

The Newsletter of the

# **Royal Naval Amateur Radio Society**

Summer 2012



LV North Carr & Frigate Unicorn (page 27)

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

The RNARS is affiliated to the RSGB

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## Subscriptions

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

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

**USA:** Payment may be sent to Bill Cridland, address above. **All other overseas members:** Please send subscriptions in sterling (GBP) by international money order to the Membership Secretary.

The society banks with Lloyds TSB, 272 London Road, Waterloo, PO7 7HN. Sort code: 30 99 20 - Account number: 0022643 - IBAN: GB92 LOYD 3099 2000 0226 43 & BIC: LOYDGB21271.

**PayPal:** Subscriptions can also be made via **PayPal** through the RNARS website. Click on the *How to Join* page: [www.rnars.org.uk](http://www.rnars.org.uk)

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## Data Protection

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

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

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## **Chairman's Chat**



Having just read a draft of the Newsletter; once again our editor has done us proud with another interesting read; thank you Colin.

I would remind all those who have taken advantage of receiving their NL electronically, that there are only three reasons why it failed to arrive.

- 1 - You have failed to carry out the correct procedure when subscribing by e-mail.
- 2 - There is not enough space in your e-mail box to accept it.
- 3 - You have changed your e-mail address and haven't re-subscribed from your new address.

With the high cost of postage that we now face, and I am sure it will increase again, we need more members to take advantage of the lower annual subscription rate and receive the full colour version of the Newsletter electronically.

At the last AGM the question of holding the meeting at a different venue was brought up once again. The committee have no objection to this and are quite willing for this to take place. However, if it is outside the Portsmouth area it needs somebody, (you might recall I did rate you all up to "somebody" in the Spring NL 2011), to set up a venue and establish how many members will attend. The "oldies" amongst you will recall that we have twice arranged the AGM at an alternative venue, at considerable cost, only to find very few members attended. On one occasion it was only the committee. It has also been suggested we hold it in the Royal Maritime Club Portsmouth; I have investigated this and found that because of the cost factor and facilities it is not a viable, but am quite happy for "somebody" to prove me wrong.

The ideal time to hold it would be at our Get Together Week End at Coventry in September. With a full social program arranged, ensuite rooms, breakfast, evening meal, gala dinner, "Up Spirits", professional entertainment, coach trip to the National Memorial Arboretum at Alrewas, special event station, free parking, happy

hour on selected drinks, fun and games, at an all-inclusive price, what better time to meet up with friends old and new?

If you are thinking of joining us in Coventry, I would suggest that you e-mail me sooner rather than later and obtain a booking form and program. Send off the booking form with a £5 deposit per person to be sure of your room. I repeat; do not leave it to the last minute because you could be disappointed. I am working on a first come first served basis and as many are taking the opportunity to book in their close friends and/or family, my room allocation could well be oversubscribed causing disappointment.

The Collingwood Open Day was cancelled at short notice due to weather conditions which was a great disappointment. I would like to thank the committee and our friends from the BATC and Horndean Radio Club for all their hard work and dedication preparing the HQ Shack for this event.

Due to the Plymouth Group closing down, Joe Kirk G3ZDF, our Secretary, travelled to Liverpool to collect some of the equipment and documentation from the retired secretary of the group who had made it clear that he had no wish to be held responsible for it. What is now required is for members of the Plymouth Group to hold an EGM and formally wind everything up. We are prepared to store the equipment and documentation at the HQ Shack for a limited period but have no powers, nor do we want them, to interfere with the affairs of an affiliated club.



*73 de Doug. G4BEQ*

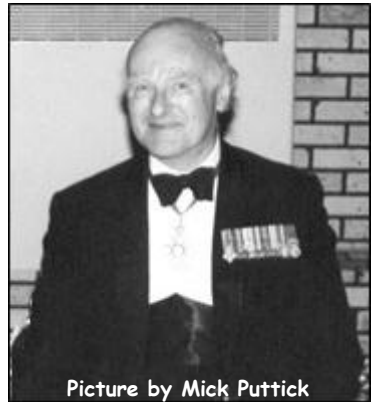
## **Obituary - Lord Mottistone**

The following is reproduced with the kind permission of the Daily Telegraph.

Captain Lord Mottistone, who has died aged ninety, was a successful naval officer, businessman and supporter of the charity SANE.

As Lt David Seely, he joined the destroyer *Hesperus* in early 1941 (commanded by Donald Macintyre who, for sinking U-boats in the Battle of the Atlantic, would go on to win three DSOs and a DSC). David Seely's first three months in *Hesperus* were spent on Atlantic convoy duty. In May

1941 the ship was part of a relief convoy to Malta and delivered aircraft to the island. She was also part of the destroyer escort of the battle cruiser *Renown* and the carrier *Ark Royal* in the hunt for the German Battleship *Bismark*.



Picture by Mick Puttick

On December 7th 1941, David Seely witnessed Macintyre sink his first U-boat, U-208, by depth charge; then, on January 15th 1942, Macintyre sank a second, U-93. After repairs, *Hesperus* returned to the Atlantic and escorted a dozen convoys, several without loss. On Boxing Day, she sank U-357.

In March 1943 David Seely was appointed first-lieutenant of the lease-lend destroyer *Bazeley*, and in October he helped successfully defend convoy ONS 206, when wolf pack *Schliffen* was driven off with the loss of one merchant ship for the loss of six U-boats; it was one of the most disastrous nights of the war for the U-boats.

Then, in November, *Bazeley* was part of the escort of Convoy SL 140 when 65 merchant ships were attacked off Cape St Vincent by 13 U-boats of wolf pack *Weddigen*. *Bazeley* helped to sink U-648 on November 23rd; two days later she sank U-600. During Operation Neptune in June 1944, *Bazeley's* escort group was deployed in the Western Approaches to keep U-boats from interfering with the landings in Normandy.

In September 1944 David Seely decided to specialise as a signals officer. On completing his course he sailed in the Australian destroyer Quickmatch to Sydney, where he joined the destroyer flotilla leader Kempfenfelt in the British Pacific Fleet for the closing months of the war and the liberation of Hong Kong.

He returned to Britain in December 1945, saying he had had a "rather dull war - I never got sunk".

David Patrick Seely was born on Dember 16th 1920, the fourth son of the 1st Lord Mottistone. David's godparents were Winston Churchill and the Prince of Wales (later Edward VIII); he entered Dartmouth as a 13-year old cadet.

Shortly after the war he was court-martialled for losing the safe keys giving access to a ship's cryptographic material, and was deprived of two years' seniority as a lieutenant; he thought the sentence was "very fair," but the Admiralty reduced the punishment on review.

David Seely commanded the destroyer Cossack in 1958-59, and the new frigate Ajax from 1963 to 1965. He was mentioned in despatches for his part in foiling a landing by enemy soldiers north of Kuala Lumpur during the Malayan Emergency. He was Naval Adviser in Ottawa in 1965-66. On succeeding his half-brother as the 4th Lord Mottistone in 1966, he retired from the Navy in the rank of captain.

In retirement he was director of Radio Rentals Group; the Distributive Industry Training Board; and the Cake and Biscuit Alliance. He was appointed CBE in 1984.

David Mottistone was Lord Lieutenant for the Isle of Wight from 1986 to 1995, and in 1992 was appointed its Governor on the revival of the post (it had not been filled after Lord Mountbatten's assassination in 1979).

He was a member of the Royal Yacht Squadron, the longest-serving member of the Royal Cruising Club, and Commodore of the House of Lords Yacht Club. As first chairman of the mental health charity SANE, he presided over its fortunes from 1986 to 2009, seeing the charity through many difficult challenges.

He married in 1944, Anthea McMullan, who died last year, and is survived by their two sons and two daughters; another daughter predeceased him.

Captain Lord Mottistone, born December 16th 1920, died November 24th 2011. © Telegraph Media Group Limited 2012

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### **Lord Mottistone and the early days of the RNARS.**

It was with great sadness I heard of Lord Mottistone's passing. As well as being past Patron of the RNARS, he was my last Captain in the Royal Navy.



LRO(G) May - HMS Ajax

Captain the Hon David. P. Seely was in command of HMS Ajax from 1963 through to 65, and due to the unusual circumstances that I left the ship\*, we exchanged correspondence some fourteen years ago when I joined the RNARS. He said; "I do remember you being invalided ashore, as always, an LRO(G) could not be spared!"

As Commander of HMS Mercury in 1960, he played no small part in the birth of the RNARS and the setting up of the 'shack' in Mercury. Although the first amateur radio club in Mercury had been set up in 1947 as the Mercury Amateur Radio Society, it relied solely upon the availability of a spare Nissan-Hut to operate from. In 1957, Mike Mathews G3JFF had successfully set up a radio club at Kranji Wireless, Singapore\*\*. At that time, he was also on the committee of the Malaysian Amateur Radio Society that had members of the RAFARS within. He noted that the RAFARS had club stations all over the world, supported by their Main Signal School in the U.K.

On his return to the UK, Mike, along with George Tagg G8IX, (a Telegraphist of WWI vintage), along with Lt Johnny Riggs RN, presented a set of proposals to the then Captain of the Signal School; Captain John Henley, RN. These were approved and were to form the initial conditions and regulations of the RNARS.



The inaugural meeting was held on the 25th June 1960 in Mercury's cinema. Representing the Captain of Mercury, Commander David Seely chaired the meeting. Twenty-six serving and ex serving members attended, amongst them as a serving member, Mick Puttick G3LIK. The outcome of this meeting was the formation of the RNARS and its inaugural Committee.

In Lord Mottistone's words; "I became associated with the RNARS, because, as Commander of Mercury in 1960, I assisted Mike Mathews in getting the hut and some of the equipment for start-up of the Society. When, later, I had left the navy in protest against the Governments Defence Policy to phase out fixed wing carriers in the early 1970s and had unexpectedly succeeded my elder brother to the family title, Mike asked me if I would become Patron of the RNARS. In the early 1980s, as an active Peer I was able to persuade the government to understand the importance and genuine use in emergencies of amateur radio generally and the RNARS in particular. I was persuaded to take that on by Ken Craddock-Hartopp, then the Chairman of the RNARS, who did all the hard work!"

Whilst Commanding HMS Ajax, Captain the Hon David Seely was mentioned in despatches for actions in the Malacca Straits, against Indonesian infiltrators during the confrontation of Malaysia by President Sukarno. I remember these well. The first was on the 13th December 1964, the 25th anniversary of the Battle of the River Plate, when our predecessor was in action along with Exeter and Achilles against the Graf Spee. It was also my 26th birthday. The second was to be eleven days later on Christmas Eve. I will endeavour to give an on-board account of these two encounters in a future newsletter.

In the passing of Captain Lord Mottistone, we have lost a great man of purpose and principle, and is for me, and also for us all, the passing of an era. - Vale Dominus.

*\* I had contracted TB, April '65 whilst in Ajax.*

*\*\* During my time in Kranji, running FRs, 60/62, although not an amateur at the time, I did see the shack and remember the walls covered with QSL cards.*

*Graham 'Charlie' May MØAHF  
RNARS 4369 - ROA 135*

## **Formal notice of the fifty-first RNARS Annual General Meeting**

**The AGM of the RNARS** will take place on Saturday 13<sup>th</sup> October 2012 starting at 14:00 in the Senior Rates' & WOs' Mess, HMS Collingwood.

**Apologies:** To be sent to Joe Kirk; General Secretary.

**Gate Security:** Members attending must supply their name and address to Mick Puttick (G3LIK) well in advance. If bringing your own car, you must also supply Mick with the registration number, make, model and colour. Mick can be contacted as follows:

21 Sandyfield Crs, Cowplain, PO8 8SQ  
E-mail: [mick\\_g3lik@ntlworld.com](mailto:mick_g3lik@ntlworld.com)

**Voting:** You may vote on resolutions at the AGM either in person or by appointing a representative or proxy. The Chairman will act as your representative and follow any voting instructions given. If you do not want the Chairman of the AGM to act as your representative and wish to nominate someone else, write to the Secretary and inform him who that person is at least one week prior to the AGM. Give clear instructions to your representative for each item on whether you wish to vote "For" or "Against". A proxy voting form is supplied on the rear cover.

**Accommodation:** There is no service accommodation available. Below are the contact details of the local tourist information office that retain a list of B & B's and suitable hotels, they can provide listings on request. The society cannot be held responsible for the quality of the accommodation, but please note that the list is approved by the local tourist information services.

Gosport Tourist Information Centre  
Bus Station Complex  
South Street  
Gosport  
PO12 1EP  
Tel: 023 9252 2944  
Fax: 023 9251 1687  
[tourism@gosport.co.uk](mailto:tourism@gosport.co.uk)

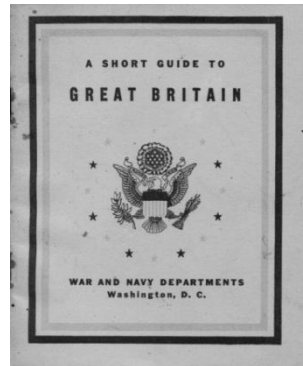
**Agenda** may be subject to slight alteration and additions

- 1 Apologies for absence
  - 2 Chairman's introduction
  - 3 President's report
  - 4 Chairman's report including Silent Keys
  - 5 Secretary's report
  - 6 Membership Secretary's report
  - 7 Treasurer's report
  - 8 Ex-Officio's report
  - 9 Presentation of RNARS awards
  - 10 Managers' reports
    - a – Shack Manager (G1LKJ)
    - b - QSL Manager (GØTOC)
    - c - Data Comms (GØRNO)
    - d - Web Site Manager (G3ZDF)
    - e - Area Rep Co-ordinator (G4DIU)
    - f - Newsletter Editor (GM6HGW)
    - g - Awards Manager (G4KJD)
  - 11 Election of officers
  - 12 Election of new Committee for 2012/2013
  - 13 Election of Auditors
  - 14 Date of next AGM
- 

### **A GI Guide To Great Britain**

A few years ago a friend in the USA sent me an interesting little booklet issued to US service personnel prior to their arrival in the UK when they entered World War Two. I've scanned the document and reproduced it below; it made interesting reading for me so thought I'd share it with you all. Part two will follow in the Winter edition.

For members who receive their Newsletter via e-mail as a PDF, if you right click on the pages below, a number of options should appear, one of which is to rotate the document. It saves turning your monitor or lap-top on its side or getting crick in your neck for which I claim no responsibility.

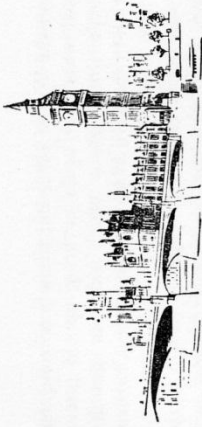


*Colin*

## A SHORT GUIDE TO GREAT BRITAIN

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### INTRODUCTION

YOU are going to Great Britain as part of an Allied offensive—to meet Hitler and beat him on his own ground. For the time being you will be Britain's guest. The purpose of this guide is to start getting you acquainted with the British, their country, and their ways. America and Britain are allies. Hitler knows that they are both powerful countries, tough and resourceful. He knows that they, with the other United Nations, mean his crushing defeat in the end.

So it is only common sense to understand that the first and major duty Hitler has given his propaganda chiefs is to separate Britain and America and spread distrust between them. If he can do that, his chance of winning *might* return.

**No Time To Fight Old Wars.** If you come from an Irish-American family, you may think of the English as persecutors of the Irish, or you may think of them as enemy Redcoats who fought against us in the American Revolu-

tion and the War of 1812. But there is no time today to fight old wars over again or bring up old grievances. We don't worry about which side our grandfathers fought on in the Civil War, because it doesn't mean anything now.

We can defeat Hitler's propaganda with a weapon of our own. Plain, common horse sense; understanding of evident truths.

The most evident truth of all is that in their major ways of life the British and American people are much alike. They speak the same language. They both believe in representative government, in freedom of worship, in freedom of speech. But each country has minor national characteristics which differ. It is by causing misunderstanding over these minor differences that Hitler hopes to make his propaganda effective.

**British Reserved, Not Unfriendly.** You defeat enemy propaganda not by denying that these differences exist, but by admitting them openly and then trying to understand them. For instance: The British are often more reserved in conduct than we. On a small crowded island where forty-five million people live, each man learns to guard his privacy carefully—and is equally careful not to invade another man's privacy.

So if Britons sit in trains or busses without striking up conversation with you, it doesn't mean they are being

haughty and unfriendly. Probably they are paying more attention to you than you think. But they don't speak to you because they don't want to appear intrusive or rude.

Another difference. The British have phrases and colloquialisms of their own that may sound funny to you. You can make just as many boners in their eyes. It isn't a good idea, for instance, to say "bloody" in mixed company in Britain—it is one of their worst swear words. To say: "I look like a bum" is offensive to their ears, for to the British this means that you look like your own backside. It isn't important—just a tip if you are trying to shine in polite society. Near the end of this guide you will find more of these differences of speech.

British money is in pounds, shillings, and pence. (This also is explained more fully later on.) The British are used to this system and they like it, and all your arguments that the American decimal system is better won't convince them. They won't be pleased to hear you call it "funny money," either. They sweat hard to get it (wages are much lower in Britain than America) and they won't think you smart or funny for mocking at it.

**Don't Be a Show Off.** The British dislike bragging and showing off. American wages and American soldier's pay are the highest in the world. When pay day comes, it would be sound practice to learn to spend your money according to British standards. They consider



you highly paid. They won't think any better of you for throwing money around; they are more likely to feel that you haven't learned the common-sense virtues of thrift. The British "Tommy" is apt to be specially touchy about the difference between his wages and yours. Keep this in mind. Use common sense and don't rub him the wrong way.

You will find many things in Britain physically different from similar things in America. But there are also important similarities—our common speech, our common law, and our ideals of religious freedom were all brought from Britain when the Pilgrims landed at Plymouth Rock. Our ideas about political liberties are also British and parts of our own Bill of Rights were borrowed from the great charters of British liberty.

Remember that in America you like people to conduct themselves as we do, and to respect the same things. Try to do the same for the British and respect the things they treasure.

**The British Are Tough.** Don't be misled by the British tendency to be soft-spoken and polite. If they need to be, they can be plenty tough. The English language didn't spread across the oceans and over the mountains and jungles and swamps of the world because these people were panty-waists.

Sixty thousand British civilians—men, women, and children—have died under bombs, and yet the morale of British is unbreakable and high. A nation doesn't come through that, if it doesn't have plain, common guts. The British are tough, strong people, and good allies.

You won't be able to tell the British much about "taking it." They are not particularly interested in taking it any more. They are far more interested in getting together in solid friendship with us, so that we can all start dishing it out to Hitler.

#### THE COUNTRY

YOU will find out right away that England is a small country, smaller than North Carolina or Iowa. The whole of Great Britain—that is England and Scotland and Wales together—is hardly bigger than Minnesota.

England's largest river, the Thames (pronounced "Tems") is not even as big as the Mississippi when it leaves Minnesota. No part of England is more than one hundred miles from the Sea.

If you are from Boston or Seattle the weather may remind you of home. If you are from Arizona or North Dakota you will find it a little hard to get used to. At first you will probably not like the almost continual rains and mists and the absence of snow and crisp cold. Actually, the city of London has less rain for the whole year than many places in the United States, but the rain falls in frequent drizzles. Most people get used to the English climate eventually.

If you have a chance to travel about you will agree that no area of the same size in the United States has such a variety of scenery. At one end of the English channel there is a coast like that of Maine. At the other end are the great white chalk cliffs of Dover. The lands of South England and the Thames Valley are like farm or grazing lands of the eastern United States, while the lake country in the north of England and the highlands of Scotland are like the White Mountains of New Hampshire. In the east, where England bulges out toward Holland, the land is almost Dutch in appearance, low, flat, and marshy. The great wild moors of Yorkshire in the north and Devon in the southwest will remind you of the Badlands of Dakota and Montana.

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**Age Instead of Size.** On furlough you will probably go to the cities, where you will meet the Briton's pride in age and tradition. You will find that the British care little about size, not having the "biggest" of many things as we do. For instance, London has no skyscrapers. Not because English architects couldn't design one, but because London is built on swampy ground, not on a rock like New York, and skyscrapers need something solid to rest their foundations on. In London they will point out to you buildings like Westminster Abbey, where England's kings and greatest men are buried, and St. Paul's Cathedral with its famous dome, and the Tower of London, which was built almost a thousand years ago. All of these buildings have played an important part in England's history. They mean just as much to the British as Mount Vernon or Lincoln's birthplace do to us.

The largest English cities are all located in the lowlands near the various seacoasts. (See the map in the center of this guide.) In the southeast, on the Thames, is London—which is the combined New York, Washington, and Chicago not only of England but of the far-flung British Empire. Greater London's huge population of twelve million people is the size of Greater New York City and all its suburbs with the nearby New Jersey cities thrown in. It is also more than a quarter of the total population of the British Isles. The great "midland" manufacturing cities of Birmingham, Sheffield, and Coventry (some-

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## GOVERNMENT

**ALTHOUGH** you'll read in the papers about "lords" and "sirs," England is still one of the great democracies and the cradle of many American liberties. Personal rule by the King has been dead in England for nearly a thousand years. Today the King reigns, but does not govern. The British people have great affection for their monarch but they have stripped him of practically all political power. It is well to remember this in your comings and goings about England. Be careful not to criticize the King. The British feel about that the way you would feel if anyone spoke against our country or our flag. Today's King and Queen stuck with the people through the blitzes and had their home bombed just like anyone else, and the people are proud of them.

**Britain the Cradle of Democracy.** Today the old power of the King has been shifted to Parliament, the Prime Minister, and his Cabinet. The British Parliament has been called the mother of parliaments, because almost all the representative bodies in the world have been copied from it. It is made up of two houses, the House of Commons and the House of Lords. The House of Commons is the most powerful group and is elected by all adult men and women in the country, much like our Congress. Today the House of Lords can do little more than add its approval to laws passed by the House of Commons. Many

times called "the Detroit of Britain") are located in the central part of England. Nearby on the west coast are the textile and shipping centers of Manchester and Liverpool. Further north, in Scotland, is the world's leading ship-building center of Glasgow. On the east side of Scotland is the historic Scottish capital, Edinburgh, scene of the tales of Scott and Robert Louis Stevenson which many of you read in school. In southwest England at the broad mouth of the Severn is the great port of Bristol.

**Remember There's a War On.** Britain may look a little shop-worn and grimy to you. The British people are anxious to have you know that you are not seeing their country at its best. There's been a war on since 1939. The houses haven't been painted because factories are not making paint—they're making planes. The famous English gardens and parks are either unkept because there are no men to take care of them, or they are being used to grow needed vegetables. British taxicabs look antique because Britain makes tanks for herself and Russia and hasn't time to make new cars. British trains are cold because power is needed for industry, not for heating. There are no luxury dining cars on trains because total war effort has no place for such frills. The trains are unwashed and grimy because men and women are needed for more important work than car-washing. The British people are anxious for you to know that in normal times Britain looks much prettier, cleaner, neater.



of the "titles" held by the lords (such as "baron" and "duke" and "earl") have been passed from father to son for hundreds of years. Others are granted in reward for outstanding achievement, much as American colleges and universities give honorary degrees to famous men and women. These customs may seem strange and old-fashioned but they give the British the same feeling of security and comfort that many of us get from the familiar ritual of a church service.

The important thing to remember is that within this apparently old-fashioned framework the British enjoy a practical, working twentieth century democracy which is in some ways even more flexible and sensitive to the will of the people than our own.

#### THE PEOPLE—THEIR CUSTOMS AND MANNERS

THE BEST WAY to get on in Britain is very much the same as the best way to get on in America. The same sort of courtesy and decency and friendliness that go over big in America will go over big in Britain. The British have seen a good many Americans and they like Americans. They will like your frankness as long as it is friendly. They will expect you to be generous. They are not given to back-slapping and they are shy about showing their affections. But once they get to like you they make the best friends in the world.

In "getting along" the first important thing to remember is that the British are like the Americans in many ways—but not in *all* ways. You will quickly discover differences that seem confusing and even wrong. Like driving on the left side of the road, and having money based on an "impossible" accounting system, and drinking warm beer. But once you get used to things like that, you will realize that they belong to England just as baseball and jazz and coca-cola belong to us.

**The British Like Sports.** The British of all classes are enthusiastic about sports, both as amateurs and as spectators of professional sports. They love to shoot, they love to play games, they ride horses and bet on horse races, they fish. (But be careful where you hunt or fish. Fishing and hunting rights are often private property.)



The great "spectator" sports are football in the autumn and winter and cricket in the spring and summer. See a "match" in either of these sports whenever you get a chance. You will get a kick out of it—if only for the differences from American sports.

Cricket will strike you as slow compared with American baseball, but it isn't easy to play well. You will probably get more fun out of "village cricket" which corresponds to sandlot baseball than you would out of one of the big three-day professional matches. The big professional matches are often nothing but a private contest between the bowler (who corresponds to our pitcher) and the batsman (batter) and you have to know the fine points of the game to understand what is going on.

Football in Britain takes two forms. They play soccer, which is known in America; and they also play "rugger," which is a rougher game and closer to American football, but is played without the padded suits and headguards we use. Rugger requires fifteen on a side, uses a ball slightly bigger than our football, and allows lateral but not forward passing. The English do not handle the ball as cleanly as we do, but they are far more expert with their feet. As in all English games, no substitutes are allowed. If a man is injured, his side continues with fourteen players and so on.

You will find that English crowds at football or cricket matches are more orderly and more polite to the players

than American crowds. If a fielder misses a catch at cricket, the crowd will probably take a sympathetic attitude. They will shout "good try" even if it looks to you like a bad fumble. In America the crowd would probably shout "take him out." This contrast should be remembered. It means that you must be careful in the excitement of an English game not to shout out remarks which everyone in America would understand, but which the British might think insulting.

In general more people play games in Britain than in America and they play the game even if they are not good at it. You can always find people who play no better than you and are glad to play with you. They are good sportsmen and are quick to recognize good sportsmanship wherever they meet it.

**Indoor Amusements.** The British have theaters and movies (which they call "cinemas") as we do. But the great place of recreation is the "pub." A pub, or public house, is what we could call a bar or tavern. The usual drink is beer, which is not an imitation of German beer as our beer is, but ale. (But they usually call it beer or "bitter.") Not much whiskey is now being drunk. Wartime taxes have shot the price of a bottle up to about \$4.50. The British are beer-drinkers—and can hold it. The beer is now below peacetime strength, but can still make a man's tongue wag at both ends.

You will be welcome in the British pubs as long as you remember one thing. The pub is "the poor man's club," the neighborhood or village gathering place, where the men have come to see their friends, not strangers. If you want to join a darts game, let them ask you first (as they probably will). And if you are beaten it is the custom to stand aside and let someone else play.

The British make much of Sunday. All the shops are closed, most of the restaurants are closed, and in the small towns there is not much to do. You had better follow the example of the British and try to spend Sunday afternoon in the country.

British churches, particularly the little village churches, are often very beautiful inside and out. Most of them are always open and if you feel like it, do not hesitate to walk in. But do not walk around if a service is going on.

You will naturally be interested in getting to know your opposite number, the British soldier, the "Tommy" you have heard and read about. You can understand that two actions on your part will slow up the friendship—swiping his girl, and not appreciating what his army has been up against. Yes, and rubbing it in that you are better paid than he is.

Children the world over are easy to get along with. British children are much like our own. The British have reserved much of the food that gets through solely for their children. To the British children you as an American



will be "something special." For they have been fed at their schools and impressed with the fact that the food they ate was sent to them by Uncle Sam. You don't have to tell the British about lend-lease food. They know about it and appreciate it.

**Keep Out of Arguments.** You can rub a Britisher the wrong way by telling him "we came over and won the last one." Each nation did its share. But Britain remembers that nearly a million of her best manhood died in the last war. America lost 60,000 in action.

Such arguments and the war debts along with them are dead issues. Nazi propaganda now is pounding away day and night asking the British people why they should fight "to save Uncle Shylock and his silver dollar." Don't play into Hitler's hands by mentioning war debts.

Neither do the British need to be told that their armies lost the first couple of rounds in the present war. We've lost a couple, ourselves, so do not start off by being critical of them and saying what the Yanks are going to do. Use your head before you sound off, and remember how long the British alone held Hitler off without any help from anyone.

In the pubs you will hear a lot of Britons openly criticizing their government and the conduct of the war. That isn't an occasion for you to put in your two-cents worth. It's their business, not yours. You sometimes criticize members of your own family—but just let an outsider start doing the same, and you know how you feel!

The Briton is just as outspoken and independent as we are. But don't get him wrong. He is also the most law-abiding citizen in the world, because the British system of justice is just about the best there is. There are fewer murders, robberies, and burglaries in the whole of Great Britain in a year than in a single large American city.

Once again, look, listen, and learn before you start telling the British how much better we do things. They will be interested to hear about life in America and you have a great chance to overcome the picture many of them have gotten from the movies of an America made up of wild Indians and gangsters. When you find differences between British and American ways of doing things, there is usually a good reason for them.

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British railways have dinky freight cars (which they call "goods wagons") not because they don't know any better. Small cars allow quicker handling of freight at the thousands and thousands of small stations.

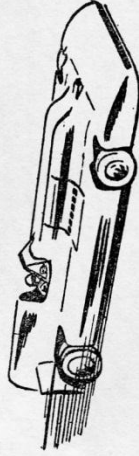
British automobiles are little and low-powered. That's because all the gasoline has to be imported over thousands of miles of ocean.

British taxicabs have comic-looking front wheel structures. Watch them turn around in a 12-foot street and you'll understand why.

The British don't know how to make a good cup of coffee. You don't know how to make a good cup of tea. It's an even swap.

The British are leisurely—but not really slow. Their crack trains held world speed records. A British ship held the trans-Atlantic record. A British car and a British driver set world's speed records in America.

Do not be offended if Britishers do not pay as full respects to national or regimental colors as Americans do. The British do not treat the flag as such an important



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## **My Shack**

From Peter (G3RDR) comes an idea for a regular item; pictures of your shack. To start us off is a picture of Peter's shack in Kenya where he operates as 5Z4/G3RDR.

Even better, how about a face picture of yourself sitting in your shack so that we can all see what you look like?



Pictures and a few comments to me in the normal way; e-mail to: **rnars@colinsmagic.com** and remember to **only** put **RNARS** in the subject.



## **To clean or not to clean?**

I joined my first ship HMS Chichester at Chatham. This was the last surface ship to be refitted in Chatham. We joined as the ships company and were soon allocated our mess and had a couple of days to meet our officers and departmental senior rates and find our way around. Our mess was aft below the quarter deck, I/C of the mess was a three badge LREM called McDonald.

As all our various duties were sorted out on the day, I was appointed mess man. Being keen to do my new job well, I scrubbed and shone everything in sight. When the McDonald came down to check how I was doing, he seemed pleased until the rum fanny was detected; shinning as new. He was stumped for words; "Peter, you never clean the fanny". "But it was revolting" I replied in my defense. He went off with the fanny. When tot time came he returned with the fanny and tots, feeling a little concerned, I offered him my tot, which he took with a smile. A lesson learnt.

Birthday Tot Time; when anyone had a birthday it was general to have a make and mend in the afternoon. Being well supplied with tots I was left below to rest. A voice boomed out; "Below, REM Rudwick?" It was my boss. "Yes Sir" I replied, the officer came down carrying his hat. You have won a book prize from HMS Collingwood. Quick as a flash I replied; "The RSGB Radio Handbook?" "Good" the boss replied, I shall see to it, enjoy your make and mend.



*Peter Rudwick*

### **My part in the Cyprus conflict**

After our crossing at full speed from Quebec due to the Cyprus war, we called in at Malta to drop off some of our young marines and load back up troops and equipment.



Thinking our SATCOM would be of importance and my relief had joined, I expected to be busy. However once anchored off Cyprus (Kirena) my boss came to me, "Chief, you don't have much on, I have arranged for you to join the landing party and assist the shore officer, be ready at 03:00 to join the landing craft, and wear whites". "Thanks boss". As it turned out the sea was too rough so we flew in by helicopter.

While we waited for the operation to get under way we had a look at the beach we were to land on, quickly noting a large sign; "Beach Mined".

Once the operation got under way we were very busy as the NATO troops escorted the British, Americans and many other nationalities

who were being evacuated to the British base. The ship's hanger was converted for accommodation and sleeping, the sick bay took a few that had been injured. Ashore the BBC was filming to a worldwide audience, my wife actually saw me on the landing area.

We took off over one-hundred people. It was a long day but a very worthwhile task.

*Peter Rudwick*



How the **Battle of Trafalgar** might have turned out if current safety laws and equality regulations had been in place.

**Hardy:** "My Lord, the combined French and Spanish fleet has just been sighted."

**Nelson:** "Good news indeed, get hands aloft and make full sail."

**Hardy:** "Sorry my Lord, new health and safety legislation requires that we carry out a full risk assessment before we send anyone aloft and we'll have to provide hard hats, safety harnesses, safety nets and appropriate footwear."

**Nelson:** "Well, while you are doing that, get powder to the guns, charge them and run them out."

**Hardy:** "Sorry; health and safety regulations require us to limit the amount of powder we hold in the magazine and also controls the amounts we have in transit between the magazine and guns, so we'll only be able to charge half the guns at any one time."

**Nelson:** "Dam and blast; get all hands on deck for a pep talk."

**Hardy:** "Sorry my Lord, European working time directive requires the men to have adequate rest periods and suitable refreshment, so I can't call the men off watch for at least four hours."

**Nelson:** "Well, get the marine drummers to beat to quarters."

**Hardy:** "Can't do that my Lord, the noise of the drums exceeds the legal limit for noise in the work place as it may damage the hearing of the men."

**Nelson:** "Bugger me Hardy."

**Hardy:** "Well hello sailor; I didn't know you cared, new equality laws allow for that sort of thing now!"

*AB Annon*



## **Minutes of the RNARS committee meeting: 8<sup>th</sup> March 2012**

|           |                      |            |           |
|-----------|----------------------|------------|-----------|
| Present   | Doug Hotchkiss G4BEQ | Chair      |           |
|           | Doug Bowen GØMIU     |            |           |
|           | Ray Ezra G3KOJ       |            |           |
|           | Wally Walker G4DIU   | Mem' Sec   | Via SKYPE |
|           | Keith Ray G1GXB      |            |           |
|           | Dave Lacey G4JBE     |            | Via SKYPE |
|           | Adrian Mori M3ZNU    | Treasurer  |           |
|           | Bill Mahoney G3TZM   |            | Via SKYPE |
|           | Joe Kirk G3ZDF       | Gen' Sec   |           |
| Apologies | Mick Puttick G3LIK   | Vice Chair |           |
|           | Colin Topping GM6HGW | Newsletter |           |
|           | WO1 Dodd             | Ex-Officio |           |

**Chairman's opening remarks:** The meeting opened at 19:30 when the Chair welcomed everyone.

**Minutes of the last meeting:** Proposed by Ray G3KOJ, seconded by Dave G4BJE and agreed unanimously.

**Matters arising:** Photographs from overseas members for inclusion in the Society PowerPoint presentation (G3LIK) Selection sent by Mick G3LIK to the Secretary and will be used by Doug in the presentations.

**Progress with transferring responsibility for Society callsigns (G3ZDF):** GB3RN, GBØSUB, G1BZU, G3BZU, G3CRS and G7DOL transferred and licences now stored in the Shack. Secretary will investigate to see if any other callsigns should be transferred to his name.

**Use of HQ Shack as an exam centre (G3ZDF):** New Exam Centre certificate received from RSGB.

**Contingency if HQ Shack becomes unavailable:** Two sets of comments received, from Dave and from Ray. Chairman said he had examined the options in great detail. He visited HMS Hornet and found that the aerial in place there had been knocked down. He had looked at all the forts on top of Portsdown Hill. In Fort Wallington we would be charged £10/square foot commercial rent. Fort Nelson is owned by Hampshire County Council and the Palmerstone Forts



Society. He had been in touch with the manager and found that all their rooms are now occupied and they would not be prepared to allow us to erect aerals. Fort Southwick is owned by Pounds Scrap and let out to NCP for hospital parking. Forts Widley and Purbrook are owned by the Peter Ashley Trust. Widley would charge £40 per room per night. Horndean RC club use this fort and they park their caravan and trailer there at a cost of £10 / space/ week. Widley does not allow large permanent aerals. Purbrook would not allow aerals either unless they were secret or hidden. Prices similar to Widley but no outside space available. Renting is by the hour. HMS Dolphin – nobody available to talk to. Hornet – no permanent room available. He had contacted the Collingwood Barrackmaster and asked if we could go to the playing fields area. Chairman was told that the museum was not being thrown out, they were being moved in order to develop the original area. Keith questioned whether we actually needed a HQ Shack and the general agreement was that we do. Bill asked if we could plug into training people at Collingwood. Chairman said he had been advised by the Ex-Officio that there was no basic training taking place at the moment. He also said that we are trying to arrange training sessions to take place in the dog watches to enable new entrants to get their Foundation Licence (and hopefully in the process sign them up to the Society.)

**Chairman's report:** Chairman reported that he had been in touch with his opposite numbers in RAFARS and RSARS. Regular meetings are being scheduled to take place at Collingwood. It was mentioned in passing that full members of RAFARS must be serving members.

**Chairman** reported that the details of the **Coventry weekend** were confirmed. It will take place over the weekend of 14<sup>th</sup> to 16<sup>th</sup> September. There will be a full programme with a coach trip on the Saturday and a professional entertainer at the Gala Dinner on Saturday night. Costs very reasonable; £125 per person for 3 nights, £105 for 2 nights or £80 for 1 night. Chairman requested a float of £400 to help with the organising of the event. This was agreed.

**Secretary's report:** Secretary reported that Bill GOELZ had notified him that he wished to dispose of all the equipment and documentation relating to HMS Plymouth. Secretary said he had arranged to collect it the following Monday and Keith would accompany him. The Chairman commented that some of the equipment might be suitable for the reformed Portland Club – if they affiliated to the Society. There was no news about what was to happen to HMS Plymouth.

**Membership Secretary's report:** Wally reported that we had 44 Free members, 127 Life members and 653 current members giving a total of 824 members. He reported that there had been sixteen silent key members since he took over. Wally was asked to check if free members all had email addresses so that their newsletters could be sent electronically and we did not incur printing and postage.

**Treasurer's report:** Treasurer reported that we had £2885.05 in the current account, £9492.45 in the deposit account and £32541.97 in the long term deposit account which is due to mature on 5<sup>th</sup> December.

He reported that PayPal was operational for subscriptions and that nine members were using it to pay their subs. Cost per PayPal payment is about 50p.

**Review of attendance at Rallies (G4DIU):** The main rallies are quite popular and members usually take the trouble to sign in. We also recruit new members. It was agreed that we continue to attend rallies. Chairman reported that we had cancelled our presence at the Dayton rally.

**Proposal to purchase aerial analyser for shack. (G3ZDF):** Joe proposed the Society buy an analyser which can scan a range of frequencies to see where the SWR dips were similar to the one he had used on the previous aerial day. He said the cost would be about £250 - £300. Ray commented that we already had an MFJ analyser in the cupboard but that it did not do scanning. Keith said that the security of such small size expensive devices was always a problem in the shack and it was suggested that it should be kept in the locked cupboard. Agreed unanimously

**Proposal to purchase TV screen for display of digital and CW modes (G4BEQ):** The monitor would serve as a display for ATV, digital modes and CW readers and would be particularly useful during the upcoming Open Day.

Doug reported that our ATV equipment was being overhauled and updated by Peter, President of BATV in time for the Collingwood Open Day which was scheduled for 26<sup>th</sup> May. Doug said there would not be any operating outside the shack, digital modes in the main operating area and SSB/CW in the workshop area.

The purchase of the TV was agreed unanimously and the Secretary was asked to investigate possible models.

**Asset review and disposal (G4BEQ):** Chairman suggested that a small group be set up to review all our equipment and to make recommendations for the disposal of the remainder including publicising it in the Newsletter; agreed unanimously.

**Shack Manager:** The main priority is still to tidy up the Shack and Workshop which is slowly progressing. Two large and one small filing cabinets have been disposed of from the workshop and we are currently working on the racking. I plan to halve the size of the rack and move it along the wall to the middle and place the table next to the window to get it away from the doorway. All high cost items now stored on the racking I plan to store under lock and key in two of the cupboard reclaiming them from Commodities. The mini beam antenna has failed and until we can get a working party organised to lower the mast we are not sure what the problem is, i.e., Antenna or feeder. Now that spring is here and the weather is warming up I hope we can get it done sooner rather than later. Both the G4RV dipoles are back in action and appear to be working OK but I would love to be able to find a way of working on the top of the west mast to fit a "T" piece so that we could increase the separation between them.

**Open Day** will soon be on us again so the priorities will slowly be switched over to ensure that we are ready for it.

**Web Site:** Subscriptions can now be paid by PayPal. Working on getting a single payment facility available. Scrolling news flashes

now on front page of the site. Items for inclusion should be sent to the usual address.

**Area Rep Co-ordinator:** Fred G2IV will attend Norbreck Rally on 15<sup>th</sup> April but is still looking for assistance. Keith & Joe said they would man the stall at the Kempton Park Rally. Wally reported that he had been unable to get responses from many of the regional representatives.

**Other Business:** Bill asked whether we should consider having a permanent station at the National Memorial Arboretum. This was felt to be a good idea and Bill was asked to pursue it.

**Date of next meeting:** 3<sup>rd</sup> May 2012



### **Scottish Members & Anyone Else Who Might Be Interested**

It may interest members in Scotland and the North of England that after I suggested a social meeting over a year ago, I received zero replies. That's correct; not a single reply on the idea of a social meet up. Personally I find this apathy very sad; almost disturbing, more so in view of the recent success of the social weekend in Coventry.

However, I'm not the type to take a setback lying down, so I'm having another shot.

In Dundee Harbour lies the North Carr Light Vessel. Formally it was the HQ of the Tay branch of the MVS which came about following the disbandment of the RNXS.

With dwindling numbers in the Tay area, the MVS sold the North Carr into the care of a charity called TAYMARA which is used by a number of organisations in training young and vulnerable adults in all aspects of seamanship. I am involved in training all their qualified skippers and mates in obtaining their GMDSS SRC radio qualification.

Until recently, a local radio club used the old radio shack aboard the North Carr with wire aerials strung fore and aft via the light tower.

Since TAYMARA took over the care of the North Carr, plans are afoot to completely refurbish the vessel with funding from a number of agencies being sought. At present there is no active use of the radio shack!

Are there any RNARS members who would be interested in running an amateur radio station from the North Carr? Interestingly, just along the dock is the Dundee Sea Cadet unit who engage in some activities with TAYMARA. I see



LV North Carr - On Station (Fife Coast)

the proximity of the cadets as a potential recruiting ground into amateur radio and possibly the RNARS. Incidentally, RNARS member Carl Mason (GWØVSW) is a SCC officer and has informed me that the cadets are now following the amateur foundation course in their communications syllabus.

I'm not asking for a daily or weekly commitment, just sufficient numbers who can show an interest in helping out. The station aboard the North Carr could be run on a monthly basis to start with and in time with enough numbers, activity could increase for the purpose of public display in the same way as aboard many other well-known historic vessels throughout the world with eventual affiliation to the RNARS. Perhaps in time with the present messing and limited sleeping facilities aboard, we could run an activity period?

Incidentally, members who sailed on ships entering the Forth from the north heading to Rosyth, may well recall passing North Carr before she came off station in 1974.

Please, if you have any views on this, contact me as per my details in the editorial. This is a golden opportunity to promote amateur radio and the RNARS; over to you.

Colin GM6HGW 1870

More info and the RNLI Mona disaster: [www.northcarr-lightship.org](http://www.northcarr-lightship.org)



## **RMS Titanic Special Event Station GR1ØØMG**

Charterhouse School, Godalming, Surrey

Saturday afternoon 14<sup>th</sup> April 2012 I visited the station at Godalming just a few miles from my home. I had programmed the postcode into my Satnav, but in fact the post code takes you away from the actual location; however I spotted the turn into the school just after I had gone past it, so a quick about turn was initiated and I pulled in to the magnificent grounds of this massive school.

On parking up I spotted Mike Shortland GØEFO the main organiser and went to follow him into the building the Wey Valley Amateur Radio Group was using which seemed to be a two storey pavilion. On the outside were two mobile towers each fitted with beams and one with the White Star pennant fluttering on top.

The building housing the event appeared to be the school tuck shop in part because as you went in it resembled one, counter and sweets, tea, coffee etc. Downstairs there was an exhibition of memorabilia both communication orientated from the period and also Godalming artefacts of John “Jack” Phillips who was born in Farncombe.

There was an opportunity to sign the visitors book; whose name did I spot? Mick Puttick G3LIK. I later found out the following the day that Mick had operated the station from 08:00 to 12:00.

Upstairs was the main operating area and two HF stations were running, one on CW the other on SSB. Up to the time I visited the station they had worked 12,000 contacts the majority on CW. When the station was open to visitors on Saturday and Sunday, it was operated SSB so the public could understand what was going on.



Also upstairs was a full size mock-up of the Titanic's radio room.

Other amateur radio clubs involved in the event were Guildford and District Radio Society and the Dorking and District Radio Society.

The event was well worth visiting and hats off to the organising clubs and its members, no doubt more will be said about it in the amateur radio press in weeks to come.

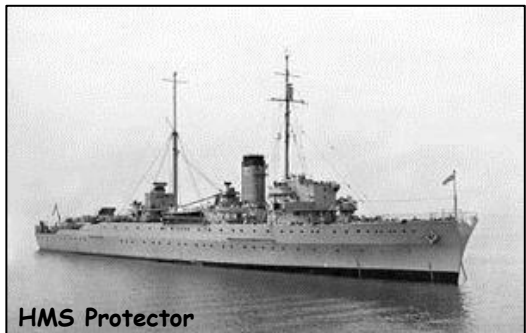
*Phil Manning G1LKJ 2954*



### **The “new” aerial**

Reading Paul Barry's (G3RJS) article in the Spring 2012 Newsletter, about having difficulty raising Portishead Radio, reminded me of the time in 1962 when I was having difficulties raising Capetown Radio, ZSJ, from HMS Protector in the Antarctic.

When I was drafted to Protector in June '62, I was a newly qualified radio amateur and had just received my licence to operate maritime mobile. There had been complaints during the previous commission of poor communications with Protector from both British Antarctic Survey (BAS) and CinC SASA.



I decided to put a piece of wire a quarter wavelength long on the ship/shore 8MHz frequency and since the ship/shore bands were all harmonically related, this would be a half wave on 16MHz. No need to be precise, as the feeder from the 89Q transmitter to the deck insulator where the aerial started was the usual deck trunking of

dubious impedance; luckily on Protector this was only about 8 feet long.

However, when the new aerial was measured out it was discovered that it was about eighteen feet short of the after yard. So I inserted an additional insulator and carried the wire aft to connect with the halyard pulley on the after yardarm and continued the wire down to a receiver type deck insulator which connected with the B40 in the third wireless office (later to become my cabin and Ham Shack).

I explained all this to the Navigating officer, who was acting as Communications officer as well, and mentioned the importance of a resonant aerial. He was quite happy if it was going to improve communications.

I conducted some tests and found the 89Q tuned up no problem and contacted several Commonwealth ship/shore stations without any trouble. We were in Southampton docks at this time and had a visit from an Admiralty Inspector of Wireless Telegraphy who turned out to be an ex-Chief Tel in World War One and his ideas and attitude were rooted there as well. He said the new aerial would have to come down as it did not comply with the ships' drawings, the aerial should be a continuous wire from deck insulator to forward yardarm and aft to the after yardarm. I tried to explain to him the reason for the new aerial but he would have none of it. So we finished up in front of the Captain and Navigating officer and had a debate about it but in the end the Captain backed me and allowed the new aerial to remain.

The new aerial proved very efficient and we did not have much bother contacting shore stations. However, after about a couple of months in the Antarctic we found a pattern developing in that we could only contact ZSJ for about two to three hours during the evenings and sometimes shorter periods.

One evening of not being able to raise ZSJ, Portishead was heard at good strength and we called him, made contact and cleared all our traffic. At the end the operator said that they often heard us calling ZSJ without reply and so we asked him that if it happened again to offer to QSP our traffic and he agreed. Portishead accepted our traffic on several occasions, but as most of our traffic was addressed



to authorities around Capetown, there was a bit of a delay in getting it delivered.

After several more occasions of not being able to contact ZSJ (although he was a strong signal) I got the Captain's permission to make a formal complaint to CinC SASA, accusing ZSJ operators of not searching the band to cover HM Ships calling frequency, which was situated right at the bottom of each band. They didn't seem to realise that they were our nearest Commonwealth shore station at over 2000 miles away.

After three days a reply was received saying that ship/shore logs had been inspected and no evidence existed of their operators not covering the HM Ships calling frequency but that operators had been told to keep a lookout for us calling them. After this we only had to send our callsign once and ZSJ answered straightaway!

We gave them a shock that Christmas though when we called them with 'QTC SLT 274'. There was a few seconds' silence before confirmation was requested as to how many QTC. My L/Tel and I took turns at sending five at a time over several evenings. The new aerial proved its worth.

*Ken Randall G3RFH 175*

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Thanks for that Ken. My Father is a retired Chief Engineer, one of his first ships was SS Clan Chisholm built in 1944 for the Clan Line.

Although Dad isn't an amateur, he always enjoys reading my copy of the Newsletter. On reading the articles regarding ships at sea being ignored by shore stations, he recalled Sparks aboard Clan Chisholm and the problems he had when his calls went unanswered and his novel way of getting a response.

The emergency stand-by transmitter was of all things a spark transmitter of dubious origin and older than the ship itself. On the occasions the RO couldn't get an acknowledgment using the main TX, he'd fire up the emergency set.

Needless to say, the very rough wide band transmission from the emergency TX wasn't ignored for very long.

*Colin (Editor)*

## **Kissing Dolphins - Story of the Silver Goblet**

One of our members recently made an enquiry on the RNARS Yahoo group forum about a silver goblet. This had been donated to his local branch of the British Legion who had no knowledge of the goblet other than the maker's name which was located on the underside of the base of the goblet.

Our roving reporter in Malta, Bill, 9H1BX, volunteered to try and find out about the goblet and its design of the Maltese cross and the entwined dolphins, here's his story.

After some preliminary research, we found out that the company was situated somewhere in Hamrun which is a large town of many streets. It was made more difficult to find the premises because it is impossible to know just where Hamrun ends and the adjacent towns begin. The best we could do was to go there and start searching. Finding the works proved more difficult than we thought because, as we discovered later, it was closed down in 2008 by the owner.

There is an old saying "If you want to know the time (and the way) ask a policeman", so we visited the police station in Hamrun and asked. They had no idea and hadn't even heard of the company but suggested a street in which to start looking and off we went.

After walking for a while we could find no sign of anything that even resembled a works or factory there. An art shop was spotted on a nearby street corner and an enquiry with the shop owner scored a direct hit - he knew the works and exactly where it was and he gave us the directions. The good news was that after another walk, we found it. (In



the photo, you can see some of the traffic chaos that now exists in Malta outside the premises).

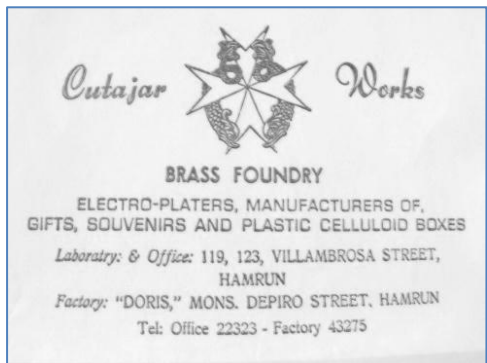
The bad news was that it was closed and there was a sign in the window saying "equipment for sale" which had two phone numbers. Ringing one of the numbers got us direct to the owner who kindly volunteered to see us at the premises the next morning.

Charles Cutajar (pronounced coot-aye-yaar) was trained in Italy in the casting and plating design work for which he and his brother Joseph were later renowned. Charles told us that the dolphin and cross design was purely his own.

Many fish and mammals thrive in the relatively calm and moderately warm waters of the Mediterranean around Malta. Dolphins are commonly seen off Malta's shores, specifically the Atlantic, the grey and bottle-nosed dolphins. Many of the brass door knockers on the island are dolphins, and, they are on sale at various retail outlets in the resorts and historic areas. At one time these were very popular purchases.



**Charles Cutajar**



The Maltese cross needs no explanation but the combination of the two symbols – dolphin and cross – happen also to be the company logo of Cutajar Works as can be seen in the picture of their wrapping paper.

Old age and family commitments (four daughters and numerous grandchildren) meant that Charles decided to cease operations in 2008 and put the business up for sale. The shop still contains a number of trophies in the form of cups, shields, etc., and other items that the works produced. It was sad to see the demise of such a skilled business. During their time, they made very many of the goblets and the other cups etc. However, that's the story of what is known by some as the kissing dolphins.

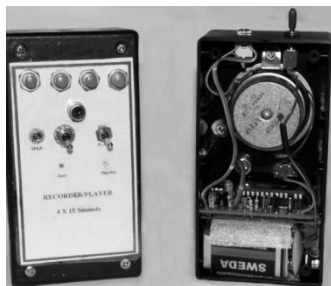
*Bill 9H1BX*



### **CQ CQ CQ – Voice Recorder**

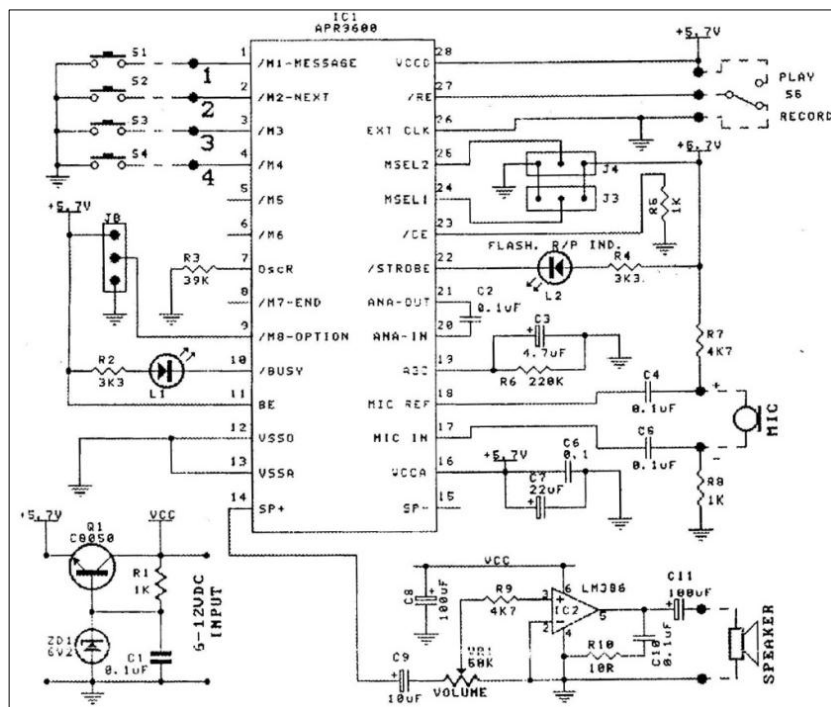
Last time I told you all about project one and my headphone solution. This was shortly followed by another challenge with ergonomics.

**Project two:** As I mentioned in project one, I'm a very keen CW person. However sometimes I like to join in the SSB HF contests like the IARU or our own Oceania DX Contest. Calling CQ on CW is easy, my el-keyer is programmed to do it for me, but I don't have a "wav" file in the computer for voice and after a few hours operation I am speechless.



I needed a voice recorder. The idea of tape seemed a little old hat and I started to search through old magazines and journals looking for an alternative, eventually discovering in August 2000 EA magazine there was an excellent voice recorder described using a APR9600. This is a complete digital voice recording system on a single 28 pin DIL package. The APR9600 is designed to store up to 60 second of voice recording, even when the power is turned off. It can be programmed for two, four or eight messages. It is designed to take signals directly from an electret microphone and deliver the replayed audio directly to a loudspeaker. However the output is very

low and using a second LM386 audio amp chip to deliver a more satisfying output is recommended.



Oatley Electronics, an Australian electronic supplier, was offering a complete kit of parts (K162) at \$A30. This included the PCB and case. A quick call and three days later it was on my work-bench. The assembly of the kit on the 63x39cm PCB took about four hours however the drilling of the 125x65mm jiffy box took me a little longer. Whatever, it only took a day which was well spent.

This you've got to try! The result was fantastic and I was really surprised. Programming was just simple links and programming four channels of recording was easy. I soon had it hooked into the system with four selective messages. Auto "CQ Contest" etc. It was so impressive.

My Grandson talked me into building him a unit for use in his car which now says; "Please close the door", "Please fasten your seat-belt", etc.. All very polite and it really impresses his friends!

So what was your Winter Project? Our Editor awaits! If you need help with these projects, send me an email. Next time I'll tell you about project three.

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



## **Rally Reports**

### **Didcot Rally - Harwell Amateur Radio Society**

A steady forty-five minute drive along back roads that only two days previously would have certainly been impassable brought us to the rally site. Activity a plenty with the early traders busy emptying their vehicles of wares ready for sale. Pitch for the RNARS was in the main hall nestled between the RAFARS and the ISWL. Needless to say it didn't take long to get things ready for opening time once Bill G3TQM had arrived with the stand.

A fairly busy day with almost twenty members signing in, along with new members signing up on the spot and several more taking the joining form for perusal. Members from as far afield as Cheltenham, Southampton and East Essex came to this rural spot.

Bill G3TQM had talks with the ISWL people which could prove beneficial to RNARS members especially with the problems RSGB are currently having with their QSL Bureaux. Watch for information via the usual channels.

Many thanks to Bill G3TQM, for his help on the stand, and to all the members who attended making our presence worthwhile. Thanks also to the HARS for the hard work put in to make the rally a successful one.

*Dave Lacey G4JBE 043*

### **Cambridge Rally**

Having been snowed in at home for the South East Essex Rally the month before, I was apprehensive that the weather would interfere with my attendance at the Cambridge rally. However on the day of

the rally weather was reasonable fine on the journey to Cambridge, returning from the rally was another story with very heavy rain all the way.

The Cambridge rally was held at the same venue as last year, the Wood Green Animal Shelter Godmanchester which is some distance outside Cambridge. Our RNARS stand was located in a prominent position in one of the centre aisle. Looking around before the rally opened there appeared to be not as many traders as in the last couple of years; the increases in fuel price were begin to take effect on attendance. One trader I spoke to told me that to cover the fuel and the cost of the stand he estimated he would need to take close to eighty pounds to cover the cost of attending, food for thought!

During the morning I had six members sign in and it was nice to talk to those that attended. The stand attracted some interest but I failed to sign anyone up. Towards 12:30 attendance numbers in the hall dropped so therefore I packed up and drove back down the motorways to Chelmsford.

*Carl Thomson 1917*  
Essex and Cambridge Rep

### **West London Radio & Electronics Fair - Kempton Park**

Rally was well attended with 24 people signing the attendance register, twenty being RNARS members, one affiliated member, one RAFARS and two XYL of members. One new member Graham Webster signed up to join our ranks.

*Keith G1GX*



### **I was a pirate; according to the ARRL**

Some of you may recall that in September 1999 I had the opportunity to stay on the island of Tristan da Cunha for three weeks. An account of my stay and radio operation was published in a Newsletter at the time.



RNARS member Mike GØVIX will certainly remember, as I gave him his first contact with the most remote inhabited island in the world. My YouTube channel has a video of some of the pictures I took and can be found by using the search feature on YouTube by entering my call-sign; GM6HGW.

If you are planning a visit to Tristan, a word of warning, it's a five to seven day voyage on either a deep sea fishing vessel or if you are prepared to pay the additional cost, the South African Research Vessel, SA Agulhas which only sails to Tristan once a year.



Seven year after my stay on Tristan, I was still receiving the odd QSL card and after they finally dried up, I thought that would be the last I'd hear from anyone that worked ZD9HGW; how wrong could I be?

To amateur radio station \_\_\_\_\_

**ZD9HGW**

Confirming our \_\_\_\_\_ MHz

Date: \_\_\_\_\_

GMT: \_\_\_\_\_

Your rpt: \_\_\_\_\_

QTH: Tristan da Cunha  
Lat: 37° 03' South  
Long: 12° 18' West

Please QSL direct to: Colin Topping GM6HGW  
32 Maryknowe, Gauldry, BD6 8SL, UK

In late 2010 I received an e-mail from Nils Lundell SM5AAP. Nils was having a battle royal with the ARRL who were refusing to accept my Tristan call-sign ZD9HGW as valid for his DXCC award, he forwarded me the e-mail correspondence between himself and the ARRL so I could read for myself that in short they were claiming that ZD9HGW was a pirate call-sign. So I decided to contact the ARRL. Call me old fashioned, but I prefer a letter in such instances rather than an e-mail and I always start at the top of the tree with a letter to the chair or managing director. On page X is my letter to the ARRL president; Kay Craigie, N3KN.

Subsequent communication took place via e-mail and telephone calls with Bill Moore NC1L chair of the DXCC committee. Anyway, last year the ARRL DXCC committee finally climbed down with the following announcement on their web site.



*“DXCC approves ZL7/N7OU Chatham Island for 2010 and ZD9HGW Tristan Da Cunha & Gough for 1999 - Bill Moore NC1L DXCC Manager”*

~~~~~

Dear Madam,

Call-sign: ZD9HGW – DXCC Award

I have recently been contacted via e-mail by Nils Lundell SM5AAP concerning his application for an ARRL DXCC award. It would appear that the DXCC committee is not prepared to accept his contact with me whilst I was living on the island of Tristan Da Cunha in September 1999 and in receipt of an amateur radio license with the call-sign; ZD9HGW, the ARRL believing it to be invalid.

Be assured that the call-sign ZD9HGW was indeed a valid call-sign and correctly licensed by the relevant authorities on Tristan Da Cunha. My UK call-sign is GM6HGW, hence I was given the call-sign ZD9HGW. Tristan Da Cunha is a territorial dependency of the UK; UK amateurs are in the main allowed to use their three character suffix when applying for a Tristan call-sign rather than the two character suffix issued to Tristan residents, hence I was granted the call-sign ZD9HGW. I trust your DXCC committee will take note of this for future award claims concerning UK residents operating from Tristan Da Cunha!

During my three week stay on Tristan, I was very surprised at the number of stations in the USA who stupidly refused to work me believing my call-sign to be invalid and therefore that I was a pirate operator; their loss, not mine. I can understand individual operators making such an assumption, but I am very surprised that the ARRL is now refusing to accept my call-sign as valid with regard to awarding a DXCC certificate, something I most strongly object to. How dare your DXCC committee consider my call-sign to be invalid or pirated without contacting me in the first instance. A simple search on the internet for the call-sign “ZD9HGW” would have shown otherwise and supplied those responsible for refusing Nills his DXCC award with my contact details as well as my page on the QRZ.COM internet site.

Fortunately, I am still in receipt of my Tristan license. However, postage and copying costs preclude me from photocopying and send you my Tristan license in full. Therefore I have enclosed a copy of the front sheet with the official Tristan government stamp (counter signed) and schedule one from my license. Please note that my name appears on the front and last page of the enclosed. Should you not be prepared to accept the supplied documentation as corroboration, you may care to contact Mr Rob Mannion (G3XFD) editor of the UK publication, Practical Wireless who can vouch for me. Additionally, Bob Rinaldi (W1CNY) will also be able to vouch for me as well as many other well respected radio amateurs.

Whilst on Tristan, I stayed with Andy Repetto (ZD9BV) and his wife Lorraine (ZD9CO) who kindly allowed me to use their radio equipment. Also during my stay on Tristan Da Cunha, I was the first magician ever to perform a magic show on the island, this has been recorded in a number of magic publications and on my web site; [www.colinsmagic.com](http://www.colinsmagic.com).

Further to this I have had articles published in amateur radio and sailing magazines, as well newspaper articles relating to my amateur radio activity, so it is not as if I've kept my head below the parapet with regard to promoting my amateur radio operation, again a search of the internet will support this. Additionally, my Facebook page has a number of pictures that I took during my stay on Tristan Da Cunha; do you require any additionally evidence of my stay on the island and proof that I was legally operating an amateur radio station with the call-sign ZD9HGW?

I would be grateful if in the first instance that you acknowledge receipt of this letter by e-mail to the above address and in due course a letter of explanation to Nils and myself. Perhaps your DXCC committee will now recognise that Nils did contact me whilst I was operating perfectly legally as ZD9HGW, and I expect Nils to be awarded with his DXCC.

I shall look forward to your e-mail response at your very earliest convenience.

Colin Topping  
(GM6HGW / ZD9HGW)

## Welcome to our new members and membership updates

|                    |      |        |                                                                        |
|--------------------|------|--------|------------------------------------------------------------------------|
| <b>New</b>         | 4911 | M6NAJ  | Nigel AJ Auckland                                                      |
|                    | 4912 | SWL    | Grahame Webster                                                        |
|                    | 4913 | MØKJB  | Keith Blackmore                                                        |
|                    | 4914 | IKØAAE | Damiano Magliozzi                                                      |
|                    | 4915 | MØXIG  | John Wakefield                                                         |
| <b>Changes</b>     | 0960 | MXØSBV | Blind Veterans UK Amateur<br>Radio Club<br>Previously St Dunstons Club |
|                    | 2462 | G4ZAW  | Barrie Aspinall<br>previously GW4ZAW                                   |
| <b>Re-instate</b>  | 2981 | GWØOHJ | David Workman                                                          |
|                    | 4552 | VK6BQ  | Colin Burton                                                           |
|                    | 3499 | G3MLD  | Ken Darby                                                              |
|                    | 3842 | GØUED  | Ian Harkness                                                           |
|                    | 4133 | G4ZCN  | Barry Grills                                                           |
| <b>Resigned</b>    | 3308 | GØHBU  | Allan Dwyer                                                            |
|                    | 4534 | VK4BUI | Les Styles                                                             |
|                    | 3280 | VK5AF  | Jack Peatfield                                                         |
| <b>Silent Keys</b> | 1571 | VK2RM  | Denis St Ruth                                                          |
|                    | 0280 | G3OVT  | Frank Collett                                                          |
|                    | 3220 | GØHHI  | Tony Garlinge                                                          |
|                    | 4189 | GØSED  | George Bullock                                                         |
|                    | 0305 | G3UEN  | Rex Stiles                                                             |
|                    | 4735 | MØXTN  | John Curling                                                           |



### Closing down – please read.

My sincere thanks to all who have taken the time to send in articles; in the case of David Pilley, Graham May and Peter Rudwick two items each; thanks guys. I can't stress strongly enough, I need your news, views and stories to make up the Newsletter, please help.



As always I'm desperate for articles. Without articles, there's no Newsletter, please help out. Closing date for articles for the Winter Newsletter will be Saturday 27<sup>th</sup> October. I hope the Coventry weekend goes well, sorry I can't be there, but would like to think there will be a few antidotes and pictures forwarded on to me for inclusion in the Winter edition. Similarly, a few pictures from the AGM would be nice.

The task of putting the Newsletter together isn't all that difficult or onerous, what does wear me down; some seem to think I'm a portal for all things RNARS. My part of ship is the Newsletter; I am unable to answer questions relating to nets, membership, commodities, subscriptions and a host of other things. There is a full list of officers and committee members on the inside front cover; that's the first page as you open your Newsletter! On receipt of your e-mailed Newsletter, please don't click on the reply button if you have an enquiry that isn't my part of ship; have a look and find the officer or committee member who can best deal with your enquiry. Additionally, the society has a network of area reps'. They are co-ordinated by Wally Walker; perhaps they can help, so why not make use of them.

Wally is also our membership secretary and during a recent conversation informed me of a member asking why he hadn't been receiving his Newsletters. Wally discovered that the member in question had not updated his bankers order and was still paying seven pounds per year; there's been three subscription increases since it was set at seven pounds many years ago. If that wasn't enough, another member set up his bankers order to pay fifteen pounds per month and in spite of several reminders hasn't asked his bank to modify the payment to annually. **PLEASE check and make sure your bankers order is up to date.** As of this Newsletter Wally will not be sending out any more personal reminders. It's also worth noting that you can now pay via PayPal; details on the inside front cover.

**Contacting the editor via e-mail;** the address is: **rnars@colinsmagic.com** in the subject **ONLY** enter **RNARS.**

**Subscribing to the Newsletter via e-mail:** Send an e-mail from the address you wish the Newsletter sent, to; **rnars@colinsmagic.com**

**ONLY** enter **Newsletter Subscription** in the subject. In the body of the e-mail supply your name, postal address, callsign and RNARS number. Any deviation from the above with regards to information in the subject and your email will be automatically deleted. **I no longer check my gash bin for RNARS e-mails**, you have been warned.

If you need to telephone phone me, best to try my mobile; 07871 959654. I know mobiles can be costly to call; as long as your number isn't withheld, I'll call you back. I'm also on SKYPE; my ID is *colintop* if you want to add me to your contacts.

I really do appreciate the e-mails, letters and telephone calls I receive after each Newsletter is published, thanks to all who take the time to do so.

The year started off with my normal round of comedy magic bookings during the New Year festivities, but in early February I was knocked down with a nasty bout of pneumonia. And just a few weeks later I was rushed into Ninewells Hospital with a bladder stone and nasty infection. To all males of a certain age, don't let them fool you when a doctor or nurse appears with a length of flexible plastic tubing in a urinary ward and says, "This won't hurt!" It's most definitely not your flexible friend!

Thankfully, all cleared up now and I didn't lose my humour while I was in hospital. I jokingly expressed my concerns about being served apple juice at breakfast; remember I was in a urinary ward! Ninewells is a teaching hospital, so there are a fair number of foreign junior doctors. The little Chinese (female) junior doctor who clerked me in asked all the usual questions including; "are you taking any medicines prescribed by your doctor?" To which I replied after a pause; "I'm on a drug for memory loss, but can't remember what it's called." Straight away she reached for her BNF to look up memory loss drugs, I have to observe, the Chinese definitely do not have the same sense of humour as we do.

Well that's about it from me, take care and all the best.

*Colin*

## RNARS Nets

All frequencies +/- QRM. DX nets are GMT; UK nets are GMT or BST as appropriate. The list is compiled by Mick Puttick G3LIK mick\_g3lik@ntlworld.com / 02392255880, if there are any inaccuracies contact Mick, **not the editor, I repeat not the editor!**

| UK      | GMT / BST | Frequ       | Net                  | Control            |
|---------|-----------|-------------|----------------------|--------------------|
| Daily   | 2359-0400 | 145.725     | Midnight Nutters     | Vacant             |
| Sun     | 0800      | 3.667       | SSB – News 0830      | G3LIK              |
|         | 1000      | 7.088       | Northern Net         | GM4BKV             |
|         | 1100      | 145.4       | Cornish VHF Net      | GØGRY              |
|         | 1100      | 7.02        | CW Net               | G4TNI              |
| Mon-Fri | 1030-1330 | 3.743/7.065 | Bubbly Rats          | GØHMS / GØGPO      |
| Mon     | 1400      | 3.575/7.02  | QRS CW               | GØVVCV             |
|         | 1900      | 3.742       | North West-News 2000 | GØGBI              |
| Tue     | 1900      | 3.528       | CW Net               | G3LCS              |
| Wed     | 1400      | 3.74/7.088  | White Rose           | G4KGT              |
|         | 1930      | 3.743       | SSB & News 2200      | GØOAK              |
|         | 2000      | 145.4       | Stand Easy           | Vacant             |
| Thurs   | 1900      | 3.542       | Scottish CW          | GM3XGX             |
|         | 2000 GMT  | 1.835       | Top Band CW          | GØCHV / G4KJD      |
|         | 2000      | 145.575     | Scottish 2M          | GMØKTJ/P           |
| Fri     | 1600      | 10.118      | 30M CW               | SM3AHM             |
| Sat     | 0830      | 3.74/7.088  | GØDLH Memorial Net   | GØVIX              |
| DX      | GMT       | Freq        | Net                  | Control            |
| Daily   | 0800      | 14.303      | Maritime Mobile      | G4FRN              |
|         | 1430      | 21.41       | DX Net               | W1HMW/EA5AVL/K4XAT |
|         | 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                | 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        | VK 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      | 21.36/28.94 | RNARS DX             | WA1HMW             |
|         | 1900      | E-QSO       | When HF poor         | VA3ICC             |

## 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 | 7.088  | 14.294 | 14.335 | 18.15  | 21.36  | 28.94  |

**RNARS Commodities List and Order Form**

Feel free to use a photocopy of this form

**Write clearly and use block CAPITALS**

RNARS No: \_\_\_\_\_  
Call-sign: \_\_\_\_\_  
Name: \_\_\_\_\_  
Address: \_\_\_\_\_  
\_\_\_\_\_  
Post Code: \_\_\_\_\_  
Phone: \_\_\_\_\_

| Item                  | Colour      | Qty | Size       | Price  | P&P   | Total |
|-----------------------|-------------|-----|------------|--------|-------|-------|
| Sweatshirt            | Grey/Navy   |     | Large only | £11-00 | £2-70 |       |
| Polo Shirt            | Navy/White  |     |            | £11-00 | £2-70 |       |
| T Shirt               | Navy/White  |     |            | £5-00  | £1-20 |       |
| Tie                   |             |     |            | £4-50  | £1-00 |       |
| Baseball Cap          |             |     |            | £4-00  | £2-70 |       |
| Gold Blazer<br>Badge  | (New style) |     |            | £10-00 | £0-70 |       |
| Gold Blazer<br>Badge  | (Old style) |     |            | £5-00  | £0-70 |       |
| Lapel Badge           |             |     |            | £1-00  | £0-70 |       |
| Log Book              |             |     |            | £3-00  | £1-50 |       |
| <b>Total Enclosed</b> |             |     |            |        |       |       |

**Remember to select colour and size:**

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

Please send completed form together with PO or cheque made payable to *RNARS* to:

Doug Bowen GØMIU  
14 Braemar Road  
Gosport  
PO13 0YA

Overseas members, please add £5-00 to cover additional postage.  
Please allow fourteen days for delivery and while these prices are correct when going to press, prices do vary and are subject to change.



## **Royal Naval Amateur Radio Society**

Chairman: Lt Cdr Doug Hotchkiss, MBE QCB RN G4BEQ

Hon. Secretary Joe Kirk G3ZDF 111 Stockbridge Road

Chichester, West Sussex PO19 8QR

### **RNARS 2012 AGM Proxy**

I \_\_\_\_\_ being a fully paid-up corporate member of the RNARS hereby nominate the Chairman of the Society (Lt Cdr Doug Hotchkiss MBE QCB RN G4BEQ) or \_\_\_\_\_ to act as proxy and vote in my name at the Annual General Meeting of the Society. The person nominated as proxy must also be a fully paid-up corporate member of the RNARS.

The proxy will be void if I attend the meeting in person.

Member's name: \_\_\_\_\_

RNARS Number: \_\_\_\_\_

Callsign: \_\_\_\_\_

Date: \_\_\_\_\_

Signed: \_\_\_\_\_