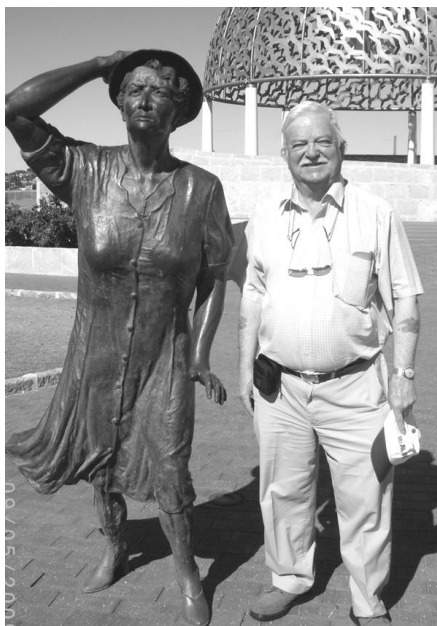


Ray, Penny, Colin & Carol

Over the years they have been asking us to come back to WA on holiday. This year being our 30th wedding anniversary, we decided to take them up on their kind invitation and go for five weeks. I had to apply for a new VK6 amateur radio transmitting licence because my old VK6 licence had expired and my callsign VK6BRV had been re issued to a local radio amateur. I soon down loaded the VK radio application forms from the internet. After I had completed them, I sent off all the forms with a copy of my Australian visa and G licence with a request with the application forms for the call sign VK6XRN (ex Royal Marines) if available. I had served in the Royal Marines Commandos from 1952 until I retired to pension in 1975. I was therefore very pleased to have my request granted and got the call sign VK6XRM. While staying with Colin and Carol, I was able to operate Colin's amateur radio station. They have 6 acres of land, so plenty of room for aerials.

Thursday 30th April 2009. Our first week was spent meeting up with radio amateur friends and visiting places like Perth City Bell Tower. This tower has the original bells hung in it from St Martin in the Fields London. We toured the Swan River wine producing area and then drove down to Freemantle and Mandurah. I did find time to do a bit of operating on 20 and 17 meters, mostly on CW. Conditions were poor, much worse than they were in the UK before we left for VK6. When there was an opening to Europe, finding a clear frequency between the VU, JA, YB and BY-BZ stations was not easy. I now know they are there, It's just that I can not hear them in the UK.

Saturday 9th May 2009. We set off with Colin and Carol in their car driving north along the Northwest Coastal Highway to Geraldton. This was our half way stop to stretch our legs and visit the HMAS Sydney II memorial at Mount Scott. This memorial is to commemorate Australia's greatest maritime tragedy which took place on the 19th November 1941 off the coast of Western Australia when the cruiser HMAS Sydney II engaged the German raider Kormoran. Both ships were lost, although most of the German raider Kormoran's crew survived. The entire crew of 645 sailors from the cruiser HMAS Sydney II perished at sea.



The statue I'm standing next to at the memorial is a representation of a mother looking out to sea for her lost son.

After visiting the memorial we returned to the car and carried on to Northampton where we turned off the Northwest Coastal Highway and took the coast road to Port Gregory and Red Bluff to the Kalbarri holiday resort. We stayed at the Kalbarri Beach Resort for

seven days in a self catering two story apartment. The coastal route in to Kalbarri was an absolute scenic delight with lots of panoramic views. Every day was spent visiting a different area of the resort. We walked to the gorges in the Kalbarri National Park, and another day we walked along the local coast to the view points looking over the Indian Ocean for Humpbacked Whales. We took a cruise on the Murchison River. Fed the Pelicans on the beach and visited the Seahorse Sanctuary and lots more places of interest near by.

Friday 15th May 2009. Soon it was time to leave Kalbarri and start the return journey back to Perth along the Ajana Kalbarri Road and then on to the Northwest Coastal Highway to Northampton, Geraldton and Perth. On the way we stopped off at the Nambung National Park to see the Pinnacles Desert. Then on to see the old Settlers homes, some of which are now museums. We had two days at home to catch up with the chores etc, and had time to visit a local quarry, a gem factory and do some more amateur radio operating.

Monday 18th May 2009. We met up with Alan VK6PG and his wife Rosemarie, we then went off to visit a local country park and museum, where we came across two pedal power transceivers and a 1937/38 Royal Mail stage coach.



Tuesday 19th May 2009. Off again with Colin and Carol driving east to Kellerberrin, Merredin, Southern Cross and Coolgardie to meet up with ex police colleagues of Colin's at Kalgoorlie. We stayed at Kalgoorlie for three days. The first evening we all went to the police social and barbeque as well as free drinks. Next day we had a coach trip to a Gold Mine Super Pit (very deep hole in the ground) where they were digging



out gold with big buckets. We then watched a controlled explosion at the mine. The following day we took another coach trip to Ora Banda and Broad Arrow. Here we were able to see some old gold mines. The old prospectors who dug them out had long gone.

Friday 22nd May 2009. Drive south to Boulder and Norseman and onto Esperance on the south coast. It was here that we had our one and only day and night of rain. We stayed at Esperance for five days as there were lots to see and do, especially in the Cape Le Grand National Park where we found Moby Dick the White Whale.

Tuesday 26th May 2009. Drove to Ravnsthorpe, then onto Hyden and booked in to a hotel. While at Hayden we went to see Wave Rock, Hippo's Yawn and the Mulka Cave.

Wednesday 27th May 2009. Start the drive back to Perth and catch up with visiting friends and spend some more time on the radio.

Friday 29th May 2009. Lunch time Colin, Carol, Penny and I met up with Peter Hackett VK6PK (RNARS) and Christine his wife at their home up in the hills on the out skirts of Perth at Wooroloo for a BBQ. Penny was able to feed the local Kangaroos that are on Peter's property; he has about 7 acres of land and 5 towers with aerials on the top of each.



Sunday 31st May 2009. Penny and I met up for lunch in Perth with radio amateur members of the RSARS, RAFARS, RNARS and XYL's for our farewell lunch and to say good by to all our friends.



From the left: Rex VK6SN, Alan VK6PG, Peter VK6PK, Ron, VK6RV
From the right: Jeff VK6AJ, Colin VK6BQ, John VK6AU

After lunch it was back to Colin and Carol's house, pack our cases and get ready to go to Perth Airport for our flight home to England. All too soon our holiday had come to an end. Our flight left Perth Airport at 01:00 hrs Monday 1st June bound for Singapore and then on to London.

Ray G3KOJ / VK6XRM

Go Digital

If you haven't tried it then you've missed an Amateur Radio adventure. Do you have to use that big kilowatt amplifier to get your signal to VK? How would you like to do it easy with just 20 watts? Before you say you've been using digital for eons in the form of Morse code or RTTY, let's define DIGITAL as a signal generated from a computer. (I know – some of you bright one's already use a keyboard to send code – this column isn't for you.

My interest in digital modes reach back to around 1950 to my days in the (S) Branch when even a Hellschreiber was a challenge to decode. In the 70's we experienced the Packet Radio era. This was generally confined to VHF/UHF and sometimes said to be the forerunner of the internet as it had forward and storage capabilities. Today there are over 50 different digi modes ranging from SSTV to keyboard to keyboard systems.

Before you go any further switch your receiver on and tune to 14070 kHz. Doesn't matter if you are in SSB or CW mode. Listen ! Do you hear strange signals? This is a digi mode called PSK developed by G3PLX and used world wide. Each signal is just 62.5 Hz (yes Hertz) wide. That means you could theoretically fit 48 QSO's into the same 3 kHz bandwidth that you use for SSB; curious? Want to know what they are talking about? Well, you will need a computer with a sound card, suitable software and an interface cable to connect between your receiver and the computer.

There is quite a selection of software to choose from. Currently 'Digipan' (Digital Panoramic Tuning) is perhaps the most popular programme. It's freeware off the internet and is only 700 kB for those of you still on dial-up and worried about down-load time. To run it properly your computer should be at least 266 mHz or faster (are there any slower one's still out there!) and requires Windows 95 or greater.

Now to the interface cable. As at this stage we are only RECEIVING. All you need is a shielded cable between the output of your receiver to the mic input of your computer. Use a 1 K resistor in series or better still use a small mini audio transformer to provide complete isolation between the receiver and the computer.

Now the fact that you already have a computer tells me that you are not illiterate to its needs and control. When you install Digipan it will normally install to its default. However make sure you check 'Mode' and ensure BPSK31 is ticked. Remember – we are only in RECEIVE MODE – transmitting comes later.

Your PC screen should be divided into two major parts – a horizontal black line dividing. Above the line are 28 lines each preceded with an Alphabet letter. To the left is a clear space. Below the line you should have a light blue screen.

Now make sure the volume control on your receiver is down low (not off), connect the interface cable and plug the other end into the mic input of your computer. Instantly the 'Waterfall' (the light blue screen below the line) will start to show trails of signals. Each one will automatically be allocated a letter and will display. Using your

'Mouse' click on one of the traces. You should now be reading the full text in the clear area on the left of the screen.

What no signal traces? Check and see the level of your mic input on the computer – you may have it muted. Or you may have to turn up the audio on your receiver a notch. Keep it as low as possible.

Fascinating – so you want to transmit? You need another cable to connect from the Computer audio output to your transmitter mic input. I highly recommend you use a mini audio transformer to provide isolation with this cable.

On the computer configure your transmit data, call sign etc.. Go to 'Configure' and fill in the personal information. Right click the various boxes such as 'CQ', 'Call 3', etc. They are all self evident.

Make sure your mic control is low and your RF power control set to around 20 watts or less. Make sure you do NOT drive the audio high enough to activate your ALC. Yes, 20 watts is all you will need. If you have voice compression, turn it off. Make sure your VOX is ON.

So the trace in 'B' is calling CQ. Using your mouse, click on 'B'. The little diamond indicator in the Waterfall screen will automatically jump to the 'B' trace and the text will print in the blank screen. In the blank screen double click on the stations call sign. It will automatically jump into the 'Call' box. As soon as the station sends a "K" click on 'Call 3'. Your transmitter should jump into life and call the station.

There are lots of other options you can use and I leave it up to you as a computer wiz to configure. The idea of this column was to get you interested in new technology. From here you could down load "Fldigi". This will let you experiment with other modes such as "Olivia" – a great digi mode for the slow keyboard user. Better still, spend a penny and treat yourself to 'DIGITAL MODES' from the RSGB library. Other software is 'Multipsk', MixW, 'HRD', 'MMSSTV', 'DigiACE', 'DIGSSTV', 'Easypal', etc. See you on 14.070 MHz – when the bands open again

David Pilley - VK2AYD – RNARS 013

My first ship – Part One

In the 2009 Winter edition, Roy France gave an excellent account of his first trip as a fully fledged Radio Officer aboard a merchant ship. This has inspired me to write of my first merchant ship; MV La Chacra, owned by Buries Markes of London.

The training for cadet marine engineers consisted of alternating blocks at college and time at sea. The next intake of students for college placement wasn't for another four months at South Shields Marine College, so the company offered me three months sea time which I readily agreed to.

I was to join the ship in La Havre and had to call into the company's London office on my way to Portsmouth for the over night ferry. Some weeks previously and with a letter offering employment from the company, I'd attended the Shipping Federation Office in Glasgow to get my all important discharge book and UK seaman's ID card. For non MN types, a discharge book is a full record of each vessel an officer or rating has served on, it is filled in by the Captain and also includes short notes as to your behaviour, competence, sobriety and details of professional qualifications. The adjacent picture was scanned from my discharge book; I was sixteen at the time!



It was also time for my Board Of Trade medical and all important inoculations. The medical wasn't a problem, but the jabs; a couple in each arm and another couple in each cheek either side of my exhaust pipe were rather uncomfortable to say the least.

I've yet to discover what all the inoculations were for, but by the time I reached Glasgow Queen Street for the train home, I felt very weak and nauseous with aching biceps and finding it incredibly uncomfortable to sit down. Changing trains in Edinburgh I found myself staggering with the feeling that my legs were buckling under

me. By the time my Mother picked me up in the car at the local station I was pale and sweating profusely, two dear old ladies even helped me off the train. Two days bed rest on the orders of my own doctor sorted me out. Whatever the combination of inoculations were, it induced the most severe flue like symptoms I've ever known.

Saying La Chacra was my first trip under the red duster isn't quite true; St Andrews Town Council used to sponsor one local youth to sail for a fortnight on the sail training vessel; Malcolm Miller. Malcolm Miller was a three masted top-sail schooner which I joined in Glasgow and "paid off" in Cardiff. I was very fortunate to have won this funding as the competition was very fierce. Several of my friends from school and the local sailing club were all vying for the sponsored berth. My short stint before the mast concluded a few days before heading off to join La Chacra.

During my two weeks aboard Malcolm Miller, we participated in the Clyde Tall Ships race. I've never been too keen on poetry, but can understand why the sight of tall ships has inspired poets to conjure up so many lines describing the sight of vessels under sail as we departed Clydebank.

The first few days after leaving Glasgow consisted of a work-up; "learning the ropes" followed by five days of racing down the coast, out into the Atlantic back to the Scottish coast to round the Ailsa Craig with the finish off Largs; all in force 8 to 10 winds; the same weekend and weather conditions that saw the loss of Ted Heath's yacht; Morning Cloud. As a big powerful lad I was sent aloft quite a few times to help gather in sail. The schooner was commanded by Captain Swindels, who entertained us with a banjo he'd made from a biscuit tin; sea



shanties were the order of the day and of course sung and played with great gusto.

So the first stamp in my discharge book was for a sailing vessel; not many can lay claim to that! I was also signed off with my steering certificate, as able to take the wheel and follow a compass course and take wheel orders. In fact, I was asked to take the helm when the pilot came aboard for our final entry into Cardiff. I've never come across any other MN engineer officers who had a steering certificate, served as an AB on a sailing vessel or for that matter a stamp in their discharge book for a sailing vessel.

I digress; as I've already said, my joining instructions required me to visit the company office in London. Following a meeting with the personnel officer, I got the train down to Portsmouth and found the ferry. Excitement precluded me from sleeping as I watched the UK coast line merge into the rainy dusky gloom. A few hours later I disembarked in Le Havre and found the company agent waiting for me. Off in his car and there was La Chacra discharging bulk coal at a berth adjacent to one of Europe's biggest power stations.



La Chacra was a 26,000 GRT bulk carrier. Incidentally; Gross Registered Tonnage (GRT) represents the total internal volume of a merchant vessel, not the weight; with some exemptions for non productive spaces such as crew quarters. 1 gross register ton is equal to a volume of 100 cubic feet (2.83 m³), which if filled with

fresh water, would weigh around 2,800 kg or 2.8 tonnes. Historically, the term derives from the taxation paid on “*tuns*” of wine. And while we are on the subject of MN speak; “*smoko*” equals “*stand easy*”.

When I joined she was nearly twenty years old and had clearly seen better days. Built long and narrow for the Great Lakes trade, she rolled like a drunken sow, even in a gentle sea. Engines and accommodation were aft and the cadets cabin right next to the main entrance to the engine-room, fan room and air conditioning plant. As you can imagine this was not the quietist of cabins. The cabin was a twin berth with bunks, the deck cadet had nicked the bottom bunk, so I had the upper. The layout was basic, almost austere, one desk with seat, two hanging wardrobes and a couple of well worn easy chairs. Similarly the adjacent heads consisted of a simple shower, stainless steel sink and WC. Fortunately, we were both on the same watch, so it saved rude awakenings with one of us coming off watch whilst the other was sleeping, though there was a race to the shower when coming off watch which due to the proximity of the cabin to the engine room I won more often than not.

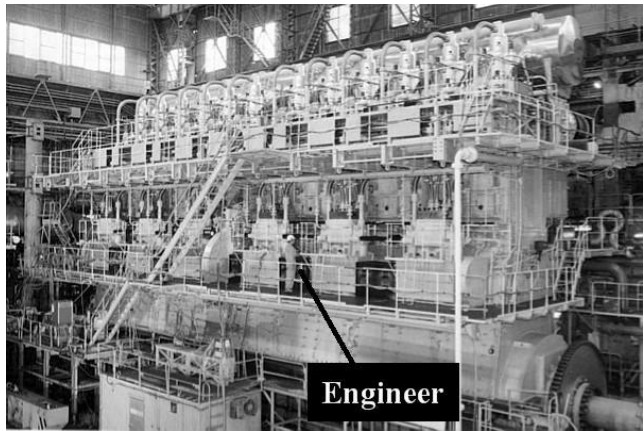
I found the Second Engineer Officer in the ship’s office with the Chief Engineer and First Mate discussing bunkering and ballast arrangements, the Purser popped his head round the door for a few seconds muttering something about refrigerated stores coming on board. The Second took a few details, told me where to find my cabin and the Mate told me to pop in and see the “Old Man” to complete my paperwork and hand over my discharge book, passport and UK seamen’s ID card; which I duly did. When I went up to the “Old Man’s” office to sign on, the Captain was quite interested to discover I already had a stamp in my discharge book and asked me what other sea time I had. I was able to tell him I’d been taught to sail and navigate from the age of ten by a retired master mariner who’d first gone to sea in the days of sail as an apprentice at the age of fourteen. Not only that, I’d also been taught to splice, stitch sail and several other nautical attributes. As the Captain said; “you probably have more nautical skills and ability than some of the AB’s and deck cadets we get”. I took this as a great compliment.

The Second Engineer Officer is normally responsible for engineer cadets, was a pleasant amiable Welshman who I got on with reasonably well. The Chief Engineer was an arrogant devil of a man who liked his drink and argued with everyone. The Third was a happy-go-lucky big rough Irishman with a heart of gold and had served his time in Harland & Woolfe in Belfast. The other two Irishmen were the Radio Officer (Marconi Man) and the Second Mate. Our deck and engine room ratings were from Somalia and apart from the Donkeyman and the Storekeeper didn't speak any English. The Bosun was from the West Country, he looked and sounded very like Pat Roach the wrestler and actor.

We slipped and edged off our berth with the help of two tugs just after 16:00 and as I'd been put on watch with the Second, I was down on the plates within just a few hours of joining the ship. There was no comfortable air conditioned control room; no this was a down on the plates job with all the noise of the Sultzer main engine, generators and auxiliary machinery. For RN types, very rarely is a merchant vessel's engine room divided into separate compartments and in most cases there are only two engineers on watch for all the machinery spaces. Additionally the 16:00 – 20:00 watch is not sub divided into dogs. The engine room watch keepers are relieved for twenty minutes by the Forth and his Junior while the watch keepers pop into the "dirty mess" for their evening meal. The Sultzer 6RD engine had an equivalent output of about 9,000 Horse Power.

With no central control room, there was absolutely no automation of any controls. When you required main engine starting air you had to go and manually switch on one of two big compressors, open the valve to the tank, shut the drain valve and keep an eye on the reservoir pressure and remember to switch the compressor off before you blew the engine room apart; I didn't trust the dodgy looking safety valves on the large air tanks. Similarly there was no thermostat on the main engine cooling system, all done by cracking open a combination of fresh and seawater valves and paying close attention to a number of thermometers; seawater intake, circulating fresh water, main engine jacket and individual cylinder exhaust temperatures.

Marine two stroke heavy fuel oil engines are big, very big; some the size of a family home. Pistons can be over six feet in diameter and the stroke can exceed twenty-six feet; maximum revolutions: about 130. Never mind miles per gallon,



consumption is measured in tonnes per day, as an exercise I once calculated our burn rate at our economic speed (12 Knots) at six imperial gallons per minute, or to put it another way, one gallon every ten seconds!

Coming off my first watch I got showered and changed and had a quick drink in the Officers Saloon. I should point out I was still only sixteen, but the view taken by the Second; “do a mans’ job and you can have a mans’ drink”. I was well warned not to abuse alcohol and act responsibly and a blind eye would be turned, abuse the privilege and I’d get a roasting. Respecting the Second, I never had more than two drinks a day.

I turned in about 22:00 as I was due on watch again at 04:00 and fell fast asleep. My peaceful slumber was rudely broken shortly after 01:00 with a piercing alarm sounding out side my cabin. Assuming it to be the abandon ship alarm, I pulled on some clothes, grabbed my massively bulky hi-vis orange Board Of Trade life jacket and made my way to the starboard life boat station. I did wonder why there was no one else mustered and after a few minutes, I started off towards the bridge two decks up where the Mate on watch wondered what the hell I was doing in my life jacket, similarly I wondered why there was no sense of urgency on the bridge and normal routine seemed to be the order of the day. It transpired that it was the engine room alarm that was sounding.

Feeling rather sheepish and embarrassed, I felt the best place for me was my cabin, to which I retired for some more sleep. I thought if there was a major problem in the engine room, I'd only get in the way; a point I made known to the Second when I went on watch with him at 04:00. Seems there was a slight leak from a fuel injector on a generator which was spraying diesel over the hot exhaust manifold and in danger of going on fire.

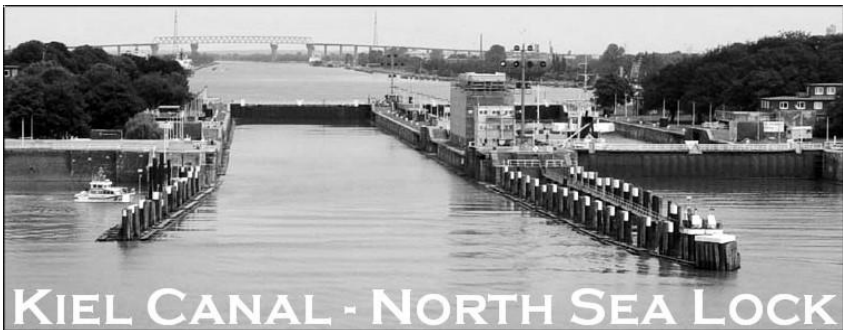
By breakfast the story of me going to my lifeboat station was all round the ship and following breakfast was called into the Chief's office and given a real roasting. The Second had got word of this and came to my aid. The Chief and the Second were almost at each others throats; the Chief calling me incompetent for not turning to and the Second fighting my corner pointing out I was green and didn't know what the alarm was for and at least I did something rather than nothing at all. That episode marked my card as far as the Chief was concerned, but at least I had a friend in the Second.

Sailing for Gdansk in Poland, we were able to transit the Kiel Canal, but only in light condition with almost every ounce of ballast pumped out. It was majestic and rather surreal to see the German countryside passing by in an ocean going vessel and equally meeting similar sized vessels within the confines of the canal.

While I was off watch, I popped up to the bridge to see the canal pilot and his helmsman guide the ship through the narrow water way and without a word been spoken between them; the pilot on the engine room telegraph and the helm; a trainee pilot on the wheel. The Captain appeared to have complete confidence in the pilot and helm, he sat to the rear of the bridge with a one day old copy of the Telegraph newspaper which the pilot had brought on board from an other UK ship. I've never seen an RN captain have so much trust in a local pilot. The bridge team consisted of the Old Man, mate on watch, pilot and helm.

The pilot's ability was most apparent when entering the lock at Keil. About quarter of a mile from the lock he increased speed from "slow" to "half-ahead" while the helm lined us up for the lock. The pilot held his speed until we were about three hundred yards off the locks and rang down; "stop". This was his last engine order; the water displaced by us entering the lock slowed the ship to a stop

with our bow hanging over the lock gate and about two feet of clearance from the wall on either side of the lock.



Other pilots on future transits used to ring down a series of stops, slow ahead, stop, slow astern, stop, slow ahead; and on it went as they nudged the ship into the lock. These rapid engine orders were a nightmare for engineers. The main engine was directly coupled to the prop' shaft and had to be re-started when going from ahead to astern as well as monitoring a plethora of gauges for main engine temperature and making the required adjustments. Remember, we didn't have the luxury of a control room with buttons to push and levers to pull and one of us also had to keep the all important "engine orders" log as well as the main engine room log on an hourly basis. The in-use air tank held sufficient air for eight starts, so you can imagine the work entailed when you had a pilot keen on stopping and starting to keep adequate air in the reservoir and the engine at the correct working temperature, it was seen as a bit of a bad show if you had to open up the reserve air receiver.

Again, for non MN types; merchant vessels do not use revolution telegraphs when half speed is rung on; normally they'd have four ahead speeds: Dead-Slow, Slow, Half and Full and three astern speeds; Slow, Half and Full.

In part two – Gaoled in Poland and face to face with a KGB Officer!

Colin Topping GM6HGW 1870 (Editor)

BAFTA for Sheila?

I think it was a daft decision in the first place to stop teaching CW. I mean - where would the Film Industry be if there wasn't a world to save and only CW the right means to do it? I earned my first "Expertise" payment in a film by pretending to be the member of an RAF crew in a Vulcan that was allegedly having to be ditched.

The fellow they had playing the Wireless Operator was supposed to send out a "Mayday" giving course and speed and he just waggled the key rather aimlessly. I was the Film Editor on the stage at the time and stopped the scene and explained to the Director that as the film was a training film for the Air Ministry and that a fair proportion of the audience would be Wireless Operators; they would fall about laughing in the aisles when they saw that. He got the point and said; "*so what can we do about it?*" I suggested putting a white anti-flash glove on my hand - shoot it in big close up and I'd do it properly. So that is how they did it, and I earned three pounds.

88 to all – Sheila G4PSA

RNARS AGM 2009 a visitor's viewpoint

Jackie and I set off in our little car and arrived at HMS Collingwood to find Mac G0RPK in the GB3RN shack all on his lonesome, after awhile we were joined by Tony M1AFM the shack manager.



Left to Right: Ian G3APO - Phil G1LKJ - Alan M3VAV - Lester M0CPH
Marc G0TOC - George G3OZY - Dave G4JBE - Wally G0PPH
Tony M1AFM - Nev G0FOD - George G0NUM - Doug G0MIU

Lunch was to be at 12:00 in the senior rates mess so after a few more people arrived we all walked over. When we arrived we found we were not expected by Ron the mess porter but food is paid for on receipt, now with a cash till so he had a word with the mess manager and we were allowed to partake in a very cheap meal, Jackie and I paid just under four quid for us both. Mick G3LIK arrived a bit later with Ray G3KOJ, Alf VE3BF and Bill G3TZM.

After lunch some of us went back to the shack and Jackie took a photograph of us all there outside, sorry about the shade we were under a tree.

13:30 and we went back to the senior rates mess for the AGM in the Dryad suite. Afterwards we organised a RNARS AGM 2009 group photograph taken by Joe G3ZDF's camera in the hall taken by Jackie and then we had the raffle. Jackie and I won a bottle of Lambs Rum and as we do not drink alcohol (boring I know) we auctioned the bottle for "*Help for Heroes*" and with another bottle raised £31. Alan Burnett Provan M3VAV and Alf McDonald VE3BF were the highest bidders; Jackie took the photograph of them holding their bottles.



Phil Manning G1LKJ RNARS 2594

Newark Hamfest

Left the Aldershot area about 06:00 and drove the 160 odd miles up to Newark for just after nine, it was the longest bit of driving in one hit for me in a manual car for some time.

We called by our friends Pat and Dave who we met on our Austria trip last Christmas and dropped our suitcase off, Jackie was to stay with them for the day and tour Lincoln while I went to the Hamfest. The site was just up the road, off the A46 and the A17 next to the Newark Air Museum, which is part of the old RAF bomber base and the car park was part of the old runway.

The queue was quite long by the time I arrived and I joined the line to get in, no perks this time as a visitor. I was not wearing a coat and the wind was a wee bit chilly to say the least. It cost £4-50 each day to get in. Outside the George Stephenson Hall there was a burger van and a number of car boot stalls some with no cover on them to protect them from the weather and the GB4FUN amateur radio demonstration trailer with Carlos G0AKI in charge.

On entering the hall I made my way to the RNARS stand manned by Wally G4DIU and Terry G0SWS and signed in. Prior to Friday I had answered a distress call on email to support the Royal Signals Amateur Radio Society as Russ Bradley G0OKD the local rep was not able to muster his normal assistance at the rally due to health and travel problems, so I was to spend the day with Russ on the stand. Russ is the local Radio Society of Great Britain rep and also involved with the Radio Amateur Invalid and Blind Club so was wearing three hats at the weekend.

At 12:00 I broke for lunch and had an opportunity to walk around the show, first stop was the café which turned out to be a partitioned off area and consisted of a counter and a freezer cabinet with unlabelled baguettes inside, no makers name or use by date. Tea and Coffee was being dispensed from pouring jugs and a few biscuits and snacks were available but no hot food. Seating was a number of chairs at trestle tables.

All the usual amateur radio emporium traders, to be found at rallies plus the big three radio manufacturers were there. The organisers had been able to attract some continental traders as well from Germany and elsewhere.

The biggest most impressive item in the hall was the 36m Luso tower lying on it's side, only \$10,000 for the small one and \$20,000 for the big one, to get to the top they supply a servicing platform which rises like a lift on the outside. The mast had been displayed at Dayton in the US and Friedrichshafen in Germany and was now here in the UK, the cost of import / export plus transport must have been horrendous at all three venues. You might be pleased to know that the mast has been bought by the RSGB and will be donated to Bletchley Park.

One of the stalls was called Cross Country Wireless, selling a stand alone APRS (Automatic Packet Reporting System) Tone Node Controller Digipeater Tracker plus a separate RF Filter and Diplexer-Triplexer. (www.crosscountrywireless.net) so if you are into APRS this may interest you. The RSGB had a number of their committee stands and also Ofcom were in attendance.

During the course of the day it became apparent that Newark is a landlocked area apart from the river Trent, The number of RNARS members who signed in was 18, RSARS 26 and RAFARS 45.

After leaving the hamfest I went back to Pat and Dave's to meet Jackie and then from there to go to our guest house for the night. While waiting for the others I had a qso with somebody leaving the rally on VHF; G3DTD/M on his way back to Gloucester using my Yaesu VX-7R handheld in the car before he went out of range. I had made enquires before going to Newark via the Lincoln Shortwave club's secretary Pam as to what the local VHF & UHF repeaters were but even with the correct CTCSS tones (71.9) I was unable to access them very well.

I could have gone on about tales about Newark and our stay there but I realize that this article is long enough already but to say it was really interesting was putting it mildly. So I shall just relate my visit to the Hamfest on Saturday, Jackie had gone off to Sherwood Forest for the day with the others, so I decided not to queue as the weather was a little inclement, both windy and damp so bided my time before going in.

Today I was on the RNARS stand, so thanks lads for letting me sit in. We were visited by Elaine Richards G4LFM editor of RSGB Radcom and RNARS member, Peter Kirby G0TWW Gen Sec RSGB and RNARS member. We also had a visit from the Chairman of the Lincoln Shortwave Club and the organisers of the rally so I had a drip about the catering facilities and changes are promised for next year.

We took a RNARS renewal from Len G1DHM who has been in the Philippines for the last few years and an RNARS application from Jason 2E0RNR. Members that signed in before we packed up 2. RSARS 14, RAFARS 21. What I was impressed with was the stand

that Bill Mahoney G3TzM had put together though for the Society. Bill delivered it and collected it.

Phil Manning G1LKJ RNARS 2954

HMS Chichester – Type 61 AD Frigate

One day in 1964 we had been doing gunfire support for the army. This involved “chucking bullets over the hills” (my expression) at the request of the army or marine commandos ashore; but shoot we did. They had spotters on hilltops who would



radio co-ordinates for us to fire 4.5 inch high explosive shells at. The range of these guns was in the order of twenty miles and we had no idea what or who we were shooting at, but shoot we did.

On the order; “*check fire*”, we withdrew and headed back to Kuching. We should have cleared the gun, but for some unknown reason we didn’t and went into harbour with a 4.5 high explosive shell still in the breech. This is highly dangerous and in contravention of Queen’s regulations. The gunner’s party had secured the guns in all other respects and the tampions were in position.

Tampions are heavy protective metal plugs that are screwed in to the muzzle of the barrels to keep the weather out. When this error had been realised we put to sea again with the intention to clear the gun. Apparently the safest and easiest way to do this is to fire the round rather than try to unload it.

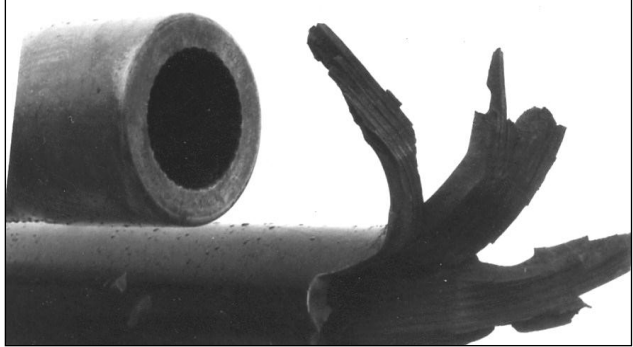
We found a clear range and the gun crews were closed up and reported that they were ready to fire. The gun was pointing towards the horizon.

‘*Shoot*’ ordered the Captain.

‘*Bang*’ replied the gun.

'Split' went the barrel and peeled back like a banana.

'Shit' said the Gunnery Officer as he saw any future promotion winging in the direction of the horizon. Someone had forgotten to remove the tampion! Bits of shrapnel flew all over the place and the side of the ship looked like a pepper pot from all the holes that suddenly appeared. One piece of shrapnel pieced the bridge and flew past the Captain's ear missing him by inches before exiting through the rear of the bridge. It is reported in folk legend that he never moved or spoke for a full two minutes.



Luckily no one was hurt, although one sailor had a close shave. He had just got out of his bunk to go for a leak. When he returned he found he found a piece of red hot gun metal in the middle of his bunk and a hole in the side of the ship.

We all grabbed our cameras and took lots of photographs. The ship returned to Kuching harbour and the shipwrights were tasked to saw off the offending barrel and replace it with an imitation one made from a tube of sheet copper, so that no one least the Indonesians would know about our little secret. Meanwhile we all rushed ashore to get our films developed. When the powers that be realised what we had done we were all sent back ashore to retrieve our films immediately. They were too late. I got my photos back and they had come out very well!

Peter Rudwick - G3RDR - RNARS 241



Museum Ship U995 - DLODMB - RNARS 4865

The weekend of Museum Ships on the air 6th & 7th June 2009, saw operation from U995 Type VII C – U-boat; the very last surviving example of this class of submarine. Firstly; a History of U995. She was built in 1943 at Blohm & Voss Shipyard Hamburg and commissioned 16th September 1943.

1943-1944 Training in the Baltic Sea then based in Trondheim and Narvik Norway, operationing in the Norwegian Sea monitoring the Arctic convoys bound for the Soviet Union. March 1945 in the hands of the shipyard in Trondheim Norway for fitting of a snorkel and following the surrender of Germany, thankfully she was not scrapped as part of "Operation Deadlight"; the destruction of all German U Boats.

In 1952; U995 was commissioned as "Kaura" (S 309) for the Royal Norwegian Navy she stayed in service until 1962 and was handed over to Germany on 18th October 1965 and past into the care of Kiel Navy Yard, from 1970-1971 during which she was rebuilt as



per her original wartime status. On the 13th March 1972 she was set ashore at Laboe near Kiel as a Technical Museum and as a place of remembrance for all World War Two Victims.

In 2008 Carol and I were invited to operate from U995 for the 2009 Museum Ships Weekend. We flew from Manchester to Hamburg then got a subway to Hamburg Main Station for the train to Kiel. On arrival at Kiel Main Station, Carol and I were met by Harald DL5XI, Hans Juergen DK9OS, Hans Werner DL1EKN and his wife Ruth. We walked a short distance to the ferry terminal for the one hour trip across the Kiel Fjord to Laboe harbour. We arrived at Laboe in the afternoon and settled in to the DMB Scheerhaus HQ –

named after the famous German Admiral Reinhard von Scheer who was the chief of the German fleet during the battle of Jutland; DMB stands for Deutscher Marine Bund which is an association similar to the British RNA. The operating team spent Thursday evening relaxing from the journey and making plans.

We set up the radio room on board U995 and rigged aerials on the Friday and tested the gear ready for the weekend. There were some small problems but we soon overcome them and got operational. During operating hours 0930-1730, which were the public open hours for the U-Boat, we made contacts with many stations both on voice and CW and over the weekend we contacted six museum ships including GB2RN and DL0MFH (the other two participating RNARS ships) to name just two of those worked. As we were unable to operate after 17:30 and not before 09:15 we did not work any of our museum ships in the USA, we also had problems with SWR problems on 10MHz and 21MHz but we could operate on 3.5MHz 7MHz 14MHz 18MHz 24MHz and 28MHz we did try and spread the call sign DL0DMB across all bands we had a low SWR on.

During the quiet not on the air times we spent time in the Scheerhaus DMB Headquarters Bar testing the quality of the beer and food, which were both excellent after much testing. As HF conditions were poor we did not manage to work many exotic dx stations, but with luck next year with better conditions we will hope to do better.

Bill G0ELZ 2278

From Brian Weeden

1947 Royal Naval Review - River Clyde.

Over the period 18th to the 27th July, 1947 the Royal Naval Review took place by King George VI at the River Clyde with the Queen, Princess Elizabeth, Princess Margaret and Prince Philip Mountbatten. Anthony Walker now deceased and ex Navy who wrote the book; 'Aye Aye Sir ' and myself tried in vain to trace any film record of the event but alas there was none to be found except for a miserable one and a half minutes.



Some of the ships had played their part during WW2 which made it even more disappointing. There was an anchorage plan supplied to Anthony Walker and printed in his book but to copy it was not possible as it was too faint. It was supplied by Charles Larter who was Stoker on board LTC 4037 present at the review and Anthony Walker's widow had given permission to use the material in this article. King George VI toured the fleet in MTB V2016 with the Royal Family and C in C Admiral Sir Neville Syfret.



Ships in the review were:

Howe	Anson	Duke of York	Illustrious	Superb
*Vengeance	Cleopatra	Sirius	Diadem	Dido
Maidstone	*Montclare	Opportune	Onslaught	Jutland
Dunkirk	St Kitts	St James	Cadiz	Sluys
Gabbard	Sole Bay	Rapid	Rocket	Wakeful
Ulster	Whirlwind	Wranger	Boxer	Zephyr
Zest	Finistere	Starling	Stork	Rpmola
Minna	Marmion	Lennox	Easton	Flint Castle
Fleetwood	Pluto	Fancy	Bramble	Nerissa
Roebuck	Wizard	Burghead Bay	Narvik	Suvla
Reggio				

HMS Vengeance was my last ship and Anthony Walker served in **HMS Montclare**.



There were 102 ships in the review and I am sorry if I have not mentioned all the names. There were submarines one of which was Tiptoe, Auxiliaries, LCT's, MMS's etc.



Tel Weeden; then & now.

Brian Weeden G2FSH RNARS 4633

GB50RNARS – One to listen out for during 2010

Mick; our Chair has supplied me with the following dates and locations for the operation of GB50RNARS. As you can see, there are still a couple of gaps in the schedule, so contact Mick as soon as possible if you are able to operate the call.

Month	RNARS Station	Location
January	GW4MVA	Hawarden, Flintshire
February		
March	G3LIK	Cowplain, Nr Portsmouth
April	GB2RN	HMS Belfast
May	G0GBI	Bedford
June	GB3RN	HMS Collingwood
July	G4ZMP	Fareham
August	G3LCS	Haversham
September	GW0ANA	Llandough
October		
November	GW0VSW	Neath
December	G3LIK	Cowplain, Nr Portsmouth

Obituary - Len Borley G4LIK

The funeral of Len Borley G4LIK was held on Wednesday 11th November 2009 at Portchester Crematorium.

The funeral was attended by the following RNARS members: Mac G0RPK, Tony M1FM, Al G4PZV, Doug G0MIU, Cliff G4UJR, Phil G1LKJ, Wally G0PPH, Ray G3KOJ, Nev G0FOD and Mick G3LIK. Also there was Ursula G0SJI, John G0NOK, and Gavin G0LPW who knew Len from the “Midnight Nutters” net on GB3SN.



Also attending was Len’s son Philip; a Chief Engineer Officer with Irish Sea Ferries and Gerda G0HPJ, Len’s long term partner. At some future date, a service is to be held aboard HMS Belfast, which Len served on six times and from which his ashes will be scattered.

Mick Puttick G3LIK.

Remembering the Kootenay engine room disaster during trials off Plymouth in October 1969.

Nine of the ships company were killed and 50 injured with many taken to Naval Hospital Stonehouse. At this time, as a Petty officer I had just joined HMS Intrepid towards the end of her refit. My wife Glenda joined me in Plymouth for a few days holiday, when she heard about the disaster, she decided to go along to the hospital to visit the lads and see what she could do to help and cheer them up. Some months later when the HMCS Bonaventure was on her last deployment, she was invited to the ship as guest of honour, for supper in the wardroom.

Through the RNA I heard about this get together at HMS Drake on 3rd October followed by a service on Sunday 4th October at St Andrews Plymouth. The HMS Drake gathering was a very good evening, TOT time, oggie supper, plenty swinging lamp and drinking with a good group playing background music. Also a large draw was held and we all signed a large banner.

Sunday service at St Andrews where the Canadian Flag flew on the church tower, many RNR and RBL standards were present and the names were read of those who lost there lives in the disaster. A very emotional and moving weekend.

Peter Rudwick - 5Z4/G3RDR - RNARS 241

More information can be found on the web site:

<http://www.hazegray.org/navhist/canada/postwar/restigou/kootenay-explosion/>

Younger generation pay tribute to a Dunfermline Merchant Navy war hero. (Copied with permission of DC Thomson)

Bill Short, who lost his legs while serving with the Merchant Navy taking vital supplies of ammunition and weapons to the Red Army in their fight against Hitler, was the first recipient of hundreds of Christmas gifts being handed out by pupils of Queen Anne High School. The Dunfermline school has a long tradition of thinking of others in its community, especially at Christmas. Rector James

Bellshaw said, “Thoughtfulness and thankfulness are two of the core values that I believe to be important and never more so than at this time of year.” Over the past few weeks pupils have been bringing in non-perishable foods which have been boxed and wrapped ready for delivery to the needy and elderly living within the school’s catchment area.

With the aid of Fife Council’s social work department, the voluntary sector and residential care homes, the school then compiled a list of recipients who would receive one of over 250 boxes. Mr Short, who lives in Spencer House sheltered housing in Canon Lynch Court, was the first recipient and received his gift from head boy and girl Connor Cummings and Eleanor Gudgin.

The Second World War veteran is a friend of the school, having attended its Remembrance service for the past several years. He was delighted to welcome the visitors to his home and receive the first parcel, while others went under the Christmas tree for Spencer House’s other residents.

Mr Short, who celebrated his 90th birthday this year, remains modest about his “chequered” past, and would never dream of calling his actions heroic. However his strength of character and sense of humour has stood him in good stead for the horrors he faced in 1942 when, as a young engineering officer on board a vessel taking supplies to Russia, the ship was torpedoed by a German U boat.

As a non swimmer Mr Short realised he had no option but to jump into the Arctic water when aviation fluid ignited and spread rapidly over the deck. He was fortunate to reach a life raft—but found it was heavily overburdened, with 35 people crammed in something built for only 25. With temperatures of nearly 20 below zero the crew had to endure the grimmest of conditions—snow, sleet and 40ft high waves, and all without water, food or a radio.

The first night at sea six men died, and over the next four days half of those on board perished. Then their raft was spotted by a Spitfire and a minesweeper brought the survivors ashore, where they were taken to a makeshift hospital set up in a school in Murmansk. But Mr Short’s ordeal was far from over as Russian

doctors realised they had to operate immediately to remove his legs as they had been so badly affected by gangrene.

They erected a sheet in front of his face and told him there would be no anaesthetic for him; luckily he passed out as they started the amputation, only coming round three days later. The amputation had not been carried out with any finesse, but Mr Short's life had been saved and he started his long and painful recuperation. "I was there five months and they never changed the sheet on my bed, but the Russian people were the kindest I have ever come across," he said. Mr Short was later taken to Archangel and then on to an American ship, Tuscaloosa, which returned him home.

At Hairmyres Hospital in East Kilbride, where he arrived weighing a mere six stone, he underwent more operations on his legs and later went on to Erskine Hospital to continue his recuperation and be fitted with artificial limbs. Mr Short, who went on to work for the MoD for 35 years as a design draughtsman, has returned to Murmansk; which he said he thought of as his second home, many times. He has maintained friendships with Russians and surviving crew members. A teacher in the city has also been in touch as her pupils were doing a project on the convoys. And the surgeon who carried out his life saving operation has also met him. "He said to me, 'We were sure you had died', but I told him that here I was," he added. Mr Short was one of six veterans who in the 1980s were the first to receive the 40th Russian medal from the Russian ambassador in recognition of the work of the Merchant Navy. That was the first of many medals the Russians have bestowed on the humble father of two daughters. "There is another medal coming, I believe," he said.

That was in stark contrast to the lack of official recognition of the pivotal role of the Merchant Navy in his home country. "We fought for five years for a medal for those in the Arctic convoys and we finished up with a button badge. I did not order one because I thought it was a downright disgrace. "I do wonder if people do not realise the Merchant Navy's losses were greater than that of the army or even the navy and I now call it the forgotten service because no-one seems to mention it now," he added.

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RNARS CW Activity Contest 2010.

Start: 1200 UTC Saturday 20 Nov 2010
Finish: 1200 UTC Sunday 21 Nov 2010
Bands: 3.5 – 7 – 14 – 21 – 28
Exchange: RST and Naval Number (use only one throughout the contest)
Scoring: 10 points with each Naval Station
RNARS, MF, INORC, MARAC, YOMARC, FNARS, ANARS, BMARS, ACRS, ROA. 1 point for all non naval contacts
Multiplier: Each RNARS signing member's COUNTRY worked
Count only once regardless of the number of bands worked on. VE, VK, W, ZL, ZS Call Areas plus GB4RN all count as a separate country for this Activity
Logs: Separate log for each band please and send to:
Mick Puttick G3LIK
21 Sandyfield Crescent
Cowplain
Waterlooville
Hants
PO8 8SQ
Email logs to: mick_g3lik@ntlworld.com
Logs are to be received by 31st December 2010

Results of the 2009 RNARS CW activity contest:

Pos	Call	Navy No	QSO's	Points	Multi	Total
1	<u>DF4BV</u>	MF 742	269	1835	17	31195
2	<u>HB9BQR</u> N/M		215	1477	16	23632
3	<u>OE4PWW</u>	CA 135	231	1509	14	21126
4	<u>G3RFH</u>	RN 175	147	1137	16	18192
5	<u>GM4SID</u>	RN 1629	185	1238	14	17332
6	<u>IZ1CLA</u>	IN 447	149	1130	11	12430
7	<u>UA9CSA</u> N/M		124	898	12	10776
8	<u>DK6LH</u>	CA 141	128	975	9	8775
9	<u>PA3EBA</u> RN 2999	RN 2999	80	629	13	8117
10	G4PRL	RN 4844	64	587	13	7631
11	SM6NM	RN 4471	78	528	13	5864
12	G4KLF	RN 3246	96	780	7	5460
13	<u>UA3LDU</u> N/M		89	674	6	4044
14	PA0VLA	RN 944	60	474	8	3792

15	<u>RN1NW</u>	RN 4263	62	485	7	3395
16	G0DID	RN 2917	30	264	10	2640
17	DL0MOJ	MF 1050	55	433	6	2598
18	DL2AMF	MF 508	49	417	7	2502
19	<u>HZ1PS</u>	RN 1440	39	264	8	2112
20	<u>G3ZNR</u>	ROA 25	43	367	6	2202
21	<u>CT7/GOPSE</u>	RN 4891	29	254	8	2032
22	<u>YO4AAC</u>	YO 25	35	242	8	1936
23	<u>SM3AHM</u>	RN 4485	30	291	6	1746
24	UA3VBB N/M		32	275	6	1650
25	UA6GO N/M		39	273	6	1638
26	RA3XA N/M		29	227	5	1135
27	GM4BKV	RN 1418	27	224	5	1120
28	GM4GIF	RN 852	21	201	5	1005
29	<u>YO4ASG</u>	YO 124	29	236	4	944
30	YL3DX N/M		25	187	4	741
31	<u>OE6XMF/P</u>	CA 100	35	360	2	720
32	ON4CBI	CA 85	19	163	3	489
33	PA3FNB N/M		11	110	3	330
34	YU1PC N/M		40	301	1	301
35	G3YAJ	RN 3384	18	144	2	288
36	<u>GWOVSW QRP</u>	RN 4238	16	77	3	231
37	<u>MMOCJF QRP</u>	RN 4593	29	109	2	218
38	<u>OE6NFK QRP</u>	CA 58	9	72	3	216
39	OE1TKA	CA 109	10	73	2	146
40	OE1WED	CA 79	15	141	1	141
41	RW3AI N/M		18	135	1	135
42	UA1CEC N/M		6	33	3	99
43	UR5AW N/M		6	51	0	51

Bold underlined callsigns will receive a certificate.

Check logs: GB4RN ON25BELGICA

Comments:

G4KLF: Conditions were good for the contest but us Naval types were shoved into a narrow strip to work each other on most bands because of the LZ contest being overwhelming. Used a 3.5 dipole up 18 feet for all the bands and seemed to get out quite well, it was hearing the station that you were trying to work that proved difficult.

DL6LH: Unfortunately I could not operate all the time, during the second day I was busy as operator on board the Cap San Diego, never the less I had great fun on the bands.

MMOCJF: Saturday I got excessive TVI with my neighbour, it was greed that he would leave his house for the whole day so that I could be on the radio but he had a visitor from across the pond whose sole purpose was to watch TV. I went out in the car to the nearest quarry and hooked up to one of the fences which acts as an antenna, so apology to those who worked me as it is difficult to work the key crammed in the boot of a car. It was worth it and I enjoyed the experience.

G3ZNR: Devoted more time to the contest but had less multipliers than last year, so it was very frustrating to hear the very weak signals of VK4BUI, HZ1PS, N4XAT, and CT7/G0PSE on 14mhz.

G0DID: Over the past few years I have thought my low score was not worth the effort, however I do so enjoy the event and having read other peoples comments I decided I should at least make an effort. (Anna will be 85 this year, so she is doing well.)

DL0MOS: I was the Operator on the Station. I hope it is not so bad, because it is my first time at the RNARS-CW (Great to see you Mary)

RN1NW: Unfortunately, I had no possibility for full time participation.

SM6NW: Have not been able to participate in the Activity Contest for a couple of years due to local QRM. Now I used a friend's radio-QTH and had a good time.

OE6NFK: I used the FT-817 (5 watts) with MP-1 mobile antenna mounted outside the windowsill (direction only from northwest via north to northeast). I "only" heard DL0MFH, OE4PWW, OE6XMF, OE1WED, DL0MOS, GB4RN and many INORC-stations. The conditions were fine Sunday morning. I enjoyed the event, operating QRP again.

HB9BQR: Another contest is over. I enjoyed it again. But another event was held, causing strong QRM. And fewer participating naval station (as is seems to me). Few activity on 20 meters and for me, G and I with very weak signals. The 3-5 and 7 MHz bands were very crowded with other strong contesters.

G3YAJ: Saturday: family commitments then just got started Sunday then a visitor .

GWOVSW: I heard 'GB4RN' on 80m for a short time but with QRM from the other contest only 449 at best! There was only one other UK RN station copied and he was also from Wales but very weak here.

PA3EBA: Conditions were bad again and DX not possible for me. And what about the other contest running at the same time (LZ contest as an example) Contest participants using very high power. No fun at all. But nevertheless it was good to meet old friends again and knowing that they are still active. You will hear me again next year.

HZ1PS: Thanks to RNARS for the contest and to all for the contacts. Conditions not as good as I had hoped for this one – bands were very noisy here and only quick openings with deep QSB. Missed GB4RN, not the usual signal and just simply disappeared into the noise. I missed one or two of the U.S. members, whom I heard with good signals, but was not able to work them. Lots of QRM from the LZ contest added to the frustrations.

G4PRL: Thanks for the extra points via GB4RN, it was great to work on three bands. As always the Italians were very busy, but I was pleased to note more RNARS activity, especially with Tom G0PSE from CT7 and Les VK4BUI. Great fun.

UA3VVB: Nice to participate this Naval Contest. Warm words and 73 to all

G3RFH: Slightly less contacts than last year but not many RNARS members on. Nothing on 15M or 10M yet other contest stations in EU were heard on 15M.

GM4GIF: Very noisy up here with the driving rain and the antenna waving about furiously but it stayed up OK. There seemed to be a couple of other CW contests going on at the same time as ours.

GB4RN: I had aerial problems on 20m with the wind blowing so missed a lot of stations that I could hear. There were 17 different multipliers that counted this year, they were CT7, DL, G, GB4, GM, GW, HB9, HZ, OK, PA, RN, SM, VE3, VK4, W2, W4, 9H. The Multiplier is where a RNARS station is signing with his RN number, so stations with IN, MF, CA etc do not count towards the multiplier, hope this clarifies for some people who could not fathom this out. Hope to see more in the 2010 event.



Welcome aboard to the following new RNARS members:

4870	2E0VNK	Dave Bishop	Kettering
4871	M6MEA	Mark Atfield	Cricklade
4872	K3ORS	Dick Cookenham	Memphis USA
4873	2E0RNR	Jason Shettler	Huddersfield
4874	M6KEV	Kevin Tayler	Alverstoke
4875	M3ZNU	Adrian Mori	Southampton

Battleship New Jersey ARS - NJ2BB



In December 2009 a group of us visited the Battleship New Jersey Amateur Radio Station, NJ2BB, during their quarterly membership meeting. After the usual business and social meeting, Vice-President Ed Clark, W2KP, gave a tour of some of the shipboard spaces used by

the group. Ed, whose father was one of the thousands who built the ship, explained how the curator had started calling the group Bean-jars, a nickname based on the radio stations initials, BNJARS.

Ed showed us Radio Central, FACCON 1, FACCON 2, two of the restoration shops and their ongoing work in what had been the radio room of WWII, the Korean conflict and the ship's time off the coast of Viet Nam. The room needs restoration because in 1982 the compartment was converted to a 400 Hz power generation space. At that time all radio communications was moved to the modern radio room located on the Main Deck excepting the transmitters.

Along the way Ed explained terms like “de-milled”, a process during which the military removes any items that could be used by the fleet as repair or replacement parts or disables equipment by cutting wiring harnesses or literally taking an axe or hammer to it. Other sensitive equipment was also removed for security reasons. Much of the gear in the photos has been restored to operation, even

if it does not have Ham capability; although most of the stuff will find its way onto the airwaves.

After the tour we met up with Dave Burgess, WA2TVS, the Chief Engineer for BNJARS. Dave continued our visit by explaining the history of the ship, BNJARS and what the future may hold for Amateur Radio aboard this piece of naval history.

To save space in this article, I suggest you visit WWW.NJ2BB.ORG and other sites for a complete history of the ship. High points are that the BB-62 is the second of four Iowa Class Fast Battleships designed in 1938. She is 886 feet 6 inches long (the longest of the four sisters and a story in and of itself), 108 feet wide with a designed displacement



of 45,000 tons and a maximum, displacement of 54,000 tons with a top speed of 34 knots. Her nine main guns are 16" inside diameter, 66 feet long and each turret of three guns weights almost 1,100 tons. Launched on Dec 7, 1942 she was commissioned in May of 1943 and entered the conflict shortly after that date.

In 1999 the care of the ship was turned over to the Home Port Alliance who planned to use her as a museum and education center. This is when Ham Radio appears on the scene. A couple of local Hams joined forces to create BNJARS and approached the HPA about working on the ship as volunteers. With luck on their side the Hams discovered that the Curator had been a college room-mate of a Ham and had even been to the Dayton Hamvention. The first visit to the ship resulted not only in work requests but also a space that could be used as a Ham Shack.

In addition to the three HF operating positions that use modern day solid state transceivers, NJ2BB also has restored three AN/URT-23 HF transmitters, several R-1051 receivers and two R-390A receivers. The group occasionally operates in a "All Navy, All Battleship mode". The "all navy" part refers to the number of operators (4) needed to get on the air while the "all battleship"

refers to the equipment used. For this reason most operating is with the more modern civilian transceivers.



BNJARS is still hard at work on completing the restoration of the WWII Radio Room. Currently this space is home to several restored RBA, RBB, RBC and RAL series receivers. Cables have been pulled that will allow Ham operations from this compartment, utilizing the TCK, AN/WRT-2 or the URT-23 transmitters located some 200 feet away in the

Transmitter Room. This form of operating is still a couple of years away, but someday the ship will once again be on the air from her original Radio Central and Transmitter Room which are located inside her armored Citadel.

Dave closed our eyeball session by mentioning that BNJARS is also active with the Youth Overnight Encampment Program by offering classes for the Boy Scouts Communications Merit Badge.

Here I need to add that BNJARS is the sponsor of the annual Museum Ships on the Air Weekend held in early June of each year. In 2009 some 85 museum ships from around the globe participated in this weekend long event. Check out the above mentioned web site for details of this fun event. As one of the nearby members added, it's an event, not a contest.

73 de Robert D'imperio N4XAT

Award Winner

And here's a bit of news concerning all the hard work our previous editor **Robin** put into the Newsletter; the RNARS Newsletter won a trophy at the Norbreck Rally. Best club magazine, for the Spring edition; April 2009. Thanks Robin on behalf of us all.



The attached picture was sent to me by FE Jones G2IV RNARS 1136. (This item was sent in by Adrian Mori).

Cryptic Crossword with a mainly nautical and radio theme

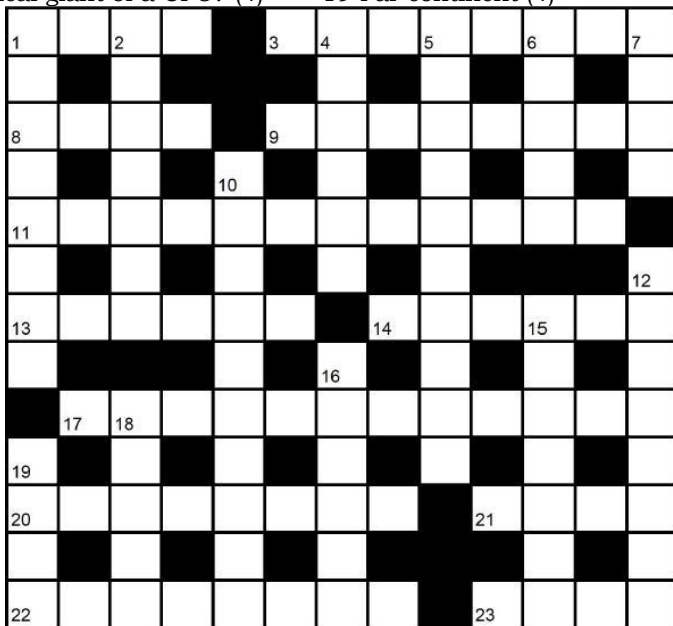
For your amusement and to exercise your mental agility here's a rather devilish crossword compiled by Roy France. Answers page 47.

Across

- 1 Found over your apex if you slip up (4)
 3 Turns over the electricity supply (8)
 8 This bad tooth may cover a large area (4)
 9 Insect feelers found between the masts (8)
 11 Difference affects the driving wheels (12)
 13 Electronic receptors (6)
 14 Neural on the peninsular (6)
 17 One up the mast and one in front of the display (5 & 7)
 20 Describes the tasty old salt? (8)
 21 Follows the hams call (4)
 22 Crafts men? (8)
 23 Mythical giant of a CPO? (4)

Down

- 1 You might need landladies to repel them (8)
 2 Received unwelcome from enemy aircraft (7)
 4 Describes riches (2 & 4)
 5 Shocking department (10)
 6 Georgia under one hundred for beautiful island (5)
 7 You might be sorry if you take it (4)
 10 Makes things go with a bang (10)
 12 Beguile the opening to Dover for example (8)
 15 This tosser sounds colourful (7)
 16 After, like a bird (6)
 18 Cease. Some lava stinks (5)
 19 Far continent (4)



HMS Collingwood – JOTA

A group of Cubs and Scouts from 7th Itchen South (Bursledon) came to the HQ shack at HMS Collingwood on 18th October to take part in 2009 Jamboree on the Air (JOTA) they all had a great deal of fun and the chance to talk on the radio, they even made a foreign contact, if Ireland counts. Radios were manned by Wally, Mac and Tony and the Cubs and Scouts all qualified for a JOTA badge as well as parts of several other proficiency badges including communicator.



Wally GOPPH puts a Cub on the mic'.



Membership Review

The RNARS, like many national Societies, is suffering from falling numbers. This is at a time when licensing has been made simpler and easier, and numbers of licences issued showing an increase. When the RNARS was first formed on the 26th June 1960 its stated objective was; “To foster amateur radio activities within the service” and to “promote an interest and education in radio communications”.

At that time members were either serving or had recently retired from the service. It was not until the late 60’s that it was considered necessary to expand our membership by allowing non service personal, with naval connections, to enter the society. Since then odd changes have taken place leading to a mishmash of means of entry.

Over the years, our representatives at rally’s, have fielded questions and interest from members of the public who have shown interest in the RNARS but have not quite fitted the present regulations, which is frustrating for them and in some cases our loss. To survive, we must either seriously consider amalgamating with other service societies sometime in the future or, increase our present numbers which at the time of writing stands at 876. To this end I have proposed that our membership categories should be amended accordingly.

Would all members please read the suggested changes and make any constructive comments that they feel would increase our membership. All comments and suggestions to; ***Doug G4BEQ*** ***RNARS Vice Chairman***. Contact details inside front cover.

Life Membership

Life membership is open to all Full or Corporate members who have completed 30 years membership and on payment of five times the annual subscription current at the time of application

Full Member

Candidates for election to full membership shall be either serving or former members of the RN, RM, WRNS, MN, all naval and RM reservists or have served in the United Kingdom, Commonwealth, NATO maritime services or in a civilian capacity closely associated

with said services such as MOD etc. To include cadet and youth organisations providing maritime training.

Associated Member

Candidates for Associated Membership shall be serving or past members of foreign and non Commonwealth maritime services or civilians closely associated with said services. Persons who have a dedicated interest in maritime affairs such as maritime researchers, yachting or supporting these activities may also apply, but must be sponsored by three full members and approved by the committee.

Affiliate Membership

May be granted to a person, who has given outstanding service to the RNARS for at least three years prior to the granting of membership. Only one affiliate member may be admitted per year.

Family Membership

Family membership is available to a family group where each member in the family group satisfy the criteria for membership of the RNARS in their own right and are domiciled at the same postal address. Except in the case of life membership the first named applicant will be required to pay the full annual membership subscription. Only one set of Society correspondence will be dispatched to the family address.

With the exception of life or family membership, all membership applications must be approved by the committee.

The Membership Secretary will be responsible for the approval of life and family membership once he has confirmed the accuracy of the application. Where any doubt exists the application must be referred to the committee.

Golden Jubilee Year

The RNARS was formed on the 25th June 1960 mainly by the efforts of the late Mike Mathews G3JFF.

The RNARS are celebrating this event in several ways. Firstly a dinner will be held at HMS Collingwood on the 26th June commencing at 19:00 at a cost of £35 per head. Dress will be smart casual. There will also be the opportunity to visit GB3RN our HQ Station.

A “get together week-end” will be held in the Coventry Hill Hotel on 6th - 9th August which will include, amongst other things, a gala dinner on the evening of the 7th and a coach trip to Warwick on the Saturday. All inclusive price for the 3 night stay £106, 2 nights £85, 1 night £69. We are also negotiating with the hotel to put on a Special Station.

A special callsign **GB50RNARS** is operating throughout the year with a commemorative QSL card available. Other special calls operating during this period are: PA50RNARS through to PH50RNARS and ON50RN

A Golden Jubilee Award is also available for working 50 RNARS members during this period, special stations above count as 2 points go to the RNARS web site for details. The award is also available to SWL's.

Membership of the RNARS is not a requirement to join in any of these celebrations, all are welcome, and can obtain **further information from Doug G4BEQ e-mail: g4beq@tiscali.co.uk**

Taking part in any of these functions would be a great tribute to the late Mike G3JFF as he was such an inspiration to amateur radio and those who knew him. We will certainly raise our glasses to him at the dinners.

Reminder - 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

Also from Doug

Reminder – Coventry weekend, all deposits for hotel accommodation to be with the hotel by 30th June. If you need a booking form contact Doug, details inside front cover.

HMS Belfast Easter Activity Period 2010

The Easter Activity period will take place between Friday 2nd April 2010 and Sunday 11th April. The highly popular visit to the Tower of London will be on the evening of the 7th April. The AGM and social takes place on the Thursday 8th April.

Sleeping arrangements; bunk space (if we have bunks built by then) will be on a first come first served basis, after the bunks run out it's camp beds, if available, or mattresses on the deck.

As some of you know we have lost the use of the Sea Cadet Mess deck. However we do have the use of 3C mess, this is where we slept before the sleepover was built. At this time the mess deck is still under renovation.

It is strongly recommended that you bring a warm well insulated sleeping bag as 3C mess can sometimes be quite cold after the heating had gone off. Self Catering only - Bill G0ELZ is not able to offer the usual meals as there is only a microwave and small cooker available in the BWO galley and we do not have the use of the cookers in the Sea Cadet Mess deck so it's fend for yourselves, or eat ashore.

For more information, contact Bill G0ELZ as soon as possible. His email address is: g0elz@yahoo.com



Closing down (Editorial)

Well, that's another edition put to bed, or rather off to Doug Bowen to take to the printers and post off to members; thanks Doug for your help.

Next, my grateful thanks as always to everyone who has taken the time to send in news, articles and reports, without your contributions there simply wouldn't be a Newsletter. I'm also pleased that my first Newsletter as editor was received so favourably. I had a couple of written notes, eight telephone calls and a very high number of e-mails, all very supportive and to my surprise only one drip! If you spot any errors, please contact me directly and if your Newsletter arrives at an incorrect or old address, please let the **Membership Secretary** know, he holds the membership data-base and listings, not your editor.

Moving on to pictures; images of aerials against the sky, I'm sorry but they don't reproduce very well. In the main the result is very unclear when reduced to a grey scale image. Unless of course it is a close-up picture with a contrasting background for an article on a home brew aerial with accompanying article, before it's raised into position of course.

I'm grateful to everyone who has sent in pictures of members operating a radio, but please, ask them to turn round. That said, such pictures could make for an interesting competition; "guess the operator". Head shots taken from the back honestly don't work, I repeat, please ask them to turn round. And please, let me know the name and callsign of individuals in every picture, it helps me to help other members identify individuals; thanks in anticipation.

Pictures of construction projects are always welcome as are pictures of ships you've sailed on with accompanying articles. When sending in articles, if you can, please send the original scanned pictures with your article, not included in the text as I have to change the layout to fit the available space in the Newsletter, it just makes things easier for me.

Responses for a new name for the Newsletter have been broadly favourable with only one member intimating that the present title should be retained. Suggestions so far have included:

RNARS Ditty Box	RNARS Journal	Receiving You 59
RNARS Signals	Junk Box	Traffic
CQ RNARS	RNARS Wave Band	Spun yarn

Are there any more ideas for a new name out there; let's hear from you and your comments on the suggestions so far.

In response to the **caption competition**, I'm please to say that I had a very high number of e-mails for this and one written reply; "*Honest; when we anchored, I didn't realise the tidal range was so great*", and "*When I shouted let go, I was telling the apprentice to release his grip on the wheel; not for the Mate to drop the hook!*" I have to award best entry to **Peter Greenhalgh** (G3XGE 2951) with his entry; "*First Mate, when I said I wanted you to ensure that the lads could paint over the side, I meant . . .* " Anyone out there with a suitable picture for the next caption competition?

Closing date for contribution to the summer edition will be Saturday 10th July to allow me to fit in a number of commitments I have and to get the Newsletter to Doug and ultimately the printers for the end of July.

As always; my e-mail address for Newsletter items is: **rnars@colinsmagic.com** and **importantly only enter ONE of the following in the subject header: RN, Navy, MN or newsletter.** Anything else or combinations of the above and your mail will automatically end up being deleted.

Again, thanks to everyone who has contributed; as the TESCO TV ad' says; "every little helps". And now with summer not too far away, and a full repaint over the winter, I'm off to the boat yard to prepare Boyztoyz for going back in the water. Hopefully the weather will be better than last year and I may be able to work some of you on HF as GM6HGW/MM and if I do call into a net and don't respond when called back, it might be due to me tacking or having to under take some other nautical evolution.

On the off chance you happen to be visiting the St Andrews area, I can often be found on the GB3AG repeater; 145.725 MHz.

Two aerials met on a roof, fell in love and got married. The ceremony wasn't much, but the reception was excellent.

Good DX and fair winds to all, Colin

Crossword Answers

Across

- 1 Base
- 3 Inverter
- 8 Acre
- 9 Antenna
- 11 Differential
- 13 Radios
- 14 Lisbon
- 17 Radar Scanner
- 20 Seasoned
- 21 Sign
- 22 Artisans
- 23 Ogre

Down

- 1 Boarders
- 2 Strafed
- 4 No Need
- 5 Electrical
- 6 Tonga
- 7 Risk
- 10 Detonators
- 12 Entrance
- 15 Bunting
- 16 Astern
- 18 Avast
- 19 Asia

And finally the caption competition



Got a good caption to go with this picture?

No prizes, but the best captions will receive a mention in the Summer issue. Contact the editor, details on the inside front cover.

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
Sun	0830	3.667	SSB Net-News at 0900	G3LIK
	1000	7.055	Northern Net	GM4BKV
	1100	145.4	Cornish VHF Net	G0GRY
	1100	7.02	CW Net	G4TNI
Mon-Fri	1030-1330	3.74 / 7.055	Bubbly Rats	G0HMS-G0GPO G3OZY-G0VIX
Mon	1400	3.575	QRS CW	G0VCV-G3OZY
	1900	3.743	North West SSB-News 22:00	G0GBI
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	1900	3.542	Scottish CW	GM0RNR/P
	2000 GMT	1.835	Top Band CW	G0CHV/G4KJD
	2000	145.575	Scottish 2M	GM0KTJ/P
Fri	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 / VK2RAN
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
Sun	1430	21.36	RNARS DX	WA1HMW
	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	WA1HMW
	1800	E-QSO	When cond' poor	VA3ICC
	1900	14.305	N American	WA1HMW

RNARS activity frequencies:

FM	145.4								
CW	1.824	3.52	7.02	10.118	14.052	18.087	21.052	24.897	28.052
SSB	1.965	3.66	3.74	7.055	14.294	14.335	18.15	21.36	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.

Royal Naval Amateur Radio Society Golden Jubilee Dinner

The RNARS Golden Jubilee Dinner is to be held in HMS Collingwood on Saturday 26th June 2010 in the Warrant Officers, Senior Ratings & SNCO's mess commencing at 19:00. The cost per person including wine is £35. We will have to comply with the mess rules during this event, the main one being dress code. Dress for this event will be smart casual; that is, smart jacket/blazer or suit, tailored trousers, shirt, tie and shoes for the men; no T shirts denim or trainers. Ladies; smart evening dress. Refusal of admission could occur should you or your guests arrive incorrectly dressed.

I have provisionally booked for a minimum of 40, but this can be increased to a maximum of 100 if required. I have also extended this invitation to the RSARS and other amateur radio clubs, their members and their guests.

If you require a form to attend the Jubilee Dinner, please send me a self addressed envelope with a stamp on it. I will then put a form in it and post it back to you or you can down load a form via the internet.

Please complete the form and send it with your cheque to me by the 24th April 2010.

Mr R J Ezra G3KOJ RNARS 594 RSARS 635
39 Buckland Close, Waterlooville, Hampshire, PO7 6ED
Telephone: 02392253554
Email: penray22@hotmail.co.uk