

The Newsletter of the

# **Royal Naval Amateur Radio Society**

Winter 2011



**RRS Discovery – Dundee** (C Topping)

[www.rnars.org.uk](http://www.rnars.org.uk)

The RNARS is affiliated to the RSGB

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If you elect to receive your Newsletter via e-mail, this is reduced to £10.

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## **Editorial**

I'm breaking away from my normal routine of adding my ditty at the end and opening this issue with a couple of reminders as there are still a lot of e-mails coming to me with incorrect information in the subject header.

The e-mail address for newsletter articles is: **rnars@colinsmagic.com** in the subject, **only** enter **RNARS**. Do not add anything else such as Rally Report, Important, Obituary or your membership number; otherwise your mail will be automatically deleted. If you wish your newsletter delivered by e-mail, use the same address as above, but this time only enter **Newsletter Subscription** in the subject. In the body of your e-mail enter your name, call-sign, RNARS number and postal address. Furthermore, the list of RNARS nets are compiled by Mick Puttick who supplies the list to me; if you spot an error, contact Mick in the first instance.

As always, my grateful thanks to all who have supplied a line or two, without contributors there simply wouldn't be a newsletter, so please, if you have a wee story, anecdote or article, don't keep it to yourself, I'm always looking for items. I really do appreciate constructive feedback and comments. If you have pictures to go with an article, all the better. The closing date for the Spring edition will be 5<sup>th</sup> March.

In closing, can I wish you all a pleasant festive period and the very best for the New Year.

*Regards and all the best, Colin GM6HGW 1870*



## **Chairman's Chat**

I sincerely hope you all find something of interest in this edition of the Newsletter. I know from experience how difficult it is to maintain a high standard as editor and the work involved. This is your publication and can only be as good as those who subscribe to it. If all members were to only submit one article in their lifetime the editor would have enough material to work with for the next

decade. To produce the NL takes many hours but I am sure you could produce a reasonable article in one hour. Surely you can spare one hour out of a year?

With the introduction of our new logo it has been decided to run down our commodities stocks before any purchases are made depicting the new logo. Would you prior to ordering items check the current prices as per the order form at the rear of the Newsletter.

Finally I would like to wish you all a very happy festive season and trust all the electronic goodies you have set your heart on will be delivered by that mystic chap with a white beard and red coat.

*73, Doug*

**Welcome** to the following new members.

Bob Lynch MM1AWV 4897	Steven Fenech 9H9MSG 4898
Peter Lee M3TRC 4899	Kevin Hogg GOUZJ 4900

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### **Obituary Commander Dennis A Smith RAN 1920 - 2011**

(ex VK5LS) RNARS 1861

To those of you who have read “The Secret Wireless War” or “Edgar Harrison” (Winston Churchill’s wireless operator) by Geoffrey Pidgeon, the name Dennis Smith may ring a bell. In Edgar Harrison’s biography there was a chapter describing how Dennis led the R & D team of MI6 (Sect VIII) where, beside designing special wireless sets for the Army, Navy and Air Force, they also designed equipment for clandestine agents and special wireless intercept sets, etc. He wore many hats and many uniforms depending on his mission. Post WW II he held the call G3AIS.

In 1951 I was in the (S) Branch and drafted to Malta where I met a Lt. Dennis Smith RN who was developing specialized equipment for EW purposes. He was ZB1AIS at the time. Besides his RN work he was the government Inspector of Wireless Telegraphy for land and ships, also responsible for Amateur licensing in Malta. I became ZB1HLW (I was G3HLW in the UK) and at the time had absolutely no idea of the background of Dennis.

Dennis was born in Wimbledon in 1920. As a teenager he enjoyed classical music, was active as a Rover Scout and was enthusiastic about the new wireless technology that was evolving in the 1930's and built his first crystal set. He left school aged fifteen. His enthusiasm with wireless led to employment with Eddystone Radio where he embraced the communications technology.

When WW II broke out in 1939 Dennis was sent to Paris to set up the Free Czech and Polish Radio Stations. When the German Occupation was near he returned to the UK and was head hunted by the head of MI 6 (Section VIII), Brigadier Sir Richard Gambier-Parry to begin work in the Research and Development department of this most secret of wartime establishment. From 1940 to 1946 Dennis and his team were located at Whaddon Hall, five miles west of Bletchley Park where they undertook clandestine work. In 1943 he was instructed to form a new unit that involved fitting specialized equipment into MTB's and MGB's. These were concerned with landing agents and their gear onto the coast of occupied Europe.

One of the operations was coded; "Ascension". This was an air-to-ground wireless telephone system that enabled agents to make contact with an aircraft flying as much as one hundred miles away. This was a big break through as most agents were only semi-trained in Morse so transmissions were slow and could be easily located with DF equipment. Voice transmissions were fast and reduced this possibility. His "Ascension" gear was fitted into various aircraft including Lockheed Hudsons consequently Dennis spent a lot of time flying and as a result wore whatever uniform was necessary for the operation. In Geoffrey Pidgeon's books you will see pictures of Dennis in Army and Air Force uniform!

Just prior to D-Day he was given the task to outfit a number of Dodge Ambulances (with the Red Cross over painted). These were used as wireless vans to pass ULTRA messages from Bletchley Park to the headquarters of Army Commanders in the field that included Generals Patton and Montgomery. At the same time as supervising this vital work, Dennis was involved in a most secret device codename of "MFU"; a submersible.

Post WW II MI6 recruited Dennis into the Royal Navy and he was posted to Malta. As I said earlier, it was here I met Dennis for the first time and had no idea of his WW II background. In fact I don't think anyone in the RW team or the Signals Training Centre at HMS "Ricasoli" knew of his background. Most of my time there was at ACSWS, except when Dennis would design some new cent-metric Radar detection device and we had to take it to sea and test it.

Hanging on to the mast of a Frigate in the middle of the night, waving a metric horn around was not fun! We were pretty good at finger printing HF transmissions, but Radar was a new challenge.

Dennis and family left Malta in 1952. However, we did meet again in 1954 when the Home Fleet decided to exercise off the west coast of Scotland. A group of us with specialized radio detecting equipment set up a network from Cape Wrath down the north-west coast. I was at Point of Stour with Dennis. We had a radio truck and a caravan. No, we were not monitoring the Home Fleet, we had other interests! I left the RN in January 1955.

In 1955 Dennis reverted to general service and served on HMS Protector in the South Atlantic patrolling between the Falkland Islands and the British Antarctic. He was active as VP8AIS. One job he was famous for was the 'acquisition' of six King Penguins for London Zoo. Well, that's their story!

It's amazing what survey ships get up to. In 1957 until 1961 he served at the Weapons Research Establishment at Edinburgh in South Australia. On his return to the UK he had many more overseas appointments including Weapons and Electrical Officer with the 5<sup>th</sup> Frigate Squadron in the Far East based in Singapore. This led to a further posting to Melbourne, Australia where he was the General Overseer of Engineering and Chairman of the Post Design Services for the IKARA missile – an anti-submarine guided weapon. During this time he was active as VK3DIS.

In 1969 he transferred to the Royal Australian Navy as Commander Dennis Smith RAN. In 1984 he was appointed Chairman of the Veterans' Affairs Review Board. He retired in 1985 and spent the past twenty-six years enjoying his many hobbies that included

amateur radio and model ship building. He was a member of the Seven Seas Club.

Oh yes! How did I find Dennis again after 56 years? As I said earlier, I had no idea that the Dennis Smith I knew in Malta was the same Dennis Smith that Geoffrey Pidgeon had written about. Because of my time in the S branch and Y service I continued to have an interest in Bletchley and eventually got onto Geoffrey's mailing list on SCU's. Last year in one of his mailings Geoffrey congratulated Cmdr Dennis Smith RAN on his 90<sup>th</sup> birthday. Was it the same Dennis? The internet is a great place for research and within half an hour I knew it was the same Dennis. A telephone call confirmed it. In March of this year I visited with Dennis and his wife Phyl at their home just south of Adelaide. We spent a wonderful afternoon 'swinging the lamp'.



I am sure there are members who may remember this great man. Not many people served in four uniforms! His contribution to his country will not be forgotten.

Sadly, Dennis became a silent key on 16<sup>th</sup> May 2011. Some of you may have served with Dennis or worked him on the air; check your logs. He was a keen CW operator using the following callsigns; G3AIS, ZB1AIS, VP8AIS, VK3DIS and VK5LS. I would be delighted if you might e-mail me with any information to complete the picture of this brilliant man.

*David Pilley VK2AYD/N3AFU 013*  
dvdply@midcoast.com.au



## **I was there**

A while ago there was an article in the Newsletter about a Greek tanker called the 'Christos Bitas'. Somebody, carelessly, drove it onto some rocks near Milford Haven in October 1978. The article described how the ship was re-floated, most of the oil pumped out and the decision taken she was beyond repair and had to be towed three hundred miles to the other side of Fastnet and sunk in deep water. There was also some mention of witnesses being sad and respectful at the loss of a ship etc. Hah! Not from where I was sitting mate! Here's another view point.

At the time I was a Signaller (RO(G)) in the Royal Marines Detachment aboard Tribal class frigate; HMS Eskimo. We were merrily playing "hunt-the-sub" and providing a target for a Perishers course somewhere off Scotland when we received an immediate signal to drop everything and go to Milford Haven to help in the rescue and clean-up as required. Cue much sending and receiving of signals, making of ship to shore phone calls, changing itinerary, ordering of stores, general excitement and the usual rumour mongering etc.



We went alongside in Milford Haven, loaded our stores and were allowed limited shore leave; limited that is, to going to the phone box at the end of the jetty to phone wife/mother/girlfriend to tell them to watch the news and we weren't going to be in Pompey for the promised long-weekend after all. (Hey, that's life in a blue suit.)

We sailed, hung about, went alongside, loaded stores again, sailed again, hung about again, went alongside again until somebody made the decision to sink her whereupon we loaded a bevy of TV/radio/newspaper journalists and sailed again. As the reader is no doubt, aware the weather in the North Atlantic is rarely good at the back end of October and ocean going tugs pulling a dead tanker are not like greyhounds of the sea; suffice to say the passage to the sinking area was long, slow and uncomfortable.

In the MCO we were kept busy sending signals to MOD and DoT as well as setting up ship-shore phone calls for reporters and sending telegrams for them to their offices as the days passed. Somebody suggested to the skipper; Cdr Morgan, a descended from the pirate no less, that sinking the Christos Bitas would give us a grand opportunity to get in some practice with our 4.5 main armament, but a few signals soon got us a firm “no” from their Lordships; the DoT had some bods aboard who were just going to open the sea-cocks; boring!

Anyway, we arrived at the sinking site and the DoT bods did their thing and, as she slid below the waves, there was much cheering



and hat-waving from the lower deck as we were finally rid of the thing. There followed a brief pause whilst the Royal Marines were at least permitted to get in some shooting practice from the flight deck using anti-tank weapons and machine guns to encourage a couple of containers and other flotsam to join the ship in the deep.

Eskimo then smartly about-turned and legged it for home and the prospect of a few days leave in Pompey. As soon as we got within helicopter range of land the TV crew and assorted journos left, so we didn't see the film coverage on the news but we were told it was good, but not as good as the long weekend in Pompey.

*Regards, Nick G4LRK RNARS1278*

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### **Private Emil Corteil and his dog Glen**

On Tuesday 6th June at about 04:00 as a soldier of 9<sup>th</sup> Parachute Battalion, I landed in Normandy, France in a wooden “Horsa” glider as part of the liberation force. I had a flame thrower weighing 60 kg strapped to my back. Our operation had gone drastically wrong we had landed and nearly drowned in the flooded area of the marshes

surrounding the town of Cabourg and the village Gonville. We were lost for the best part of the day and in midafternoon we passed a house which had a large glass veranda attached. Shortly afterwards, we reached the main road which runs between Cabourg and Caen and were extremely lucky to meet and join up with the remnants of 1<sup>st</sup> Canadian Parachute Battalion making their way towards the coast.

With them was our Battalion Padre; Captain John Gwinnett who had landed in the flooded area with his batman. With the Canadians we later arrived at Le Mesnil, where we joined 3<sup>rd</sup> Parachute Brigade Headquarters, who were in a farm house, and stayed with them until re-joining 9<sup>th</sup> Battalion on the 9<sup>th</sup> June. We remained in Normandy, engaged on the eastern flank of the bridgehead, until mid-August. Inevitably, we were curious about those of our comrades who had survived, and those who were dead or missing. No one had seen Emile Corteil or his dog Glen since take-off in England. During our time in Normandy, some of the soldiers, who had been friends of Emile, began to receive letters from Emile's mother enquired if anyone had any information as he had been reported 'missing'. Most had replied to say that they had no knowledge of what had happened to him, but suggested that he might be a prisoner of war. In the latter days of August, the Battalion reached the town of Beauzeville near the River Seine, having broken out of the bridgehead on the 17<sup>th</sup>. By now, I was a sergeant and two days before the unit left for England, I was ordered to organize a burial party. I was to accompany the Commanding Officer; Lt Colonel Crookenden, Major Parry officer commanding 'A' company and the Padre, John Gwinnett to an unknown location.

After quite a long journey in a three ton truck we arrived outside a house with the large verandah which we had passed on 6 June. We were suspicious when Crookenden ordered us to eat our packed food immediately on arrival, as it was much earlier than we were used to. He knew what he was doing and after we had eaten, he introduced us to three filled in bomb craters where a No18 radio set was on the ground atop one of the craters and close to the entrance to the house. The radio set was immovable so we started to dig around it and soon discovered it was still attached to the operator's

back. He was a naval rating attached to the battalion and brought in to direct fire from HMS Arethusia.

Underneath his body lay Emile Corteil and underneath him, Glen, his dog. Emile Corteil was immediately recognizable by the shape of the handle on his fighting knife which he had personally designed. It was soon obvious that there were a lot of our dead soldiers in the craters and we identified a few of them by personal effects, pay books, letters, etc. Corporal Robinson wore a military issue watch which Parry recognized, as he knew it had the next serial number to his own. Lt Peters always wore brown jump boots but only one of them was in the grave. The other one we found some half mile down the lane with lower leg. Otherwise, we had to delve into the chest cavities to reach the dog tags with pencils and fingers. The bodies were very badly decomposed. This was 1944 and we did not have protective gloves or barrier cream. The whole area stank of rotting flesh.

The Padre disappeared to vomit although he, himself, had not touched any of the bodies. We were able to identify twelve of them. We were pleased to do this, as they were our men, our mates. But a mass of decomposing flesh, clothing and equipment, welded together in death was difficult to separate and identify and we decided there were about five unidentified bodies. They were buried separately. The dog had his own grave. In spite of washing our hands in petrol, we all stank of decomposed bodies for days. We could not eat our food with bare hands. Nobody would come near us and when I reached home on leave some ten days later, my mother detected the smell.

The smell of death was still on my boots which were unceremoniously chucked to the bottom of the garden until my leave ended fourteen days later. In April 2007 an ex-work colleague took his neighbour to Normandy. The neighbour, I later learned, was the nephew of one of the men I had exhumed and reburied that day. He was Lance Corporal Plestead. In the early days of the Normandy campaign a World War 1 Bristol Bomber airplane had been brought into service to ferry supplies from England. It flew over us on that dreadful day. Was it a special salute? The bodies had not been interfered with in any way or robbed. I believe that

they were so badly decomposed when first discovered by the enemy, who had made no effort to identify them in accordance with the Geneva Convention, but had tipped them indiscriminately into the three craters and covered them over as quickly as possible. They did not even have the decency to cut the naval rating free from his radio set, albeit this was the key to discovering the bodies.

The original article was in the St Marys Church Magazine and after I had tracked down Gordon Newton, asked if it could be used in the RNARS newsletter he was pleased to give permission to use his account.

*Peter Rudwick RNARS 241 G3RDR*



### **Halt, who goes there?**

In early 1943, I attended a Tels Q course at HMS Mercury. At that time all the accommodation and classrooms were large Nissen huts, the only solid building as I recall was Leydene House which was the wardroom. The stylish double staircase leading to a wide parquet floor comes to mind. Together with other “pressed” communication ratings on bended knees, we contributed to keep it in pristine condition.

Sentry duty was not the usual province of a Telegraphist, but if required you were delegated accordingly. I remember an occasion (at Mercury) when I was nominated to this duty. The period must have been a weekend duty watch; perhaps, a Saturday afternoon, and could not have been a weekday due to course commitments. Together with other unfortunates, our uniform was supplemented by the addition of a canvas webbing belt, to accommodate ammunition pouch and bayonet scabbard along with bell bottom trousers encased in gaiters of the same canvas material.

We were then paraded before the Duty PO. He read the terms of reference for the watch, each member of the guard armed with a Le-Enfield rifle, of First World War vintage, nevertheless still a lethal weapon. We then marched to our various sentry points; mine was situated at a very remote position on the camp perimeter track.

As I recall, very little traversed that way, and the watch was uneventful; until the arrival of an Austin Seven car, and of course per instructions, the way was barred by a barrier awaiting my manipulation.

A very irritable looking four ringer emerged from the vehicle and accordingly I requested his credentials. This was not a very good move on my part, for he became extremely angry and uttered one or two expletives which were new to me at that time. He pointed to the four gold rings on his sleeve and demanded to know; "what did I think these indicated?" or words to that effect. I must confess to a feeling of inner anxiety at this point and had visions of dire retribution as a result of my temerity. However, the incident was finally resolved and the visitor continued his journey. In due course upon completion of my guard duty, I related the incident to the Duty PO. He merely smiled (which was not the usual action of a PO to smile benignly) and he assured me that, the matter would be dealt with. Indeed, there were no repercussions, and I heard no more.

To use a modern phrase, perhaps I was set-up? But a sharp lesson to me, I became aware of how easily one can be coerced in such circumstances!

*Bill Jennings GOIEC 3526*



## **AMATEUR RADIO OPERATORS HELPED BLETCHLEY PARK**

(Compiled from various sources)

Bletchley Park is well known as being the codes and cipher centre used very effectively during World War Two. The establishment was known as "Station X". It is now very well documented but little is understood about the how the raw intelligence was collected. The growth of wireless intelligence in World War Two and the networks of secret wireless intercept stations and direction finding stations around Britain is related below.

A radio station was set up at St Albans in Hertfordshire and was run by the Post Office who at the time, were responsible for all aspects of civil communications in UK. This station was secretly

reporting German wireless traffic to the Foreign Office as early as 1932. The UK military authorities asked the Post Office at the end of 1938, to set up a network of eavesdropping stations, the first of which was built at Sandridge near St Albans. The Royal Navy, the Army and the RAF each built their own networks but those operated by the Foreign Office, MI5 and MI6 were more secret still and who successfully tapped directly into the highest levels of German Secret Service communications.

In September 1939 World War Two broke out and the UK Government issued new defence regulations which altered the licensing conditions under which Radio Amateurs in Great Britain could operate. Amateur radio stations were closed down as a result and amateurs had to hand in their transmitters, remove and pack all valves, prepare an inventory of their apparatus and obtain a receipt. The reason for this was to combat the threat of enemy agents operating transmitters from within the British Isles.

However, they were allowed to keep their HF radio receivers. In those days, in order to obtain a licence, radio amateurs had to show proficiency in Morse. The new organisations being set up by British Intelligence which involved secret wireless monitoring found this source of Morse operators especially valuable.

Lots of these amateurs were called up into the RAF Civilian Wireless Reserve (which later became the RAF Volunteer Reserve), Royal Navy Volunteer (Wireless) Reserve and the Territorial Army Signals Unit. The information they gathered was passed to Bletchley Park and provided what was the bulk of the raw material required to break into enemy codes and ciphers.

Many of these radio amateurs possessed considerable technical skills in addition to their operating skills and played a key role in technological developments such as counter-measures against enemy air attacks, in the defeat of magnetic mines, developing UHF operations and, as instructors at the top-secret radio and radar schools.

All sorts of signals were intercepted by over 1,500 amateurs, widely distributed throughout the UK which revealed the innermost

secrets of enemy intelligence services. This knowledge enabled the Allies to set up double-cross agents and to plan deception methods through these agents. These methods were instrumental in many military campaigns, especially in the invasion of Normandy.

The Radio Society of Great Britain (RSGB) was asked for assistance by Lord Sandhurst to find skilled wireless operators. The organisation of these amateur operators was originally called the Illicit Wireless Intercept Organisation but later became the Radio Security Service (RSS) and was absorbed into MI8(C) (Military Intelligence) headed by Major Worlledge. It was given the responsibility for Sig Int (Signals Intelligence). Meanwhile, other sections of the RAF, Army, Navy, Metropolitan Police, Post Office and the Foreign Office were conjoined and known as the Y Service. As the structure grew it was organised on a semi-military footing with full time operators and other staff and in May 1941 the Y service became part of the Secret Intelligence Service (MI6).

One of the first places from where some of these amateurs operated was in C Block at Wormwood Scrubs prison in London. The prisoners had been removed and a direct teleprinter link was set up from the prison to Bletchley Park. Late in 1940 the RSS moved to a place called Arkley on the outskirts of North London, with a postal address; "Box 25 Barnet". The original aim was to listen out for illicit wireless activity within the UK, but most agents were quickly tracked down and spies were either executed or "turned" by the "Double Cross" organisation. From March 1940, the RSS took on a wider role, covering communications of the Abwehr (German military intelligence) and associated enemy intelligence.

The incoming log sheets were examined and identified as to group and service as there were several hundred different links. Suspect transmissions were investigated to ascertain they were Abwehr (German military intelligence) and if so, which group. The RSS also controlled direction finding, training and testing operators, interception and traffic analysis.

The Official History, "British Intelligence in the Second World War", says Bletchley Park decrypted 268,000 messages provided by the RSS. At its peak, the RSS employed 2,094 people, of whom 1,317



were amateur operators. Radio amateurs recruited into the RSS were known as Voluntary Interceptors (VI's) because they were particularly proficient at reading weak Morse signals caused by interference from background noise or other nearby signals. Many amateurs, who were also members of the RSGB, were sent a letter asking them to volunteer as "listeners". In the early years of the war, these radio amateurs were recruited into nine regions with a Captain from the Royal Signals as Regional Controller.

VI's were given a reference number, some blank log sheets, postage stamps and envelopes addressed to "Box 25, Barnet, Herts". The completed logs were placed inside a stamped addressed envelope which was then inserted into another addressed envelope to Box 25.

VI's were often asked to search particular frequencies for signals using a certain procedures and were sometimes asked to listen out for particular call-signs as well as taking down any messages which appeared in coded groups of five letters which was the standard method of transmitting secret military information in Morse.

Eventually, enough VI's had been recruited to cover a 24hr service and those who sent in more than 48 logs a month were excused from other onerous civilian duties such as fire-watching and ARP duties. It was decided to set up a special branch of the Royal Observer Corps as a cover into which the VI's were enlisted and issued with uniforms. In a relatively short time Lord Sandhurst had turned his army of radio amateurs into a highly professional unit dedicated to their work. The VI's had spent many hours listening on their receivers, never able to tell their families what they were doing.

Frequencies most used were between 3 MHz and 12 MHz, with the concentration from 4 MHz to 9 MHz. Much of this band was occupied by broadcast stations and Morse used by the Services and the press. Theoretically there could be 3,000 stations here which could be operating simultaneously. A Morse signal only required 1 kHz of space, hence the need for a nationwide team of VI's.

In late 1940 when these radio amateurs were sent to be part of the military Y Services they were enlisted as Civilian Operators. They were given the title Experimental Wireless Assistants (EWA's). The EWA's were now very skilled wireless operators and were joined by male staff from the Post Office and Merchant Navy. This helped to fill some of the shortfall in wireless operators that were needed to operate the expanding amount of wireless receivers at Beaumanor Park and other Y Stations around the country.

The "Double Cross" System was an organisation set up to handle enemy agents who had been "turned" by MI5. This was known as the "Twenty Committee" simply because 20 in Roman numerals is XX – a double cross. The "minders" of some of these agents were often radio amateurs, whose knowledge of Morse enabled them to keep track of what the "turned" agent was sending back to Germany.

Special Communications Units also recruited heavily from radio amateurs, and their role was to provide the information, called "ULTRA", gained from Bletchley Park's breaking of Enigma codes, to military commanders in the field. They were attached to military units in the various war theatres, but only a handful of senior officers knew the real source of the information which they provided, as the origin was disguised.

Direction Finding; or "DF-ing", was an extremely valuable area to which Radio "Hams" were also recruited. It is a method by which enemy signals could be traced to their origin, providing vital information on the whereabouts of an enemy unit and even the position of a U-boat at sea.

The Y Service was the "ears" of Bletchley Park and without this vital service the Government Codes and Cipher School (G.C&C.S. – now GCHQ) would not have been able to function. This fact is invariably understated or overlooked in the intrigue surrounding the secret code breaking activities carried out by G.C&C.S. during world war two. It is never given the recognition it is due in any of the vast amount of literature that has since flooded out and for which the appetite of the public is seemingly insatiable.

## **A guide to bad CW Operating Procedure**

To err is human. We all make mistakes but the most successful operators learn from them. This 'worst practice' guide is intended to help you learn from the mistakes that others have made, so that you can identify and avoid them. Alternatively, you could follow all the guidance and really mess up! Before using the guide there are some key points:

Worst practice is usually the combination of many elements of bad practice. Having just one or two elements of bad practice does not lead to worst practice status. What you need is to have a range of bad practices that can 'support' and 'multiply' each other. Worst practice doesn't just happen – you've got to work at it.

Many operators can recover from the odd element of bad practice. To achieve legendary worst practice status you need to exceed expectation in a number of areas!

The key areas are explored in the following sections: Tune up right on top of the station you are about to call. This has the effect of stopping others from hearing that station, especially if there's already someone working them. It has the added bonus of letting the station you are to call know that you are there.

NEVER give your call sign when tuning or testing on the bands. You don't want to let anyone know who it is. Also, you don't want anyone to interfere with your tuning. When calling CQ, give as many CQ's as possible and only give your call sign once. This keeps the DX guessing as to who you are and makes it more fun. When sending CW, always go as fast as your keyer will let you. It makes you sound a much better operator if you go fast.

When sending Morse, it helps others to understand you if you run all your characters into one another. It keeps the other operators guessing just what you are trying to send, especially if you go fast at the same time. It really tests their operating skills to the limit. Whenever you get a 599 report, ALWAYS repeat your name and QTH at least three times. This makes ABSOLUTELY sure that the station at the other end knows just where and who you really are.

Always tell the other station, especially DX that they are 599. It helps when you ask them to repeat your report or their QTH, etc. more so if they are only 339 or worse. When you finish with a station, sign off with that well-known English greeting “Best Wishes” or “73s” in Morse. It helps foreign stations to learn English better.

Always use “BK” or break at the end of your period of transmission so that no one else knows who you are. It’s much trendier to do that. Whenever listening to a pile-up on a DX station, don’t wait for them to give their call sign – always just send at least two question marks (“IMI”) on top of them. There’s always at least one obliging operator who will tell you at least part of the DX station call sign, especially if the last three letters are “OFF”.

When calling a DX station, use a swamping signal and start calling late. The DX station will just get the call of the weaker station, so you call him again. The DX station will ask the other station for a repeat of his call and you must call again. When calling DX in a pile-up, call at least three times and completely ruin the nice flow of the pile-up.

Make certain that the DX station can hear you, especially if you are a casual DXer. Even though the DX station got your call right first time, go back with the report and his call again at least twice.

If you have found this guide and the approach it takes helpful please do let us know. We would also welcome other examples of bad practice on the key so that we could add to this guide to help others avoid the same pitfalls.

*Bill Tinkear Non member*

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For all who recall the days before the **WRNS** were integrated into the RN and give the same rank structure.

**Third Officer:** Turns heads, smiles and receives wolf whistles, buys her slightly undersized designer underwear from high street fashion retailers and enjoys the attention of matelots as she walks up gangways and has doors opened for her.



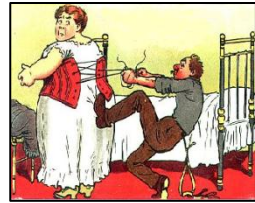
**Second Officer:** Slightly formidable with a gentle rotund appearance, found to be attractive to certain older males after serving several months at sea, buys her sensible underwear from M&S. The Buffer checks that the gangway is fully secured before allowing her to board.



**First Officer:** With looks similar to the actress Margaret Rutherford, she is more formidable than a second officer; junior officers give her a wide berth. Has her underwear designed by a civil engineer specialising in cantilever structures. The designs are then passed to a naval dockyard and a dry dock cleared for construction. Prohibited from using a gangway as her weight exceeds the safe working limit of the gangway; therefore she is hoisted aboard ship by a shore side crane.



**Chief Officer:** Has the appearance of a bearded sumo wrestler. Matelots hide, take cover and don anti-flash hoods in an effort to protect them from her venom. Only has underwear thanks to the marvel of computer aided design technology and developments in carbon fibre moulding. Is not permitted to board vessels unless ballast pumps are switched on and readied for counter ballasting operations. Not permitted below deck for fear of blocking escape hatches.



*AB Totally Anonymous*



### **Normandy Beaches - 2011**

Ever since I had read the book *The Longest Day* by Cornelius Ryan and saw the film, I have wanted to see what the places look like now. I took the book with me for reference.

Jackie and I departed by car to France via the Eurotunnel for a week in June 2011, staying in a 16<sup>th</sup> century house called Manoir De Juganville in Saint Martin de Varreville in Normandy, the site of the original planned landing on "Sword" beach in 1944. The programme was Monday to visit Pegasus Bridge on the way down,

Arromanches on Tuesday, Bayeux on Wednesday, St Mont Michel on the Thursday and places we had missed on the Friday before heading home on Saturday.

The drive from Calais to our destination was about 425Km and seemed to go on for ever with a few stops on the way in the numerous motorway lay-bys, the intention was that I would be doing all the driving as Jackie had never driven on the continent before. We stopped for a quick break in Wimereux between Calais and Boulogne on the coast where we have stopped on previous visits but the weather was blowing a hooly and visibility was way down with lots of mist, so we didn't stop and carried on.

We arrived at the new Pegasus Bridge about lunch time and visited the area by the bridge and had lunch in the Café Gondree run and served by Mme Arlette Gondree-Pritchett, she was four at the time back in 1944. Afterwards we wandered over to Pegasus Bridge, the D Day museum and viewed the many exhibits there, as I am an ex volunteer artilleryman rather than a sailor my interest is in army hardware rather than naval equipment which I am unable to equate to.



When I was in the UK reserve forces in the 1970's, we were using some equipment which is now on display in WW II museums in the UK and Europe; 25 pounders and 5.5 inch howitzers; makes me feel old. All changed now of course.

On Tuesday we visited Arromanches, driving on the N13, unfortunately the French had decided to set up roadworks and we had to reroute via Carentan and re-joined the road further on, what they had failed to do was clean the road of the spoil and we ended up with a chipped windscreen,



since sorted out by a well-known windscreen repairer in the UK. Arromanches was lovely as a town and I visited the embarkment museum and we climbed the hill to visit the 360 degree cinema.

For lunch we went to a restaurant called Le Marine for what turned out to be an expensive meal. While there, a US reservist called by in full US Army uniform from Dallas in Texas, his name was Gary J and he was in his late seventies but not old enough to have been at Arromanches in 1944 of course, he and his son David were touring the beaches and I later met him again at Juno Beach. Quite a few of the other tourists wanted to be photographed with him in his uniform finery.

Tuesday afternoon we visited Juno beach where the Canadians came ashore. Courseulles and St Aubin sur Mer area. There is a very good modern museum there right on the beach again I had a look around while Jackie wandered the Juno Park outside. We highly recommend St Aubin sur Mer, what a pretty town to stroll around.

In the evenings we popped into St Mere de Eglise the adjacent village for a meal stopping off at two very good restaurants, one we were a bit puzzled about it seemed to be only capable of opening a very few times a week and closed very early Le Restaurant Pomme di Or. More on St Mere de Eglise later.

Wednesday it was off the beaches day and meeting up with friends Maggie and her husband Roger both ex pats. Bayeux was on the cards in the morning as we both wanted to see the Tapestry, we also visited the cathedral. Lunch was in Bayeux at the Hotel Mathilde and then we went to the Chateau de Balleroy where we met up with Maggie and Roger for a tour around the place which belonged to the late Malcolm Forbes, who was an entrepreneur and a fan of ballooning, the chateau is an exhibition to that activity. In the evening we returned to St Mere de Eglise and had dinner in Le Feu Ardent café, we found this café very welcoming and in fact went there three times for our evening meal.

Thursday; off to St Mont Michel and climbed all the way to the top, when I visited the area many years ago by bicycle and staying in

youth hostels, there was a radio amateur with a big tribander antenna on the end of the causeway but things have changed so much in the intervening years I could not recognize anything any more, it is now very commercial in support to the Mont and even more will change soon as huge excavations going on both hotels and road changes.

Friday was to be a do everything we had not covered before heading off home on the Saturday. So we went to St Mere de Eglise so I could visit the 101<sup>st</sup> Airborne Museum in the town and to see the church.

Anyone who has read 'The Longest Day' by Cornelius Ryan, the book tells of what happened in the early hours of the 6<sup>th</sup> of June 1944 when Private John Steele of the 101<sup>st</sup> Airborne dropped by parachute on to the sleeping town of St Mere de Eglise, ended up landing on the church tower steeple watching his colleagues being murdered below. There is a model of John Steele in his parachute hanging from the steeple to the present day and there is an Auberge in the town called John Steele.



In the church there are a number of stained glass windows depicting parachutists in them. St Mere de Eglise was the first town in France to be liberated for which the town residents are eternally grateful. Later we drove back to Bayeux and visited the British Military Cemetery there.

In early evening we went to Utah Beach sadly the museum was closed but there are a number of monuments to the fallen there, I would have liked to visit the museum but lack of time was the enemy as next day was home time. What we found was that Omaha Beach was very subdued compared to Utah Beach in the way of commemoration.



Saturday and home time; during the holiday it was suggested that Jackie ought to have some continental driving experience and by now she was doing the driving and we took it in turns to drive back to Calais. On the way we stopped off at Wimereux again on the coast for lunch at restaurant we had used before on the promenade, the weather was much better this time round.

We used a Tom-Tom Sat-Nav whilst in France and found it very good for getting around, I also used a HTC Desire Smartphone on the Internet and got a big bill later, data roaming is expensive on the continent, be warned.

For additional images of my visit, I have an album at the following location on the internet: [www.flickr.com/photos/yeoman200](http://www.flickr.com/photos/yeoman200)

*Phil Manning G1LKJ RNARS 2954*



## **Rally Reports**

### **Newbury Amateur Radio Club Car Boot Sale & Rally**

Drove on to the A303 heading west to pick up the A34 for Newbury and the showground and messed when I missed the slip road.

Weather was threatening, not particularly warm and very over cast. I had a couple of wooden chairs and small table, my usual kit for doing these sort of things. I was all set up easily by the opening time of 09:00. George G3OZY who is the RNARS rep for Hampshire was not able to be at the rally. Things did not really get going visitors wise until about 10:30. Fred G3ZJY was running his stall as per usual; Richard G3ZGC was helping his club. Finally Simon G0IEY arrived and then the flow started. Attendees included M5ALG Andy, G4KEE Vic from Devon now ex RNARS, M1AFM Tony and then our Chairman Doug G4BEQ, followed by Keith G1GXB and Richard G3ZGC. So out of the committee there was four of us there, not bad going for a glorified car boot sale. The furthest travelled was Fred but he always is at these things.

I also spoke with Doug G4BEQ to Jon Sawyer 2E0VJO who lives at Reading and is a Sea Cadet and gave him a hard copy of our Newsletter. I also approached John G0IUE who used to be a

member of the RNARS and tried to get his attention in re-joining for £10:00 with the newsletter by email.

*Phil Manning G1LKJ RNARS 2954*

### **McMichael Rally 2011**

07:30 start and a forty minute drive to the rally site, drizzling all the way didn't bode well. For the first time in the last six or seven years we did not have all day sunshine and there was me thinking that Wimbledon had finished. The inclement weather, or the threat of same deterred most this year, having said that the site was soon buzzing with hopefuls looking for bargains.

ML&S were doing a fairly brisk trade, so there is still money about. Every time it rained, the traders situated inside the clubhouse premises were inundated with customers. A total of ten members signed in, three new members were signed up, and a couple of commodities were sold. If there had been a prize for the furthest travelled, it would have gone to Trevor, G3ZYY all the way from Saltash in Cornwall. We were also visited by our Chairman, and friends from the Pompey area.

Thanks to the Reading Radio Club who did a super job again this year.

*Dave G4JBE RNARS 0434*

### **Wildern Rally**

Once again I was up early in the morning to be greeted with dull and damp weather in Andover; not a good day for an out-door rally.

Laurence; M0LBK (non-member) picked me up at 09:15 and we made our way to the rally. It was raining when we set up our stand, fortunately we were inside. There was a very low take up on both stands and buyers which may have been something to do with the weather; it rained on and off all day.

As I was not feeling very well, Laurence suggested that it was time to take me back, so we closed the stand at about 11:00 and returned home. Only two members signed in and no sales were made. As always the rally was well organised and run and my thanks go to the Andover club and Laurence for transport.

This will be my last attendance as RNARS Rep due to my deteriorating health and lack of support from the membership. My legs are giving me quite a lot of trouble and it makes it more difficult to carry out the business of running a stand these days.

I will give any help and assistance to whoever takes over from me as Area Representative.

*George G3OZY RNARS 067*

### **Luton**

A warm, but blustery day. There was 200 plus stalls at this very popular rally. The beauty of this event is that it's all amateurs selling to amateurs, with none of the professional traders attending.

I ran the stall in conjunction with the Bedford Club, and we set up an 80M station, using the existing rugby posts as aerial supports. As the wind was very strong we did not erect a gazebo, but surrounded the station with our cars to give shelter.

Nobody signed in and no commodities were sold. Come on you people support this rally, as its one of the best in the country.

*Glenn G0GBU 3481*

### **Milton Keynes**

This is a small club rally, which was well attended. There were people bartering and haggling over deals, all friendly, I should add. I met a lot of old friends that I hadn't seen for a while.

The stand was again run in conjunction with the Bedford Club, with a display for the RNLI. Four members signed in, but no commodities sold. We packed up at 13:30 as most punters had left.

*Glenn G0GBU 3481*

### **Huntingdon**

This rally is held at St Neots College very close to the local TESCO store. The outside spaces were all taken, but inside, only half the tables were in use. I had a wander round and spent nearly a fiver, which worried me until I got home. The rally was well supported, with most people buying the smaller additions for the shack. Five members signed in, and I sold one key ring!

*Glenn G0GBU 3481*

## **National Hamfest - Newark**

What a completely marvellous change in the weather. I arrived at the Rally Site; The George Stevenson Hall at the Newark and Nottingham Show Ground, to find a completely blue sky and to find that we had been allocated a different position in the designated Club Land area.

After Bill G3TQM arrived, approximately Mid Afternoon on Thursday 29th September, we set up the stand and had a walk round the various trade stands which had arrived. Then it was off to the Hotel we had booked from the previous year, only to find that it had been taken over by "Best Western Hotels" which was good as they had completely redecorated the premises.

On Friday Morning, Allen 2E1HHA and myself went out to the site and set out the commodities, which were to adorn the stand. It had already started to warm up again and by the time the show opened to the public it was getting a little too warm.

During Friday we had 17 members sign in, we re-signed John RNARS 4477 who had lapsed and relieved him of some of his purses contents and we also signed on another new member who couldn't wait to part with his £15.00.

On Saturday we only had 8 members sign in, but we were joined by Bob G0TIZ - MF 873 which made a nice change and we managed to get David G4LEL to join, hopefully he will bring along the RNLI ARS with him?

*Wally G4DIU*

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## **My Memories of National Service**



I joined at HMS Collingwood on 9<sup>th</sup> October 1952. Twelve days into my square bashing, went into the cafeteria for dinner and wondered why they were putting about three times as much food as usual on our plates - 'big eats' - Trafalgar Day! Now I never forget the 21st October.

We had an easy going Chief GI (if you can believe that) one day he was riding his BSA Bantam along the path

immediately in front of the hut steps - we were doing a quick gear change (two minutes allowed from fallout from the road and back again) last one out of the hut hit the top step; Chief GI shouts "look out" - showing great presence of mind the said matelot takes off on a long jump clean over the path to avoid collision with the Chief's motorbike. As he passes the chief shouted; "get off the grass!" We had a recruit who only managed to march left foot, left arm his name was Pike. The same Chief despairingly would say, "Someone can't march properly - No names, no pike drill".

Damage Control on Whale Island - being flooded in the mock-up forward mess deck - experiencing tear gas- walking through a pan of flaming fuel oil behind a fine spray from a fire hose. At the end of square bashing - trade aptitude tests. I did not want to be a writer (which I was in the RNVR) so ended up being told I could go into Radio/Radar. Ended up being "men dressed as seamen" and as I wore glasses, I stuck out like a sore thumb, more later.

Chief Regulating PO - filling in my station card (breathing licence) - put me down as U/A - when I pointed out it should be Grog (I was a late National Serviceman) his instant response was, "what with a name like yours"; my surname is Drinkwater.

Drafted to HMS Defiance at Torpoint Plymouth. Three hulks - one a wooden wall and all three said only said to be afloat due to the decades of tickler tins that held them up. Heads that had seats under which was an open half pipe along which seawater flowed permanently. A favourite trick was to set fire to paper boats and float them down.

Defiance was the drafting centre for all Electrical Branch ratings, as such it had a very transient population. When everyone had removed their letters from the mail table which served several messes there remained for some days a letter addressed to EM Horatio Nelson, very funny until one day the letter was removed and we learned that he really did exist. In 8 months we went from I=V/R to radar and waveguide theory.

In my time I have spoken to many Admirals, Commodores and Captains due to being dressed as a seaman but wearing glasses. The glasses were a magnet to them, not that this was a handicap.

I came off my motorbike one night and dropped blood on the quarter deck. Told get to the sickbay immediately and report back in the morning to holystone the deck.

Those on course still had to do Duty Watch at night. My favourite duty was a two man skiff, which collected officers only from the Torpoint side. We had to row across a narrow strip of water, all very nice in summer, we got quite a suntan. Not so funny one dark and stormy night when the tide was ebbing very strongly. As we attempted to round up to the jetty we could not make headway against the tide. Thanks to being provided with a hurricane lamp, which we waved vigorously we were picked up by a patrol launch when halfway to the harbour entrance, despite our efforts to row in the opposite direction.

We had a 'schoolie Lieutenant' who really tested our knowledge and thinking ability by asking us a question - when you gave the answer he would say, "I know, but why?" After a few of these you felt you were very close to explaining the theory of relativity. The day after we finished the course, now very clever technical ratings, or so we thought, we were fallen in outside the school hut, given brushes and buckets of whitewash and our CPO at the time told us; "If it moves salute it, if it doesn't paint it". One of our number dashed forward and painted his toe-caps. Even the CPO, who had been our mentor for eight long months saw the funny side. Another highlight of my time at Defiance was tetanus injections. In those days it was a course of three injections over a period of days. However they were not recorded in my pay-book so in very short order I ended up with a course of six; not funny.

Now drafted to HMS Pembroke, Chatham Barracks. I don't remember much of my stay here, on being drafted I did a full kit inspection. Then I was drafted to HMS Broadsword which was being mothballed, so another kit inspection just to move from one barrack block to another! Three weeks later I was drafted back to Pembroke; back to the original block and another kit inspection.

Then finally drafted to HMS Crossbow and you've guessed it yet another kit inspection.

HMS Crossbow was at Greenock, a long train journey with full kit including the REM's toolkit, quite a weighty box. We decided to get comfortable and rolled out our hammocks on the train seat as we were two to a compartment. Next thing I knew we were in Central Station, Glasgow a very quick 'lash up and stow' was called for.

Met at the gangway by a townie who had mysteriously heard of my arrival. I spent nearly eleven months in Crossbow, a Weapon class destroyer of approx. 1700 tons displacement, small by today's standards. I remember a pay parade off Caithness and a fortnight later another off Lands End, we had circumnavigated the UK.

In the Med' a very bad storm whilst looking for a ship that had lost its screw. The skimmer cradle breaking loose and clewing up in the guardrails; we seemed to be rolling from 45 to 90 degrees! Walking up the bulkhead and back down again. The skimmer cradle and skimmer were cut free. Next morning we found the guardrails were laid flat from for'd to amidships and the paint locker was topped up with seawater when the door was unclipped; the inspection tap had been painted over and the ensuing water fall cleared the for'd mess decks.

On one occasion going to check on the 974 radar in the dimmed control room, I came in from outside, heading straight for the dim radar screen, telling someone to keep his feet out of the gangway, which I had just tripped over, as my vision adjusted to the darkness, the scrambled egg on the peak of his cap became clear.

Flotilla regatta a really fun day and a free for all in the evening. We topped up Captain D's skimmer with our fire pumps, whilst it was trying to put a streak of paint down our side. The first and only time I heard the pipe; 'all hands to repel borders'. It got a faster response than your average practice 'action stations'.

Evolutions - when the instruction; 'For'd 5 ton pump aft; Aft 5 ton pump for'd' someone forgot they used the same side of the ship. At

the break in the fo'c'sle, the for'd pump landed on top of the aft pump. Oops!

The flotilla of three destroyers, Battleaxe, Scorpion and Crossbow being moored alongside HMS Vanguard, she was massive you could have picked up the 3 destroyers and put them on Vanguard's foredeck and still have space to move about.

My last day at sea in Crossbow - convoy exercises in the channel. In order to get to Sheerness at economical cruising speed before the Dockyard maties went home on Friday afternoon and left us swinging round a buoy in the Medway, our Skipper requested early release which was denied. At the second request it was approved, but just to be spiteful, we were instructed to proceed for the purposes of the exercise as an unarmed merchantman at ten knots. We trundled off up the channel and it seemed the problem was solved, we wouldn't get to Sheerness before Monday anyway, but then after about one hour we sensed that the revs were rising. A jolly roger broke out at the yardarm and we went over the horizon with the revolutions still rising until we were well in excess of our 'economical cruising speed'.

This was to be my last night at sea as I was due to be demobbed within ten days. As an irreverent National Serviceman I went onto the bridge and asked if I could take the wheel. The OOW said yes as long as I did it properly. I went down to the wheelhouse and having been told how to take over and report such to the bridge, I took the wheel. I had seen how the man on the wheel had swung the wheel when the compass repeater ticked off a degree or two. However after a while I got too confident, the compass ticked off a degree or two and I very professional, as I thought, swung the wheel. Unfortunately I swung it in the wrong direction. At over twenty knots you can imagine the result. The OOW promptly said "what's the matter don't you want to leave the Navy?" At the time of National Service the general view was that we had been press-ganged and two years stolen from our lives. However I have to admit I enjoyed it and it gave me a career in electronics.

*Malcolm Drinkwater M5AEC 4880*



RNARS member, **Maurice Cocker** has recently had a book published. The following review has been compiled by **Doug G4BEQ**.

### **Royal Naval Destroyers 1893 to the Present Day**

ISBN 973-0-7S24-6159-S

An excellent volume on the history of the Destroyer that provides a fascinating insight of its development which will be of interest to all, a detailed and comprehensive book fully illustrated with photographs and line drawings. This book will provide much interest to all with naval interests and not just those who have served on this class of ship.

The author is commended for the wealth of the books information. Amongst the statistics there emerges and interesting but sad fact that the highest proportion of destroyers lost was by enemy aircraft. In 1939 no destroyer was effective against air attack. Relatively new, numerous, powerful Tribal class were well armed for surface action.

Brand new J & K class had six 4.7" guns, unable to elevate above 45 degrees, four of these guns being forward, attacking aircraft found it effective to attack from aft. Some ships replaced a set of torpedo tubes with high angle guns, while others did likewise by removing a 4.7" mounting.

Of the twelve J & K destroyers lost, six were sunk by aircraft. Surprisingly, in spite of the shortcomings mentioned, 'Jervis' and 'Nubian' survived the entire war, mainly in the Mediterranean, a grave yard of ships. At one time, 'Jervis' lost her bow, Nubian her stern, both by aerial attacks. After two years of war, the 'Hunts' came into service with HA guns concentrated aft

I felt it a great pity that having accumulated so much detail on this class of ships that the author failed to include the pennant numbers of these vessels.

Although the advancement in armament of these vessels is well documented I would have liked to seen some information on the

types of radar and sonar fitted as developments in this area played a significant part in present design.

Technology has completely changed the role of this class of ship and one is left to ponder whether the classification 'Destroyer' is now obsolete. With the decline of the aircraft carrier these ships are now taking on the role of a major warship in the fleet.

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### **Minutes of the RNARS 51ST AGM 8th October 2011**

These are edited minuets for the purpose of the Newsletter. A full copy of the minutes are available from the web site or on request from Joe Kirk; General Secretary.

**Present:** G4PZV, G3LIK, G4JBE, G3ZDF, G0FOD, G4ZMP, G1GXB, G0RPK, G0PPH, G1LKJ, G3KOJ, 9H1BX, G0MIU, G4TNN, G0JSC, GVWYM, M0IMJ & XYL, M0COA, G1DII, M6BBG, G0FEK, G0FBA, G6DGK, G0PSE, G3APO, G4BEQ, M1AFM, M3ZNU

**Apologies:** G3RDR, G4TUO, G14OYI, G3OZY, VE6BF, G3LCS, G4KJD, G3NIR, G3VLL, G3RFH, 5Z4/G3RDR, G4DIU, VK6DV, G3ZUC, GM4GIF, PA0VLA, G4KGT, GM4GVJ, VK3QU, VK6APW/HZ1PS, G3PEM, GM0EQS(EXVP8CIL), G4USW, G1OCN, GW0JTE, PA5UL, G0HBU, G0GBI, G0IEC, G0LDJ, NH6CN, OE8NIK, G4FUJ, VK4BUI, M0BUI, VK6BQ, G0RPX, M0CPH, G2FSH, DK9OS, G0VFE, MOVNG, N4XAT, 2E0DTO, 2E0NCF, Vic Tindall, G4WUH, G2FSH, WO1 Rosie Dodd, G7AFS, 9H1ZY

**Chairman's introduction:** Good afternoon, and a very warm welcome to the ladies present. I hope you have all purchased your raffle tickets. Welcome to the 51st AGM of the RNARS. We have travelled a long way from those early days at HMS Mercury and seen many changes on the way. I would like to thank Commodore T.M. Lowe for granting us the privilege of holding this meeting in HMS Collingwood and the Mess President, W01 Mark Hannibal MBE for his permission to hold the AGM in this mess. I am also delighted to welcome our President who has travelled 290 miles from the far North to be with us. I sincerely trust that as many of you as possible have made your pennants with him. In days of old he would have been in the running for the prize given to the member who had travelled the farthest. Unfortunately that practice died many years ago. I would like to take this opportunity to ask him to say a few words.

**President's report:** I would like to add my welcome to all members and particularly to the long distance travellers. They say what goes round comes round and Doug Hotchkiss took over as the Chairman at the last AGM after a break of 33 years. (I assume it takes 33 years to recuperate). There have been quite a few changes since the last AGM, most of which will

be covered by the various Committee Members reports later in the meeting. However, I would like to mention one or two other things. In the Spring edition of our Newsletter the Chairman designated 2011 as a "Recruiting Year" and we will hear how successful that has been.

I do have a little worry on the expansion from Serving Personnel and that is on two accounts. The Navy is reducing rapidly and thus so is our recruiting base and I fear that with the modern equipment fits, the old skills as you know them are dying out.

There has been a revamp in the Shack - a change which I hope infrequent visitors have had a chance to look around and approve and we have introduced Skype which allows video conferencing and thus opens the way for far flung members to be involved on the Committee and in meetings.

In closing I would like to mention the Editor of our Newsletter who I think does a splendid job, Warrant Officer Rosie Dodd who has given us excellent support in COLLINGWOOD and last but not least your Committee who do an enormous amount of work behind the scenes to make this such a successful Society.

**Chairman's report including Silent Keys:** I would like you to stand and observe one minutes silence in memory of our members who passed away over the last year: G3AQM, 422, GM3NCS, 453, GI3VQ, 582, GW4FLZ, 598, GM3NEC, 631, G4IFO, 973, G3KVE, 1030, G3ZBA, 1099, G3MND, 1878, G3GKC, 1956, G3KGF, 2200, G4RKE, 2266, G4ZXC, 2388, G0AVY, 2510, VK4BRN, 2797, PA3DNH, 2849, G0GXV, 2867, SWL, 3094, GW0LDQ, 3352, 9J2FB, 3576, G0RJH, 3897, G0RJM, 3920, G0WKS, 4314

This has been a particularly busy year for the committee as a great effort has been put in to bring the Society into the 21st century in order to attract new members especially service members who have dwindled to single figures over the years. The days of CW and SSB no longer attract the modern serviceman and servicewoman who are living and operating in a very technical age, more of this in the Shack Managers Report.

One of the first things that came in under scrutiny was the RNARS Web Site. Jim 9H1 RN had done a good job over the years but due to change of circumstance it became apparent that with his other commitments he was not able to spend the time he had previously allocated to this task. It was decided that the Secretary would take over and redesigned the site. We are extremely grateful to Bob G3NXV who is the sponsor of this site.

Les GWOJTE came up with the idea to modernise our logo and supplied a few rough sketches. Several members submitted ideas but in the end a professional designer produced the final version. All costs for this were donated by a member who has expressed the wish to remain anonymous. We greatly appreciate his generosity. It was decided that this would be introduced where possible without additional costs and we would

use present stocks of stationery and commodities before purchasing new stocks. I would like to point out that Les has just undergone a complex heart operation and is unable to attend today. He is recovering well and hopes to be up and running in the following weeks.

The highlight of the year was our taking part in the Open Day here at Collingwood. This proved very popular and we impressed the "powers that be" by using Amateur TV and streaming all the events worldwide via the Internet. The British Forces Broadcasting Services were also impressed and have promised to link up with us next year. The Training Staff of the Establishment took great interest and have asked if we would allow training classes to visit the HQ Shack to be introduced to amateur radio. We have now arranged this activity to become a "Dog Watch" activity.

Bill G3TZM has produced a Power Point Presentation to demonstrate the activities of the RNARS that can be shown to organisations that have an interest in radio with the object of recruiting members. I have given this presentation to one local club resulting in their affiliating themselves to us as well as several of their members joining the RNARS. It has also been shown to a local Scout Group with promising results.

With the winter approaching committee members intend to give this presentation to as many local clubs as possible. Although the availability of this presentation was published in the Newsletter stating its purpose and availability to anyone who would like a copy no one has yet come forward. It is easily modified to suit any club or area to anyone with a Power Point Programme on their computer. If there is anyone here interested in this presentation we could demonstrate it in the shack later.

We are planning to have a presence at the Dayton, Ohio 2012 Convention. This is one of the major amateur radio gatherings in the world and we hope that our presence there will enable us to recruit some new members. The cost to the Society will be minimal as a group of our members were already planning to be there. A small sub-committee under the chairmanship of Les GWOJTE has been set up to manage our side of the activity. We are also investigating the feasibility of participating in the Friedricshafen Ham Radio, Europe's largest amateur radio event, next year. We have been very fortunate in the appointment of our Liaison Officer. W01 Rosie Dodd who has been very active on our part and is fully committed to our cause. Unfortunately she has a very bad cold so unable to attend today.

Finally for any of you who have not visited the shack it will be open after the meeting where our Commodities Manager has a list of "goodies" at bargain prices. I would like to report that we now have a Society sympathy card. When we investigated the cost of overprinting standard sympathy cards with our logo and details it became clear that it would be cheaper to have our own cards printed. I would also remind everyone that if they

know of any current Silent Key members to advise the Chairman and the Membership Secretary with as many details as possible.

**Secretary's report:** The installation of broadband in the shack has as our President said enabled members who are not local to Collingwood to participate in Committee meetings. It has also enabled other forms of communication in the HQ Shack – more about that from the Shack Manager in his report.

**Membership Secretary's report:** Doug Bowen GOMIU reported membership as follows:

Life members	128	Free	46
Current	619	Total	793
Resigned/SK	58	Lapsed	128

He reported that the reduction in the subscription for those taking the newsletter electronically had convinced some members to continue with their membership. In answer to a question from the floor he said that about 10 new members had been recruited during the year. Doug said that as of the AGM he would be handing over responsibility for membership to Wally G4DIU but he would continue to manage the commodities. He will also retain responsibility (along with his XYL) for enveloping, stamping and posting the Newsletter.

**Treasurer's report:**

**Balance Carried forward 1/4/2010 £34,686.26**

Sub Total £34,686.26

**Income**

Subscriptions £11,122.85  
Awards £10.97  
Rally Income £21.00  
Commodities £556.15  
Interest £439.37  
Sundry £314.05

**Expenditure**

Expenses £2,484.65  
Rallies £733.42  
Newsletter £1,703.31  
AGM £354.79  
Ins £388.16  
Refund Subs £15.00  
Equipment & Repairs £673.84  
Commodities £467.66  
Sundry £465.87

**Balance of Accounts as at 31/3/2011 £40,107.25**

I have examined the books and documents presented to me and in my opinion the annual accounts give a true and accurate reflection of the RNARS state of affairs as at 31-3-11 Signed *Colin Hanson*

The Treasurer was asked about the cost of attending rallies and the cost of the main rallies is listed:

Hamfest £574                      Bletchley £60                      Kempton Park £25

InFlight Refuelling £20      Bournemouth £15      Cambridge & District £15

The Treasurer was also asked what saving had been achieved with sending newsletters electronically. He estimated that it was about £2,000.

**Ex-officio WO1 Rosie Dodds:** Input from an ex-officio perspective is that Phase 2 trainees will be visiting RNARS HQ Shack (date to be confirmed). This will be the newest CIS course that is just about to start but I really think that it will improve their perception of Communications.

Just put together a little piece about the Phase 2s, However there is more to consider, such as the fact that 149 CIS ratings have just been made redundant, this equates to approximately 25% of the AB cadre. Currently their tranche 2 has not yet been released but will be in the early part of next year. On the positive side we have just had 20 new CPOs selected for promotion, this coupled with 15 new POs is encouraging news for the future development of the branch.

The Branch review which was on-going has gone very quiet, this may have been a purposeful move by NCHQ but it has made the change cycle within the branch more manageable. Otherwise we were faced with not only the aftermath of the redundancies but also the uncertainty of who we would have had left to develop a viable branch for the future.

**Presentation of RNARS Awards:** The Certificate of Merit was presented to Phil Manning G1LKJ by the President Commodore Sutermeister for all his work as a regional representative.

The Merit Award was presented to Doug Bowen G0MIU by the President Commodore Sutermeister for his service as the Membership Secretary.

### **Issues raised by HMS Belfast (London) Group:**

- Why has the committee over the past year adopted an antagonistic attitude to the London Group including, but not limited to, its request regarding the name of the London Group?
- What is the committee's policy about representation at various rallies, both in the UK and abroad, in particular the cost and manning of same? Here we are particularly concerned as to whether a comprehensive cost benefit analysis has been carried out.
- Clarification is sought over the entitlement to belong the specific classes of membership as laid down in the revised constitution which was agreed at the last AGM. The wording in that constitution is so vague that it is difficult to distinguish between Full and Associate members.
- We wish clarification on published dates for various AGM matters. In particular this year there have been published, at least, three different

dates set as deadlines for submitting items for the Agenda. These were the 5th September, the 8th September and the 17th September. Could the dates be fixed as a specific number of days (or weeks) before the AGM date?

The Chairman said that the items submitted by the HMS Belfast (London) Group could not be permitted as only items submitted by individual current members could be accepted. He said that the items had been submitted by the Secretary on behalf of the LG Committee and as two members of the Committee were lapsed members of the RNARS it was not possible to discuss the items.

He would however deal with some of the points raised and at the same time try to explain to the wider membership the reasons why the London Group operating on Belfast are not as they believe, a sub-group of the RNARS.

The Secretary of the London Group approached the main committee last year asking them to assist in resolving problems they were having with some of their members. Unfortunately, these differences had spilt over on to the Internet and although it was confined at first to the LG member's only section it eventually became available to all. As a result of this we received many e-mails from members, not LG, asking what was going on.

The main committee was furnished with a disc received from the LG with copies of emails and documents relating to some of the events that had taken place.

All the members of the main committee were given a copy of this disc and documents and told to study it, make whatever enquiries they felt were required and report their findings and conclusions at the next committee meeting which was some three weeks away.

At that meeting the results of their labours were discussed resulting in the LG being advised that this problem was one they should resolve themselves and not involve the RNARS. The question also came up as to what the relationship of LG to the RNARS was. This was reported in the Minutes of the main committee dated 18th November 2010 and repeated in a letter to the Secretary of the LG sent on 24th November 2010.

All those who have been involved in decision making will be aware that the Management Committee makes all decisions affecting that organisation. In this case the RNARS main committee. However, some powers may be delegated to members, or a sub-committee or group.

A sub-committee is a small group assigned to focus on a particular task. It can make recommendations to the main committee for decisions. Any decisions made remain the responsibility of the main committee.

A deeper investigation into this question established that the LG had its own constitution, elected its own officers and committee and permitted membership to non RNARS members. The Committee which submitted this item in fact has non RNARS members on it which hardly

qualifies them to place items on the agenda even if we were to allow affiliated societies to take part.

The LG were then advised that their status was that of an Affiliated Club and were advised to apply to be recognised as such. This they did. They were also asked to remove RNARS from their title but stated that they would continue to include it in their title.

Let all members be perfectly clear that regardless of any past history of the LG and it being accepted as part of the RNARS, it is the duty of the main committee when it is brought to their attention that there is an anomaly in the organisation it must take the necessary action to correct it.

There are no squatter's rights. I would also point out that in order to call ourselves the Royal Naval Amateur Radio Society Admiralty approval had to be obtained. Initially we would either have to have been Maritime or Naval. The Royal prefix was only obtained by hard negotiations with the Admiralty with the backing of some very senior officers. We jealously guard that privilege

John M6BBG a member of the LG pointed out that the LG recruits members for the RNARS through its website and has many activities that overlap with that of the RNARS.

The Secretary of the LG asked if the items had been submitted by an individual whether they would have been accepted and discussed. The Chairman replied that if that member was a fully paid up corporate member then they would be accepted and discussed.

The Chairman was then asked if he meant that the LG could no longer use RNARS in their title. He confirmed that was the case. The Chairman of the LG said they would continue to include RNARS in their title as they had done for the past 35 years. The Chairman pointed out that this statement had been openly made to all attending the AGM and it would be recorded as such.

**Shack Managers' report:** The shack and its equipment have gone through a full refit period since the last AGM. The first task that was undertaken was to muster all the equipment and associated units so that they could be, maintained, catalogued and correctly stowed. A full inspection of the antenna arrays and towers was undertaken resulting in the replacement of feeders, stripping the beams and replacing halyards. We have much to thank Bill, G3TZM and Keith G1GBX for as they were the prime movers in organising and carrying out this work. I must also thank members of the Submarine Club who assisted in this.

Internet was installed which took slightly longer than anticipated as we had many security problems to be resolved. Here again we must thank Rosie as she certainly smoothed the way for us. EchoLink and eQSO have been added to the normal data modes and are now fully operational. These modes created much interest at our open day. ATV was installed and worked exceptionally well at the Open Day and was manned and operated



mainly by one of our Affiliated Clubs, The Horndean and District Radio Club under the direction of the President of BATC Peter G3PYB.

Peter has taken away our ATV equipment to have it updated at no expense to the Society. The same team will return next year to carry out the same function.

Video Conferencing is now possible using Skype and this has been in use for the last two Committee Meetings resulting in great savings in travelling costs for those members who have long distances to travel. It also means our Newsletter Editor, Colin, can join in from the far North of Scotland allowing him to be party to all committee activities.

Years of old paper work and files was removed and shredded allowing some filing cabinets to be removed giving more space to users. We have a few more minor details to attend too but operationally we are in good shape.

Glyn GW4MVA our Awards Manager stood down after many years and we were fortunate to find a replacement with Ian G4KJD. We thank Glyn for his long service to the Society. Dave G4ZMP asked about the restriction of 100w on the Yaesu in the HQ Shack. After some discussion it was agreed that the rig could run at 200 watts.

**QSL Manager's Report:** Since the 2010 AGM the QSL Bureau has received 831 incoming cards; a 57% increase over the previous year. I don't, however, expect this trend to continue, as of the 831 received cards 435 were for the 2010, 50th anniversary GB50RNARS activations, with the lions share for Mick G3LIK (111), Dave G1OCN (106) and the London Group (96). The rest of the GB50RNARS cards were in descending order for; Phil G1LKJ (32), Glenn G0GBI (21), Glynn GW4MVA (20), Carl GW0VSW (11), GB3RN (10), Glyn GW0ANA (6) and Dave G4ZMP (6). The remaining 396 non-GB50RNARS cards received through the bureau were for 128 callsign holders, of which no one individual received more than 15 cards over the entire year. Those who received 10 or more cards were Mick G3LIK (15), Peter HZ1PS / VK6APW (13), Bill G3TZM (12), Glenn G0GBI (11), Bob N4XAT (11), Anna G0DID (10) and the London Group (10).

The long-standing reciprocal arrangement continues with the RSARS and RAFARS bureaus and I have recently reaffirmed the same with FISTS. And although no cards have been received from either RAFARS or from FISTS, a total of 9 cards were sent to RAFARS from 5 members and one GB50RNARS operator. The RSARS bureau sent 39 cards for 25 members and I have in-turn sent them 21 cards from 5 members and from 3 of the GB50RNARS operators.

I have distributed 535 cards to 63 members either by post, or by hand here at Collingwood, the London Group AGM and at a number of rallies throughout the country - I have even dropped cards through the letterboxes of a few members local to me and have, in general, received positive feedback. I have, however, been disappointed by the reluctance of

several of the GB50RNARS operators, who having been asked to send me envelopes to collect their cards, continue to decline to do so. This has led me to post several batches of cards at my own expense, a practise which I have now stopped. Although poorly subscribed to, the RNARS QSL Bureau Yahoo! lookup service continues to offer an up-to-date status checking facility of all incoming and outgoing cards and SSAEs and is open to all members of the Society.

The number of cards in the bureau currently stands at 339 for 130 callsigns and I hope to again be able to distribute a number of these today. The Bureau also currently holds 957 SSAEs for 272 callsign holders. 73, Marc Litchman, G0TOC - RNARS 4876

Data Comms (GORNO): My weekly eNews bulletin is sent to members via the RNARS Yahoo Group. These bulletins include the latest membership changes, news of RNARS events plus many other snippets of news. "Stop Press" items of news may be sent out at any time. Membership of the RNARS Yahoo Group "reflector" is strictly limited to current members of the society - any member becoming "non-current" is immediately removed from the group. All group members can post messages to the group. To join the group, go to the group's site at: <http://groups.yahoo.com/group/RNARS/> click on "Join this group" and follow the instructions given. OR Send an email to: **RNARS-subscribe@yahoogroups.com** In the message part of that email type in your name, callsign and RNARS number. Next, send the email. Shortly after that check your inbox as you will receive an email asking you to confirm your request to join the group. Follow the instructions on how to do so - the EASY way is to click on "Reply" and send the message. You will then receive an email welcoming you to the group.

If you have problems please email me with your name, callsign and RNARS number, confirm that you would like me to add your email address to the group listing and whether you wish to receive all mail or just a Daily Digest. My thanks to Dave G4JBE for his help as co-moderator of the group, and to members of the Committee and RNARS Managers for all their efforts on our behalf. 73, Diana GORNO/3926 rnars2news@btinternet.com

**Web Site Manager:** Earlier this year I volunteered for the task of Website Manager. Since then the site has been redesigned and given a changed look. I am always open to suggestions of what should be changed or what should be included. There is a link on the home page where I can be emailed. Sorry about the extra step you have to go through but that is to save me from tons of spam email. I am collecting some of the historical documents of the Society such as early Committee Minutes and plan to add a 'History' section to the site.

Joe G3ZDF

**Area Rep Co-ordinator (G4DIU) (Given by Bill G3T2M):** "NATIONAL HAMFEST", Newark,. from Wally G4DIU RNARS 0391. This event was previously known as the Lincoln Hamfest and is very well managed by the Lincoln Short Wave Club. These events have been running since the 1950's. The site at which it is held is the Newark and Nottinghamshire County Showground. The RSGB seem to have 'hijacked' this event as their stands were the biggest in the hall. Together with GB4FUN and the various stands, they took up more space than Kenwood, Icom and Yaesu put together.

An ad' for new regional representatives has been run and has to date generated 5 responses. There are also suggestions that some other regional reps may be standing down. I recommend that the Committee follow this up.

**Newsletter Editor:** Good afternoon ain and aw and sorry I can't be with you to enjoy the social ambiance and join in the friendly debate. It's two years since I took on the role of editor, I hope my editorial skills have improved since then; all comments on the back of a postage stamp please.

I'd like to thank all who have sent in items for publication; without articles there wouldn't be a newsletter. Next; my thanks to Joe Kirk for keeping me appraised of all that goes on in the committee and of course Doug Hotchkiss for his very welcomed and continued support. Lastly, my thanks to Doug Bowen and his wife for arranging the printing and getting the newsletter into the postal system.

Mixed amongst the many supportive e-mails and comments I receive following each publication are always one or two drips, my stock reply; "if you can do better, you are very welcome to take over". For whatever reason I've never been taken up on this very generous offer; although I would stress I do welcome constructive suggestions which I try to incorporate.

As regards material for inclusion, radio related articles in the newsletter have been few on the ground, however it has to be appreciated that there are several commercial amateur radio publications and of course the internet is full of radio construction projects and technical information. Therefore the bulk of articles relate to maritime matters, service life and reminisces, which always seem to create a fair bit of feedback and I'm pleased to see more articles from our red duster members. I have also to remember that for many older members, who for differing reasons can no longer get on the air or enjoy the benefits of e-mail and the internet, the newsletter is their only link with the society, therefore with this in mind I have to balance things out with reports in order to keep the membership appraised.

Recent newsletters have been limited to forty-eight pages. The printer uses a system that prints in page multiples of four; the next size up from forty-eight pages is fifty-two which is just a shade too thick for the

standard postal rates now that the Royal Mail is charging on the basis of size and weight. Hence to satisfy the requirements of the printer and to keep postal rates within reason, the newsletter has been adjusted to a maximum of forty-eight pages.

Once again, sorry I can't be with you all; presently I'm nursing a black eye following a slight altercation with the girl in my local corner shop. She offered me a "rollover", how was I to know it was a lottery ticket she was talking about?

Knowing that you will all want to get down to the serious side of the meeting; the raffle, pleasant social intercourse and associated bun fight, I'll close and wish you all the very best and kindest regards.

**Awards Manager:** Since taking on the role of Awards Manager earlier in the year I have not received any claims for awards. I inherited 3 from Glyn my predecessor and they have been processed.

Ian G4KJD

**Report from Jo PAOVLA on 50RNARS Suffix:** When I started writing a new bunch of QSL cards to take to the monthly meeting of the local club I suddenly realised that although I had been active last year with a special call to celebrate the Golden Jubilee of the RNARS that it might be a good idea to produce some input for the AGM regarding the results of that activity.

As you may well know, a number of Dutch members of the RNARS activated a series of special callsigns during the Jubilee year 2010. These special callsigns all had the suffix 50RNARS.

The prefixes were chosen from the Dutch callsign allocation PA through PI. In these callsigns no use was made of the PD and PI prefixes. The reason for not using these prefixes was twofold. The PD prefixes are for use by Novice licences and there are no Novice RNARS members in The Netherlands and the PI prefixes are only allocated to school and club stations.

At the end of 2009 several phone calls were made to Agentschap Telecom, the Dutch callsign allocation authority. From these phone calls it seemed no problem at all to use these special call signs during the whole of 2010. At first, until around April, there was no problem with the licensing authorities. From April onwards the licensing policy changed suddenly and from that time it was only possible to use these special call signs for a period of 4 weeks at a time. This period had to be followed by a kind of "rest" period of 4 weeks. In that period it was possible to apply for a new, in our case the same, special callsign. This made the use of these call signs a real puzzle if you wanted to use it in specific contests or during holidays or whatever. During contests it made for an extra challenge while using these special suffixes. Due to the almost mandatory use of computers nowadays it gave a lot of stations a whole bunch of new problems to copy this

combination of characters. Several times I gave up trying to explain, and repeat, the combination 50RNARS. The end result was quite a lower score as the one I reported at first. The main reason being that the other station had not copied my callsign correctly.

At the end of the year a quick count gave a total of about 3500 QSO's from the participating members. QSL cards are still being written and sent out, either directly, by hand or via the bureau. For the next Jubilee call I think I will apply for PA75RN to make life easier for myself and the QSO partners.

Jo / PA0VLA / PA50RNARS / RN944

### **Re-election of officers**

The following officers are prepared to continue and offer themselves for re-election and were duly elected.

Chairman	Doug Hotchkiss G4BEQ
Vice Chairman	Mick Puttick G3LIK
Treasurer	Adrian Mori M3ZNU
Secretary	Joe Kirk G3ZDF
Membership Secretary	Wally Walker G4DIU

### **Election of Committee**

The following committee members have indicated their willingness to remain as members of the Committee and offer themselves for re-election Keith Ray G1GXB, Ray Ezra G3KOJ, Bill Mahoney G3TzM, Les Horne GW0JTE, Doug Bowen G0MIU, Dave Lacey G4JBE. The Members were duly elected as members of the Committee.

**Election of Auditors:** Adrian the Treasurer explained how our books were audited by a colleague in the bank where he works and how it was done at minimal cost to the Society. Proposed by Bill TzM and seconded by Ray that we continue with this auditing method; agreed unanimously.

**Date of next AGM:** Proposed that it be held on the 2nd Saturday in October (13<sup>th</sup>). A question was asked whether it clashed with an RSGB Event. This will be investigated. The question of the venue was also discussed.

The Maritime Club in Portsmouth was suggested as one possible venue. One member said the room rates were £87.50 for a double and £47.95 for a single room. Unfortunately there is not a room where the AGM could be held in private.

In view of the way our membership is spread across the country (and abroad) holding the AGM in Coventry was also suggested. It was further suggested that in order to encourage attendance that the AGM be

combined with a Reunion Weekend. A voting slip will be included with an upcoming Newsletter and the views of the membership canvassed.

### **Pictures from the 2011 AGM**



**RNARS Nets:** all frequencies +/- QRM. DX nets are all GMT, UK nets are GMT or BST as appropriate. **Contact Mick G3LIK with any changes or up-dates: [mick\\_g3lik@ntlworld.com](mailto:mick_g3lik@ntlworld.com)**

### UK Nets

	Time	MHz	Net	Control
Daily	2359-0400	145.725	Midnight Nutters	M0WRU
Sun	0800	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
Mon	1400	3.575	QRS CW	G0VCV-G3OZY
	1900	3.742	North West-News at 2000	G0GBI
	1900	3.528	CW	G3LCS
Wed	1400	3.74 / 7.055	White Rose	G3OZY
Thurs	1930	3.74	SSB & News at 2200	2E1SDI
	2000	145.4	Stand Easy	Vacant
	1900	3.542	Scottish CW	GM3XGX
	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	G0DLH Memorial Net	G0VIX

### DX Nets

	Time	MHz	Net	Control
Daily	0800	14.303	Maritime Mobile	G4FRN
	1800	14.303	Maritime Mobile	G4FRN
Mon	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
	1430	21.41	RNARS DX	WA1HMW
Sun	0800	7.015 / 3.555	MARAC CW	PA3EBA-PI4MRC
	1230	14.335	Isle of Man	GD3LSF-OE8NIK
	1430	21.41 / 28.94	RNARS DX	WA1HMW
	1900	E-QSO	When cond' poor	VA3ICC
	1900	14.33	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 order form**  
**\*\*\* Clearance sale – note the new low prices \*\*\***

Feel free to use a photocopy of this form  
Please 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			11-00	2-50	
T Shirt (Navy blue) with large logo			5-00	1-00	
Polo Shirt (White or Navy) with logo			11-00	2-50	
Tie (Navy blue) RNARS logo			4-50	1-00	
Logbook			3-00	1-50	
Baseball cap with RNARS logo			4-00	1-50	
Car windscreen sticker			0-30	SAE	
Blazer badge with logo in gold wire			8-50	1-50	
Tea / Coffee mug with logo			1-00	2-00	
Coasters with logo			0-45	0-50	
Lapel badge			1-00	0-50	
Key rings			0-20	SAE	
<b>Total enclosed</b>					

Sizes: Medium 36-38, Large 40-42, X-Large 44, XX-Large 46+

Please send form together with PO or cheque made payable to  
RNARS to: Doug Bowen G0MIU 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.