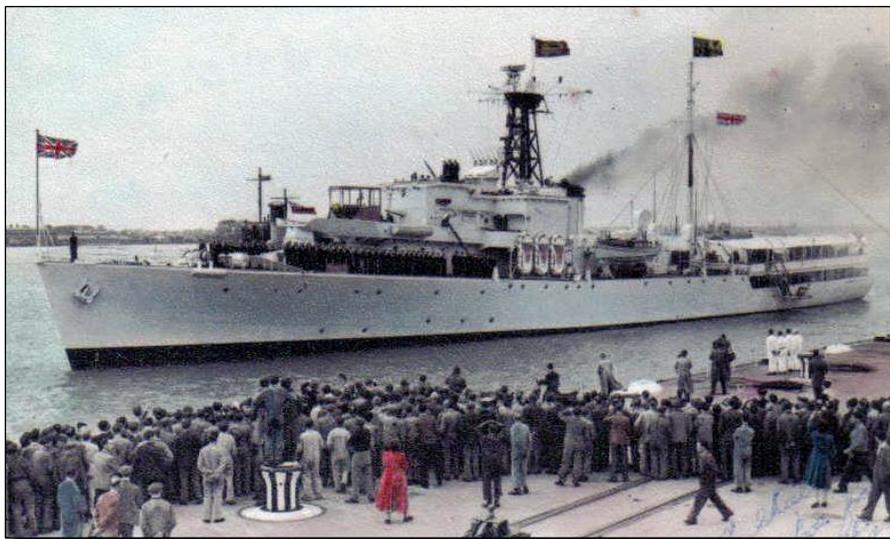




The Newsletter of the
**Royal Naval Amateur
Radio Society**

Spring 2013



HMS Surprise – Page 16

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The RNARS is affiliated to the RSGB

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

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Chairman's Chat

Welcome to the spring edition of the Newsletter. Colin our editor works hard to make it an interesting read but is very dependent on you, the members to provide him with enough material to make it so. Ask yourself, "When was the last time I wrote something for the Newsletter?" If the answer is never, you have either led a very boring life, just joined the RNARS or lack interest in making your society a vibrant, want to be in club, and a must to belong too. Please do not refrain from producing an article because you feel your writing ability will not stand up to other member's scrutiny, Colin will always edit and make it a readable item.

I would once again remind members to check their Bankers Orders to make certain that the correct sum is being debited from their account, remember it is £15 if you wish a hard copy of the Newsletter and £10 if you receive it electronically. Some members Bankers Orders are still spewing out fees that were outdated in 1998; are you one of them? If you are then that could be why you never receive a Newsletter. I know the last membership secretary, Doug GOMIU, and Wally G4DIU, has written to all those on more than one occasion informing them that their sub payments are wrong but were still ignored.

I must once more remind the few who still seem unable to inform Colin, not Wally G4DIU, Joe, G3ZDF or Doug GOMIU, you wish to have your e-mail delivered electronically that the correct procedure is to e-mail him at: rnars@colinmagic.com. Enter 'Newsletter Subscription' in the subject. Then only enter in the body of your e-mail, your name, call-sign, address and membership number.

The 2013 Rally season is now in full swing and I hope to meet up with many of you at some of these venues. Harwell has now been and gone with Dave G4JBE running the RNARS stand. We had an enjoyable time meeting up with members and working hard to attract new members. What is needed now are more volunteers to run rallies in their area. The RNARS will assist in covering rally expenses and providing material for display and sale. If you are willing to give it a go please contact Wally G4DIU. Let us make it a bumper year and do our selves proud at as many venues as possible.

The committee is presently running a survey of members' views; some will receive the survey by post. If you wish to participate and have your views recorded, a form can be found on at the rear of this Newsletter.

73 and 88 to the ladies (I like them) Doug.G4BEQ

Didcot (Harwell) Rally

Fears after the previous evenings forecast put this Rally in doubt. Loaded the car on Sunday morning at 07:00 in almost freezing rain.

A fifty minute drive to the site, nearly all back-roads through an awful lot of standing water, we arrived safely. Unloading the car didn't take long. Set up in the centre of the hall was easy and a reasonably good spot as well.

Doors opened to the public early at 10:00, and within the hour a steady stream of visitors were crowding the stalls, which this year had been a sell-out. A total of 15 signatures on the sign-in sheet confirms that there is still interest in both rallies and us having a stand. A good number of commodities were sold today the down-pricing of most items probably helped this.

Our Chairman Doug visited and helped on the stand, which was appreciated. Running a stand single handed is difficult when one needs a coffee or a trip to the heads! So gentlemen and fellow members, how about helping out once in a while? The pay is non-existent, but the drinks are frequently free and we don't charge for the camaraderie.

Thanks once again to the HARS for their superb organisational skills, all makes the day go smoothly. Everything started to wind-down at around 13:45, so we packed up and loaded the car again in the pouring rain and left for home at 14:00.

Dave, G4JBE 0434



Part two of a GI Guide to Great Britain

Held over from the Winter edition.

For members who receive their Newsletter via e-mail as a PDF, if you right click on the page, 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

symbol as we do. But they pay more frequent respect to their national anthem. In peace or war "God Save the King" (to the same tune of our "America") is played at the conclusion of all public gatherings such as theater performances. The British consider it bad form not to stand at attention, even if it means missing the last bus. If you are in a hurry, leave *before* the national anthem is played. That's considered alright.

On the whole, British people—whether English, Scottish, or Welsh—are open and honest. If you are on foot, lough and puzzled about directions, money, or customs, most people will be anxious to help you as long as you speak first and without bluster. The best authority on all problems is the nearest "bobby" (policeman) in his steel helmet. British police are proud of being able to answer almost any question under the sun. They're not in a hurry and they'll take plenty of time to talk to you.

The British will welcome you as friends and allies. But remember that crossing the ocean doesn't automatically make you a hero. There are housewives in aprons and youngsters in knee pants in Britain who have lived through more high explosives in air raids than many soldiers saw in first class barracks in the last war.

BRITAIN AT WAR

AT HOME in America you were in a country at war. Since your ship left port, however, you have been in a

war zone. You will find that all Britain is a war zone and has been since September 1939. All this has meant great changes in the British way of life.

Every light in England is blacked out every night and all night. Every highway signpost has come down and barrage balloons have gone up. Grazing land is now ploughed for wheat and flower beds turned into vegetable gardens. Britain's peacetime army of a couple of hundred thousand has been expanded to over two million men. Everything from the biggest factory to the smallest village workshop is turning out something for the war, so that Britain can supply arms for herself, for Libya, India, Russia, and every front. Hundreds of thousands of women have gone to work in factories or joined the many military auxiliary forces. Old-time social distinctions are being forgotten as the sons of factory workers rise to be officers in the forces and the daughters of noblemen get jobs in munitions factories.

But more important than this is the effect of the war itself. The British have been bombed, night after night and month after month. Thousands of them have lost their houses, their possessions, their families. Gasoline, clothes, and railroad travel are hard to come by and incomes are cut by taxes to an extent we Americans have not even approached. One of the things the English always had enough of in the past was soap. Now it is so scarce that girls working in the factories often cannot

get the grease off their hands or out of their hair. And food is more strictly rationed than anything else.

The British Came Through. For many months the people of Britain have been doing without things which Americans take for granted. But you will find that shortages, discomforts, blackouts, and bombings have not made the British depressed. They have a new cheerfulness and a new determination born out of hard times and tough luck. After going through what they have been through it's only human nature that they should be more than ever determined to win.

You are coming to Britain from a country where your home is still safe, food is still plentiful, and lights are still burning. So it is doubly important for you to remember that the British soldiers and civilians have been living under a tremendous strain. It is always impolite to criticize your hosts. It is militarily stupid to insult your allies. So stop and think before you sound off about lukewarm beer, or cold boiled potatoes, or the way English cigarettes taste.

If British civilians look dowdy and badly dressed, it is not because they do not like good clothes or know how to wear them. All clothing is rationed and the British know that they help war production by wearing an old suit or dress until it cannot be patched any longer. Old clothes are "good form."

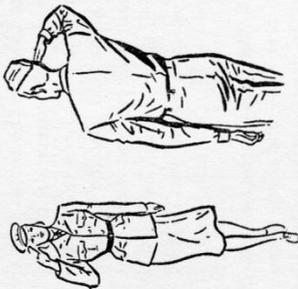
One thing to be careful about—if you are invited into a British home and the host exhorts you to "eat up—there's plenty on the table," go easy. It may be the family's rations for a whole week spread out to show their hospitality.

Waste Means Lives. It is always said that Americans throw more food into their garbage cans than any other country eats. It is true. We have always been a "producer" nation. Most British food is imported even in peacetimes, and for the last two years the British have been taught not to waste the things that their ships bring in from abroad. British seamen die getting those convoys through. The British have been taught this so thoroughly that they now know that gasoline and food represent the lives of merchant sailors. And when you burn gasoline needlessly, it will seem to them as if you are wasting the blood of those seamen—when you destroy or waste food you have wasted the life of another sailor.

British Women At War. A British woman officer or non-commissioned officer can—and often does—give orders to a man private. The men obey smartly and know it is no shame. For British women have proven themselves in this war. They have stuck to their posts near burning ammunition dumps, delivered messages afoot after their motorcycles have been blasted from under them. They have pulled aviators from burning planes. They have died at

the gun posts and as they fell another girl has stepped directly into the position and "carried on." There is not a *single record* in this war of any British woman in uniformed service quitting her post or failing in her duty under fire.

Now you understand why British soldiers respect the women in uniform. They have won the right to the utmost respect. When you see a girl in khaki or air-force blue with a bit of ribbon on her tunic—remember she didn't get it for knitting more socks than anyone else in Ipswich.



ENGLISH VERSUS AMERICAN LANGUAGE

ALMOST before you meet the people you will hear them speaking "English." At first you may not understand what they are talking about and they may not

understand what you say. The accent will be different from what you are used to, and many of the words will be strange, or apparently wrongly used. But you will get used to it. Remember that back in Washington stenographers from the South are having a hard time to understand dictation given by business executives from New England and the other way around.

In England the "upper crust" speak pretty much alike. You will hear the news broadcaster for the BBC (British Broadcasting Corporation). He is a good example, because he has been trained to talk with the "cultured" accent. He will drop the letter "r" (as people do in some sections of our own country) and will say "lyah" instead of "here." He will use the broad *a* pronouncing all the *a*'s in "Banana" like the *a* in "father." However funny you may think this is, you will be able to understand people who talk this way and they will be able to understand you. And you will soon get over thinking it is funny.

You will have more difficulty with some of the local dialects. It may comfort you to know that a farmer or villager from Cornwall very often can't understand a farmer or villager in Yorkshire or Lancashire. But you will learn—and they will learn—to understand you.

Some Hints on British Words. British slang is something you will have to pick up for yourself. But even apart

TABLE OF BRITISH CURRENCY

Copper Coins			<i>American value (approximate)</i>
<i>Symbol</i>	<i>Name</i>	<i>British value</i>	
½d.	farthing (rare)	¼ penny	½ cent.
½d.	halfpenny ("hay-p'ny")	½ penny	1 cent.
1d.	penny	1 penny	2 cents.
3d.	threepence ("thrup-pence" or "thrup-'ny bit"; rare).	3 pence	5 cents.
Silver Coins			
3d.	threepence ("thrup-pence" or "thrup-'ny bit"; not common in cities).	3 pence	5 cents.
6d.	sixpence	6 pence	10 cents.
1s.	shilling (or "bob")	12 pence	20 cents.
2s.	florin (fairly rare)	2 shillings	40 cents.
2s. 6d.	half crown (or "two and six")	2½ shillings	50 cents.
5s.	crown (rare)	5 shillings	\$1.00.
Paper Currency			
10s.	10-shilling note	10 shillings (or ½ pound).	\$2.00.
1	pound note	20 shillings	\$4.00.
5	5-pound note	5 pounds	\$20.00.

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from slang, there are many words which have different meanings from the way we use them and many common objects have different names. For instance, instead of railroads, automobiles, and radios, the British will talk about railways, motorcars, and wireless sets. A railroad tie is a sleeper. A freight car is a goods wagon. A man who works on the roadbed is a navvy. A streetcar is a tram. Automobile lingo is just as different. A light truck is a lorry. The top of a car is the hood. What we call the hood (of the engine) is a bonnet. The fenders are wings. A wrench is a spanner. Gas is petrol—if there is any.

Your first furlough may find you in some small difficulties because of language difference. You will have to ask for sock suspenders to get garters and for braces instead of suspenders—if you need any. If you are standing in line to buy (book) a railroad ticket or a seat at the movies (cinema) you will be queuing (pronounced "cueing") up before the booking office. If you want a beer quickly, you had better ask for the nearest pub. You will get your drugs at a chemist's and your tobacco at a tobacconist, hardware at an ironmonger's. If you are asked to visit somebody's apartment, he or she will call it a flat.

A unit of money, not shown on the following page, which you will sometimes see advertised in the better stores is the guinea (pronounced "ginny," with the "g" hard as in "go"). It is worth 21 shillings, or one pound

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plus one shilling. *There is no actual coin or bill of this value in use.* It is merely a quotation of price.

A coin not shown in the above table is the gold sovereign, with a value of one pound. You will read about it in English literature but you will probably never see one and need not bother about it.

WEIGHTS AND MEASURES: The measures of length and weight are almost the same as those used in America. The British have inches, feet, yards, pints, quarts, gallons, and so forth. You should remember, however, that the English (or "Imperial") gallon contains about one-fifth more liquid than the American gallon.

SOME IMPORTANT DO'S AND DON'TS

BE FRIENDLY—but don't intrude anywhere it seems you are not wanted. You will find the British money system easier than you think. A little study beforehand on shipboard will make it still easier.

You are higher paid than the British "Tommy." Don't rub it in. Play fair with him. He can be a pal in need.

Don't show off or brag or bluster—"swank" as the British say. If somebody looks in your direction and says, "He's chucking his weight about," you can be pretty sure you're off base. That's the time to pull in your ears.

If you are invited to eat with a family don't eat too much. Otherwise you may eat up their weekly rations.

Don't make fun of British speech or accents. You sound just as funny to them but they will be too polite to show it.

Avoid comments on the British Government or politics. Don't try to tell the British that America won the last war or make wisecracks about the war debts or about British defeats in this war.

NEVER criticize the King or Queen.

Don't criticize the food, beer, or cigarettes to the British. Remember they have been at war since 1939.

Use common sense on all occasions. By your conduct you have great power to bring about a better understanding between the two countries after the war is over.

You will soon find yourself among a kindly, quiet, hard-working people who have been living under a strain such as few people in the world have ever known. In your dealings with them, let this be your slogan:

*It is always impolite to criticize your hosts;
it is militarily stupid to criticize your allies.*

GLOSSARY OF TERMS

aisle (theatre)—*gangway*
 alcohol lamp—*spirit lamp*
 ale—*beer, or bitter*
 apartment—*flat*
 apartment house—*block of flats*
 ash can—*dust bin*
 ashman—*dustman*
 atomizer—*scent spray*
 automobile—*motor car, or car*
 baby carriage—*perambulator, or pram*
 baggage—*luggage*
 baggage car—*luggage van*
 bakery—*baker's shop*
 bathrobe—*dressing gown*
 bartender—*barman, or potman*
 bathtub—*bath*
 battery (automobile)—*accumu-
 lator*
 beach—*seaside*
 beer—*lager*
 bill (money)—*banknote, or note*
 billboard—*hoarding*
 biscuit—*scone, or tea cake*
 bouncer—*chucker out*
 bowling alley—*skittle alley*
 broiled (meat)—*grilled*
 business suit—*ounge suit*
 call up—*ring up*
 candy (hard)—*boiled sweets*

candy store—*sweet shop*
 cane—*stick*
 can opener—*tin opener, or key*
 carom (billiards)—*cannon*
 chain store—*multiple shop*
 check baggage—*register luggage*
 checkers (game)—*draughts*
 chickenyard—*fowl run*
 cigarette butt—*cigarette end*
 closed season (for game)—*close
 season*
 conductor—*guard*
 closet—*cupboard*
 coal oil—*paraffin*
 collar button—*collar stud*
 cookie—*biscuit*
 cop—*hobby*
 corn—*maize, or Indian corn*
 cornmeal—*Indian meal*
 cotton (absorbent)—*cotton wool*
 cracker—*biscuit (unsweetened)*
 daylight-saving time—*summer
 time*
 deck (of cards)—*pack*
 derby (hat)—*bowler, or hard
 hat*
 dessert—*sweet*
 dishpan—*washing-up bowl*
 drawers (men's)—*pants*
 druggist—*chemist*

drug store—*chemist's shop*
 drygoods store—*draper's shop*
 elevator—*lift*
 fender (automobile)—*wings, or
 mudguard*
 fish dealer—*fishmonger*
 fire-and-ten (store)—*bazaar*
 floorwalker—*shopwalker*
 frame house—*wooden house*
 fruit seller (or dealer)—*fruiterer*
 fruit store—*fruiterer's*
 fresh fruit—*dessert (at the end
 of a meal)*
 french fried potatoes—*chips*
 freight car—*goods wagon*
 garters (men's)—*sock
 suspenders*
 gasoline, or gas—*petrol*
 gear shift (automobile)—*gear
 lever*
 generator (automobile)—*dy-
 namo*
 ground wire (radio)—*earth wire*
 guy—*bloke, fellow*
 haberdashery—*men's wear*
 hardware—*ironmongery*
 headliner (vaudeville)—*topliner*
 highball—*whiskey and soda*
 hood (automobile)—*bonnet*
 huckster—*coster, or hawker*
 hunting—*shooting*
 ill, sick—*ill, queer*
 instalment plan—*hire-purchase
 system, or hire system*
 intermission—*interval*
 janitor—*caretaker, or porter*
 junk—*rubbish*

lawyer—*solicitor*
 legal holiday—*bank holiday*
 line up—*queue up*
 living room—*sitting room*
 lobby (theatre)—*foyer, or en-
 trance hall*
 long distance (telephone)—*trunks*
 low gear (automobile)—*first*
 speed
 mail a letter—*post a letter*
 mail box—*pillar box*
 marriage certificate—*marriage
 lines*
 molasses—*black treacle*
 monkey wrench—*screw
 spanner*
 movie house—*cinema*
 movies—*films*
 mucilage—*gum*
 muffler (automobile)—*silencer*
 necktie—*tie*
 newsstand—*kiosk*
 oatmeal (boiled)—*porridge*
 oil pan (automobile)—*sump*
 okay—*righto*
 orchestra seats—*stalls*
 package—*parcel*
 pebbly beach—*shingle*
 phonograph—*gramophone*
 pie (fruit)—*tart*
 pitcher—*jug*
 poolroom—*billiards saloon*
 potato chips—*crisps*
 private hospital—*nursing home*
 push cart—*barrow*
 race track—*race course*

radio—*wireless*
 railway car—*railway carriage*
 raincoat—*mackintosh, or mac, or waterproof*
 roadster (automobile)—*two-seater*
 roast (of meat)—*joint*
 roller coaster—*switchback-railway*
 rolling grasslands—*downs*
 round trip—*return trip*
 roomer—*lodger*
 rooster—*cock, or cockerel*
 rubbers—*galoshes*
 rumble seat—*dickey*
 run (in a stocking)—*ladder*
 saloon—*public house, or pub*
 scallion—*spring onion*
 scrambled eggs—*battered eggs*
 second floor—*first floor*
 sedan (automobile)—*saloon car*
 sewerage (house)—*drains*
 shoestring—*bootlace, or shoelace*
 shot (athletics)—*weight*
 shoulder (of road)—*verge*
 rubberneck wagon—*char-a-banc*
 silverware—*plate*
 slacks—*bags*
 sled—*sledge*
 smoked herring—*kipper*
 soda biscuit (or cracker)—*cream-cracker*
 soft drinks—*minerals*
 spark plug—*sparking-plug*
 spigot (or faucet)—*tap*
 squash—*vegetable marrow*

stairway—*staircase, or stairs*
 string bean—*French-bean*
 store—*shop*
 subway—*underground*
 sugar-bowl—*sugar-basin*
 suspenders (men's)—*braces*
 sweater—*pull-over*
 syrup—*treacle*
 taffy—*toffee*
 taxi stand—*cab rank*
 telegram—*wire*
 tenderloin (of beef)—*under-cut, or fillet*
 ten pins—*nine pins*
 thumb-tack—*drawing pin*
 ticket office—*booking office*
 toilet—*lavatory, closet*
 top (automobile)—*hood*
 transom (of door)—*fanlight*
 trolley—*tram*
 truck—*lorry*
 undershirt—*vest, or singlet*
 union-suit—*combinations*
 vaudeville—*variety*
 vaudeville theatre—*music hall*
 vest—*waistcoat*
 vomit—*be sick*
 washbowl—*washbasin*
 washrag—*face cloth*
 washstand—*wash-hand stand*
 water heater—*geyser*
 window shade—*blind*
 "you're connected"—*"you're through" (telephone)*
 windshield (automobile)—*windscreen*

THE BRITISH THINK SO TOO

THE IDEA of getting together with the British in solid friendship isn't a one-sided proposition. They, as well as we, believe in the necessity of being Allies in the truest meaning of the word if we are to dish it out in full measure to Hitler.

As a matter of fact, the British started the idea of providing soldiers with guide books to help them understand their Allies. The first RAF cadets to come to the United States for training were given a little book called "Notes for Your Guidance" which told them how to get along with Americans.

Then, too, the British Army Bureau of Current Affairs issued a bulletin, "Meet the Americans," to men in the army. For your information on how the British think about this subject, a part of that Bulletin is reproduced on the next page.

UNITY UNDER THE SKIN

THERE WILL be no lack of discussion among your men when you tackle the theme of this bulletin, for all of us are only too ready to air our view about "foreigners." And the less we know about them the readier we are to pronounce judgment. It isn't a particularly British characteristic, either, for all nations (whether they live on islands or not) are inclined to an insular outlook. They think of themselves as "the tops" and they rather look down on all other nationalities.

This disparagement of the "foreigner" begins much nearer home than that. The Yorkshire lad says rude things of the Cockney; the Midlander makes fun of the Welshman. There's a lot to be said for this robust and defiant local pride, for it keeps alive a healthy sense of rivalry. Yet after many centuries of experience we've learned to keep that rivalry in its place. We take it out for an airing to Wembley, Twickenham, or Old Trafford; we make it the peg for good knock-about arguments in the four-ale bar. But when it comes to serious business, we forget all these differences of local merit and custom and accent. And because we have unity under the skin, we men of all the shires march together, endure together, and win together.

It is in exactly the same spirit that we shall learn to march with the Americans. The local differences between us and them are stronger because they are, so far, less

familiar, but we shall discover exactly what they count for in good time. The Americans and the British will find plenty to make fun of in each other, plenty to feel superior about. That doesn't matter so long as we also find how much there is to respect in each other.

At the moment the soldiers of the two nations are in the position of two people who have just been introduced. Neither of them, thank heaven, is the emotional sort which falls on each other's neck. They like the look of the other fellow, but they don't intend to commit themselves yet. They're on the defensive, they're sizing each other up. Besides that, they've heard vague rumors about each other, and they've seen photographs which weren't too flattering. They want to see how the other fellow shapes, what he's like at work and at play, before they let the friendship ripen. That is exactly the situation between the American and the British soldiers today—and it's good enough for a beginning. There's a bit of prejudice on both sides, a colossal ignorance of each other's attitudes and characteristics—but there's also a willingness to get together.

Where do we go from there?

We need to exercise three qualities if Anglo-American friendship is to develop under the exacting conditions of war. They are Good Will, Respect, and Patience.

Good Will: We must be willing to like each other—willing, because the common cause demands it. Goebbels and

his gang will do all they can to produce ill will between us. Our answer to that game is persistent, determined good will: the resolution to believe the best about people we don't yet know. It should be a matter of personal mental discipline to adopt this attitude.

Respect: Toward nations as toward individuals we must show respect for positive achievement. We may dislike a man's face or the cut of his clothes or his fashion in food—yet acknowledge him as a fine engineer or architect or musician. Respect for American achievement is one of the ways by which we shall discover the Americans. Look, for example, what they've done to refrigerators and combustion engines and acknowledge them as the world's inventive wizards.

Patience: If you want someone's friendship, don't snatch it; wait for it. Peoples as foreign to each other as the Americans and ourselves have a lot to learn before we reach understanding. The first necessity is to be informed about each other, to replace the film version and the story-book version by the real facts. We shall get the facts one way and one way only—by seeking them in a spirit of genuine interest.

Not even the most intensely nationalistic man or woman can resist that spirit. Ask a "foreigner" about his home town, what he likes to eat, where he works, what he does on Sunday, where he goes for his holidays, how his home

is furnished, and so on—and you'll invariably achieve two things. You'll discover a lot about the land he comes from, and you'll make him feel you have a genuine interest in him. There and there only, without blah or baloney is the plain man's way to Anglo-American understanding.

The signal is "Get Acquainted." Never mind the vows and the flags and the keepsakes, for no alliance, whether national or matrimonial, ever survives on sentiment alone. We've got to understand and respect each other for two reasons. First, because we want to be real comrades in arms, not phoney ones of the Axis variety. Second, and even more important, we don't want a mere wartime friendship. We want the real thing—the alliance which survives the peace and becomes a permanent force in the shaping of the new world.

*From British Army Bureau of Current Affairs Bulletin,
No. 22, July 18, 1942, "Meet the Americans."*

9H3PM – Phil & Jackie go on holiday

Jackie and I flew out from Gatwick on the 4th October to stay at the Qawra Palace Hotel at Qawra in the North East of the island. I had applied for a Maltese Amateur Licence six years ago and was allowed to use 9H3PM at the time and when I applied this time I was allowed to use the same one. Previously I had to pay a fee and collect the licence in person from Merchant Street in Valetta, this time all arrangements were done on-line and were free, the only requirement was to send a copy of my UK licence to the Malta Radio Communications organisation by scanning the document. The licence turned up by post from Malta.

Using the my Yaesu VX7R hand held usable on 2m and 70cms FM, I was able to access 9H1BBS-R this is an Echolink node run by Bill 9H1IA / GODEO which in the old days used to be on packet radio as a bulletin board. Bill also runs 9H1IA-R. There are a number of other repeaters running Echolink on the island.



Over the next few days we visited a number of tourist attractions on the main island and also on Gozo, the local bus transport that some people may remember used to be old buses where you could see the road through the floor have now been replaced with modern buses run by Arriva and run all over the islands at regular intervals. They also have bendy buses which were originally deployed in London.

Operations on Echolink were conducted in the evenings leaving the rest of the day to do other things, good way to upset the XYL most likely if I did. On 9H1BBS I spoke to Jim 9H1RN / G4TDS (RNARS)

who gave me detailed instructions on how to find the Mellieha Amateur Radio Club and being dropped off by the Bragg bus stop in the town and turning right from the bus and walking up Triq Il Pelligrina, this footpath has a hand rail on it and it is just as well as it is a very steep uphill path. The fort is located at the top.

We walked up via another road to start after talking to Joe 9H1JL on the radio and as we got into the vicinity a car drew up driven by Steve 9H1SF and I recognised him from seeing his picture on Facebook and the MARC page. The club has a donated RNARS HF radio, transported from the UK by Bill G3TZM / 9H1BX and is affiliated to the society and has the call sign 9H9MSG. There were four other amateur radio people there when we arrived, Phil 9H5HP / G6UKV, Francis 9H5FM, Joe 9H1YP, and Alfred 9H1AK. We stayed for about an hour chatting before moving off by bus to Popeyes Village at Mellieha which unfortunately was closed for filming until later in the month.

We had to decide what to do for the rest of the day and as we were in the northern part of Malta decided to make for Gozo and the sightseeing bus. Activity over the rest of the week was by 9H1BBS and occasionally 9H1SN-L and I spoke to Jim 9H1RN another time, Andy 9H1XD and G3BZU Doug at RNARS HQ HMS Collingwood, RNARS Chairman G4BEQ and Dave G0BVV/ M through GB3BN at Bracknell, Berkshire via my mobile smartphone.

While in Malta I visited the Lascaris War Rooms at Valletta www.lascariswarrooms.com built 400 feet underneath the Upper Barraca Gardens and the Saluting Battery, every day at 12:00 a gun is fired. As an ex artillery man I have an interest in guns and I only found out about the Fort Rinella Gun on the last day of our holiday, it is reputed to be the largest gun in the world weighing one ton and built in 1878 created by Lord William – George Armstrong and located at Kalkara. www.fortrinella.com There is another one in Gibraltar.

Phil Manning G1LKJ 2954



Letters to the editor

Colin;

In March I attended a reunion and AGM of the HMS Surprise Association. It was held over a weekend and included a short reception to meet and greet old mates; not so many around these days, I fear.

However, we had some entertainment during the evenings, consisting of keyboard entertainer and singer. The usual raffle, tombola and dancing which all hotel guests could take part in. A Special 50th year cake made on behalf of the Association, which was then raffled. A grand Saturday evening celebration, formal dinner, with the room fully decorated with bunting and ensigns; and on Sunday morning the AGM.

Here are a few pictures that I hope you feel worth including in the Newsletter?



HMS Ganges 1946
aged fifteen



Retired in Devon



The bell from HMS Surprise
"I wanted to ring Eight Bells!"

John GØJSC 1702

John; I always appreciate hearing from you and thanks for your several contributions to the Newsletter.

Kindest regards, Colin

Mike Butler has recently been contacted by the curator of a military museum in Cape Breton who is seeking help in identifying the cap badge on this naval type hat which was donated along with a mess and uniform jacket? The jackets have three gold rings with a red background.



The curator can be contacted by e-mail: johnwclarke@eastlink.ca



Get your ears on!

A couple of years ago I started to notice that the tinnitus, which I have suffered for some time, was getting louder, up from S5 to about S7 (estimated by ear, no S meter is ever reliable)!

I went through the chain of GP, specialist, and audiologist and found myself answering the same questions. “Did you have a job which might have affected your hearing?” “Yes, I was a Telegraphist, for the best part of thirty years, my ‘office’ was a set of headphones”. “Any hobbies which might have affected your hearing?” “Yes, I was into amateur radio”. “Anything else?” “Yes, full bore rifle shooting”. “Anything else significant?” “Yes, in 1958 I was caught in an EOKA IED explosion in Cyprus that probably did not help”.



The conclusion was that I had tinnitus and high frequency deficiency in both barrels. The solution was a pair of headphones, sorry hearing aids, to boost the higher frequencies and incidentally to mask the whistle in the ears. Both objects were achieved and I can now hear a sparrow coughing in the next field.

Like everything you get from the doctors there are sometimes unexpected and even undesirable side effects. If you go out in a hailstorm in a car it is deafening! If you are in a supermarket or a packed restaurant, forget it, switch them off and pretend to be deaf when they want you to pay the bill.

‘Accentuate the positive’ the first thing I did when I got home from the hospital was to experiment with the settings; 1 is the in-built microphone, designed for everyday use. 2 is the ‘T’ coil, so you can hear what is going on in church, theatre at the check-out or in the bank; and 3 is a combination of both.

That afternoon I built a simple induction loop consisting of a jack plug and a loop of wire and installed it in the shack. Up and over the door frame so as not to impede access. Plugged into the phone or speaker jack on the radio it worked, and still works very successfully and cost me nothing! You may need to wind up the AF gain control a little, and perhaps turn down the sidetone gain. I call them my NHS earphones; I can now walk around the shack without strangulation and hear the CW even when I am downstairs pretending to talk to my long suffering wife.

For mobile/portable or hand held work use a homemade neck loop; it works on the same principle, is available from the junk box and will not cost you the £20 plus asked for a commercial unit which works no better.

This last week I have had an audio review and have been fitted with the latest Swiss made units which are very clever. They are much smaller but have the same options but the amplified sound is much cleaner and more realistic.

The cleverest feature is in the switching, they are ‘wifi’ when you change mode on one ear it ‘tells’ the other ear, and a few seconds later it too changes to the same setting and beeps or plays a little

tune to confirm that it has done so. These units cost in excess of £1000 each if you go to the local friendly commercial provide, the NHS give you them free, and supply you with batteries for life!

The most important feature I kept until now, they keep you on the air where previously you might have been forced to give up the hobby!

Roy 2E1RAF 4923



Early experiments in radio communications

Due to a lack of articles, you'll have to put up with my ramblings again, this time; how I got started in amateur radio, or; my early experiments in radio communications!

It was my eighth birthday and amongst the presents I received, a couple of book tokens; so off to St Andrews and into Henderson's book shop for a browse. I made good use of the vouchers; one book on magic, the other on radio. For those who don't know, I am a semi-professional magician working in cabaret, clubs, pubs, hotels and normally a booking or two at the Edinburgh International Festival. If any of you out there know any television producers looking for a comic magician ready formatted for wide screen television, pass on my details. The book on radio opened up what was to become just like conjuring, a lifelong interest.

In the early days of his engineering career in the MN, my father used to take a cumbersome valve radio set made by the PYE company with him on his voyages. It covered the "short wave" bands so he could receive the BBC World Service. In those days, sailing with Clan Line and then Furness Withy, Dad mainly joined and paid off in Glasgow, so transporting the large radio in a homemade wood and canvas container wasn't too difficult in the car. But with a



Dad and some of his old engines at a county show

growing fleet of larger specialist vessels, there was a reduction in traffic into Glasgow, so Dad no longer joined or paid off in the UK. Fortunately this was coupled with the advent of the new-fangled transistor or “solid state” radio; much smaller and far more portable than a valve receiver. So the big old PYE radio now graced my bedroom.

My first love was medium wave DX'ing. In common with radios of this era it didn't have a ferrite rod aerial, so I needed to rig a long-wire, fortunately the our house had a long back-garden and it was a fairly easy operation to run a wire from my up-stairs bedroom to a tree some fifty yards away at the end of the garden. An earth wire was connected to the water pipe feeding the hot water tank in the attic above my bedroom.

This aerial worked very well and I recall the delights of AFN from Berlin, other Continental station, Athlone and occasionally stations from North America. Some of this receiving had to be done in a very clandestine fashion listening with head-phones in the small hours of the morning when many of the stronger European stations had shut down. You have to remember this was a time when there was only the BBC in the UK and not the plethora of commercial and local radio stations there are today. In most cases BBC transmissions ceased at mid-night. Not many people in the UK would know the weather in Berlin when AFN were reporting on a baseball match between the US Army and Air Force?

I was also fortunate, that my late uncle Drew had been a wartime MN Radio Officer followed by a spell with what we now know as GCHQ after the war, and he helped refine the aerial system with a magical gadget called an ATU (homemade with help). And so began my extensive collection of spare parts gained from dismantling old radios and televisions. The ATU was a simple “L” match with a capacitor from one of the aforesaid junk radios. The coil had many taps and a croc' clip used to adjust the range. Expensive rotary switches were well outside of my pocket money range.

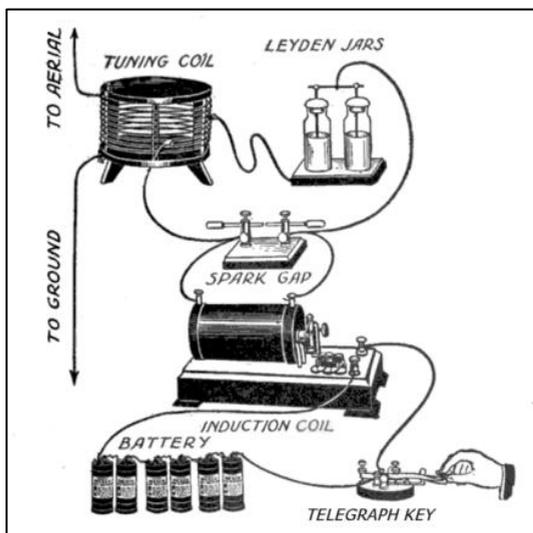
The use of an ATU opened up new horizons with improved reception on the short wave bands. Stations, I presume from the language and music were audible from Africa and South America; my first taste of exotic Rumba and Tango music. Not only that, one evening

while I was spinning the dial I chanced upon an extremely strong signal around 2 MHz, remember this was a time when AM was the prominent mode on top-band. No music, in fact a local accent and a voice I thought I recognised. At frequent intervals he stopped transmitting and announced his call-sign; "GM3CRY" before dropping carrier. Then it dawned on me, it was Mac, the retired guy who attended the village church.

Mentioning to Mr McConechy after Sunday service that I'd heard him on the radio, he invited me along that afternoon to visit his "shack". I was in awe, all this transmitting equipment, mostly homemade and a series of aerials including a half wave top-band dipole running out from his garden into the adjacent field with the farmer's permission. No wonder he'd nearly blown my ears off with his signal.

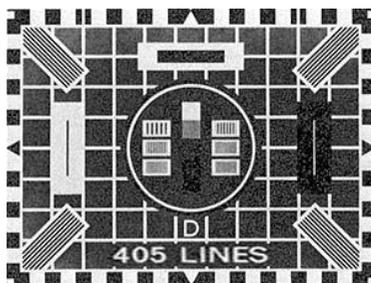
And so my interest in all things radio grew and by the time I was in high school, I was seeking out all the books I could find on the subject in the school and local library.

As we all know, the earliest form of radio transmitters were spark generators; covered in some detail in some of the books. And we all know, to generate a spark, you need a source of HT. Question; what could I beg or borrow that would make a useful source of HT; then it hit me, the magneto from an old AJS motor cycle that had found its way into Dad's work shop to be used for spares. My friend Mike helped me relive the engine of its magneto. Cleaning up the breaker points and checking it over, we gave it a quick spin by hand and connecting it to a spark plug with the gap opened up considerably, we could hear the crack on a little portable MW radio.



In time this arrangement was refined by incorporating an electric motor to turn the magneto and connecting the spark plug to my long-wire aerial, obviously disconnecting it from the receiver first. Leaving our transmitter running, we toured the village on our bikes to see what sort of range our transmitter could attain by listening on our little MW radio. If I recall correctly, the range was about quarter of a mile. Our experiments continued over the next few weeks after school and at weekends with crude Morse from a knife switch we'd added. After several alarming HT jolts, we used rubber gloves to throw the switch.

From the advent of regular television following WW II until 1985, the UK standard was 405 lines with a black and white picture using frequencies between 40 & 50 MHz. What Mike and I didn't realise was that not only could our signal be received right across the medium wave band, but also long-wave, short wave and right up to the VHF range used by the TV service. Therefore many close neighbours had several prolonged interruptions to their radio and TV reception.



Not only did TV and radios suffer interference, but also the audio system in the village kirk proved to be a very capable receiver, I have to confess my new found interest distracted me from regular church attendance. I believe the minister couldn't be heard over the rasping interference and had to switch off the amplifier and fall back on shouting his sermon to the point where he almost lost his voice.



Strathkinness Kirk were your editor
was once the Beadle

Village gossip and murmurings were diverted away from general comments about the weather to the strange interference on radios and televisions. In due course our early experiments were closed

down, not by a bowler hatted official from the GPO who at the time administered radio transmissions and investigated interference, but my inquisitive mother after noting that the interference coincided with the disappearance of Mike and I into Dad's workshop.

By now I'd moved on to high school; Madras College had amongst its staff an enthusiastic chemistry teacher, Arlen Pardoe who held an amateur license; don't ask me his call, as I can't remember it. So a radio and electronics club was started in school, attended at lunch times and once a week after school in one of the science classrooms.



In due course myself and one other member of the club found building instructions for a three valve regen receiver. So this became our winter project. The metal work for the chassis wasn't too difficult as I had access to my Dad's workshop with all the required tools to alter an old radio chassis. My friend from the club, Dave, had access to an AVO meter out with the school club as his father was a technician in the RAF, so Dave's job was to identify the various taps and connections on the un-marked mains transformer which had been acquired from a radio that had been thrown out for the rubbish collectors. In due course with the parts gathered, building started at the school club. To those of a latter generation who have never worked with valves, no printed circuit boards back then, components and wiring was soldered directly to the tabs on the base of the valve holders. So far so good and a few weeks later following a double check of the wiring, time to plug in and switch on.

Dave plugged the mains lead in and my hand hovered over the main switch on the front panel in eager anticipation of receiving signals from the four corners of the world after the heaters warmed up.

What happened next, words cannot adequately describe. A momentous blinding flash, followed by a loud deafening BANG! A bang so loud that anyone with something in their hands dropped it,

including our teacher and the Rector (Headmaster) who had decided to visit the club to renew his interest in electronics. We knew he was old, but didn't appreciate he'd worked on RADAR during the war. Milliseconds after this in the now deathly silence, it started to snow, well something similar to snow the way little charred bits of paper from the large detonated electrolytic capacitors drifted gently down on us.

By now a few of us were coming to our senses, Dave quickly removed the mains plug from the socket and I shouted, "everyone OK; nothing to worry about, don't panic, just a wee adjustment needed, we'll soon get it working." Famous last words, there was no way the smouldering remains were ever going to be a radio receiver.

Our normally mild mannered chemistry teacher started uttering oaths, but not of the sort you would take on a Bible as he rushed over to the bench we were using to survey the scene shouting; "Don't touch anything".

By this time a curious burning odour started to permeate the classroom. It's difficult to describe the smell, and if I were you I wouldn't repeat the experiment to find out what the smell was like. First of all, the pungency of burnt waxed paper from the dielectric in the capacitors was working its way into everyone's olfactory gland coupled with the repugnant choking odour of burnt varnish from the now smoking remains of the transformer.

Like all good experiments that go wrong, an enquiry chaired by the Rector was held, and it was discovered that we, sorry, Dave had mixed up the various windings on the transformer. It was the 6.3 volt heater windings he had wired to the 240 volt mains; not that there was much left of the transformer considering the potential in the HT windings which had changed colour from bright copper to black. I shudder to think what the voltage across the HT taps would have been.

The one positive thing that did come out of this interesting event, it increased the popularity of the radio club once word got round the school.

Colin 1870

Shake, rattle and white knuckles: the story of the Barrakka Lifts in Malta

Almost every run ashore in Malta would have included a ride on the Barrakka lift from the dockside up to the Upper Barrakka Gardens to quickly get into the city of Valletta. Taking a ride in this lift was an experience to say the least – it could be called the original “white-knuckle ride” that existed long before Alton Towers! When I first went to Malta in 1950 as a five year old I remember being frightened to death riding the lift with my family.

This was known as the 'Barrakka Lifts' and gave easy access from central Valletta - the Maltese capital city - to Lascaris Wharf at the Grand Harbour. It opened in September 1905 and was constructed by Macartney, McElroy & Co. Ltd., an engineering company based in Glasgow specialising in electric tramway systems. The structure was operated with two passenger cars of 12 passengers each. One passenger car faced the Grand Harbour and the other faced inland. The height of the lift was approximately 50m (162 ft 6 ins) and 1.8m (5 ft 10 ins) width. The site was also known as Malta's version of "Lovers' Leap" before the lift was torn down because a few people decided to end their troubles by taking a leap to their deaths from this location.

Macartney, McElroy & Co. Ltd. had also laid down railway lines in Malta in 1904. They linked the Three Cities (Senglea, Vittoriosa, Cospicua) and Rabat to Valletta, via Floriana, Hamrun, Birkirkara, Attard and Zebbug. John Francis Macartney, died 15th February 1913, aged 44 years. He had been the principal shareholder



and Managing Director of the company. After 24 years of service and then being declared insolvent, the company closed down on December 15th 1929.

Many young Maltese don't remember the lift. However, it was immortalised in a folk song which talked about the boom days when the Royal Navy Fleet was based in Malta. The song describes how busy and vibrant the area around the harbour was, and, how within minutes you could go from the Upper Barrakka Gardens down to the harbour side where all the ships were.

In the last quarter of the 20th century, the main use of the Grand Harbour changed from mostly military to mercantile thereby reducing the number of visitors to the port and, consequently, the activity of the Barrakka lift. This situation was compounded when the harbour ferries ceased operations. In addition, the main access point for tourists became the airport which used to be the former RAF Luqa. For these reasons, the lift operated until 1970 when it was shut down and was finally dismantled in 1983.

The process of acquiring the new lift was a lengthy project which started around the year 2000. Initially, there were "no takers" for the project proposal because of fears about lack of commercial viability. The need and the market for a quick connection to Valletta was resurrected when the Valletta Cruise Liner Terminal Project started at the end of 2001. The intended re-introduction of harbour ferries will further increase the need for quick access from the harbour level to that of the city of Valletta. Some dgghasa ("die-sah") are currently providing a ferry service between Vittoriosa and Custom House Quay but they differ from the many dozens that used to ply the harbour by being far fewer and are now powered by small outboard engines (similar to the "Seagull" ones) although they still have oars as back-up for propulsion.

Some waterside warehouses (some ex-Naval Stores) were renovated into a development of restaurants, cafes, retail outlets and galleries known as the Valletta Waterfront and includes the cruise ship terminal. This helped to increase the need for a lift carrying cruise passengers into the city. The waterfront can be seen 24 hours a day on the Malta Vista web site cameras at:

<http://www.maltavista.net/en/webcam/grandharbour>

Up to three cruise ships a day call into the Grand Harbour and the newly rejuvenated waterfront also hosts many entertainment events. At present, the only ways that visiting cruise liner tourists can get to Valletta is by taxi or bus, or by a long steep walk up Crucifix Hill, followed by almost 100 steps and a further uphill walk towards the Auberge de Castille. Alternatively, there is a route via the Victoria Gate which also necessitates a steep uphill walk and even more steps to reach central Valletta.



HMS Illustrious at Lascaris Wharf adjacent to the new Barrakka lift

Planning permission was finally granted at the end of September 2010 after a lengthy and tortuous fifteen months planning process during which a number of changes to the design proposals had to be made. Work on the new lift started in the second half of 2011. The €2.5 million project (around £2 million Sterling), mostly funded by the EU, was due to be completed in the last quarter of 2012 but the lift is now expected to go into full service in the Spring of 2013.

The concrete structure of the new lift is being covered with a honey-coloured aluminium mesh to blend in with the limestone of the bastions. Recently, these bastions, originally constructed to keep

enemy ships at bay, were covered in scaffolding as they undergo extensive restoration as part of a conservation order. Paradoxically, they are one of the attractions that draw some Mediterranean cruise liners to Malta bringing thousands of tourists every day to the city.

The lift has been made free-standing so as not to damage the fortifications. Due to the particular nature of its construction and its location between these high fortifications, structural analysis involved extensive and lengthy wind tunnel testing that had to be carried out by a specialist company in the UK.

One small reminder of the old Barrakka lift may yet feature in the new lift: a signboard pointing to the old lift is being restored by Heritage Malta at its restoration centre in Bighi in part of what used to be the Royal Naval Hospital Bighi. This sign is believed to have been installed just after the war near the Customs House and suffered from weathering and years of grime until it was removed years after the old lift was itself finally dismantled. The sign reads: "Barrakka Lifts The quickest way to the city".

Without doubt nostalgia was a key factor in the decision for the approval by the Maltese Authorities in permitting a new lift to be erected at the same location. This new lift will, of course, be faster and larger than its predecessor with 2 passenger cars that can carry up to 800 people an hour. The fifty-odd metre ride up the bastions will give the riders an opportunity to enjoy the spectacular views of the Grand Harbour and the surrounding cities. This time, I can't wait for my turn to ride the new Barrakka lift.



WL Mahoney, 9H1BX

Hitler's aircraft carrier - A scarcely known story

By Nuria Puyuelo Gispert

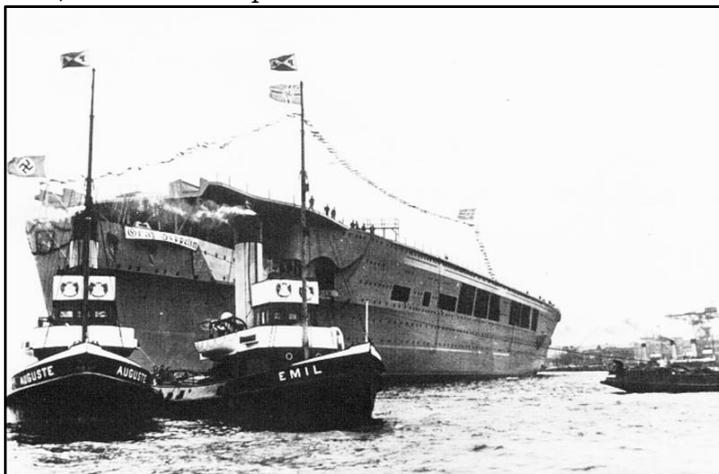
The German Kriegsmarine never really embraced the use of aircraft carriers in WW2. Hitler showed little interest in this type of Naval vessel and its operation. The chief of the Luftwaffe, Herman Goering, was always jealous of his command over all forms of aircraft, and did all in his considerable power to stymie Admiral Raeder's plan to build up to four aircraft carriers.



In 1935, Hitler announced a plan for the Navy to acquire aircraft carriers. Two keels were laid down in 1936, and in 1938, Grand Admiral Erich Raeder produced his Plan Z, a grand scheme to build four Carriers and complete them by 1945, but in 1939 this was scaled back to just two. It was policy to not actually name a ship until it was launched. The first laid down Carrier was designated Aircraft Carrier A, to be named Graf Zeppelin at her launch in 1938. The second, Aircraft Carrier B, was never launched.

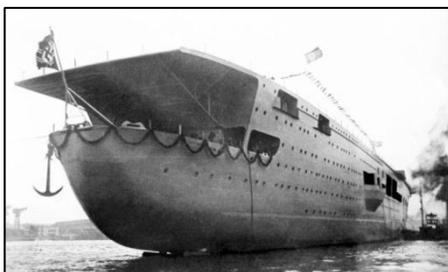
Come May in 1941, Raeder informed Hitler that Graf Zeppelin, about 85% completed, would be finally finished the next year. But Herman Goering was no help, he told both Hitler and Raeder he was unable to supply the Navy with aircraft for Graf Zeppelin until the end of

1944. His delaying tactics worked: Aircraft Carrier B was abandoned, and broken up.

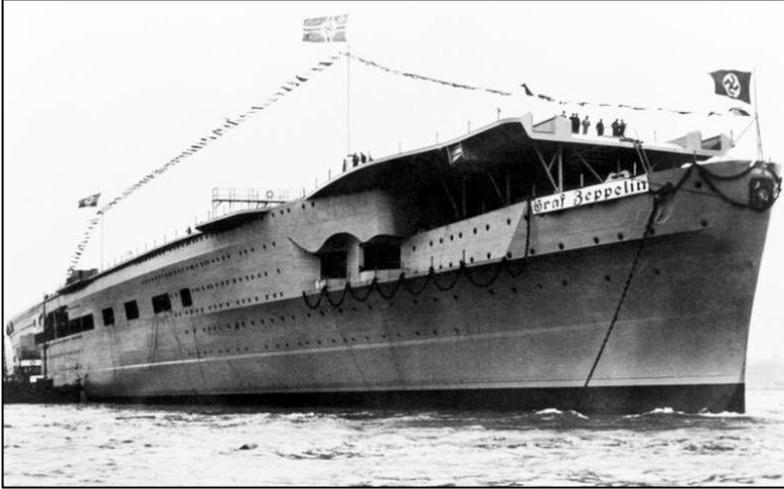


By 1943 Adolf Hitler was not too interested in anything navy, and the frustrated Raeder asked to be relieved, he was accommodated by Hitler, and Karl Donitz, the Submarine chief took charge. He was not at all interested in seeing an aircraft carrier gaining more focus than his beloved U-Boat arm, and all work stopped on Graf Zeppelin, notwithstanding she was 95% completed. The ship had her armament stripped out of her, and sent off to Norway for coastal battery use.

At war's end in 1945, to ensure this ship did not fall into Russian hands, Graf Zeppelin was scuttled in shallow water at Stettin in Poland, on April 25th. 1945. Under the terms of the Allied Tripartite Commission, Graf Zeppelin should have been destroyed or scuttled in deep water by August 15th. 1946. But not so: the Russians decided to repair the Carrier and she was refloated in March 1946, no doubt loaded with loot from the conquered Poland. It was unsure post WW2 what had been the fate of Graf Zeppelin until the Soviet archives were opened up.



It appears the carrier was towed from Poland to Leningrad, unloaded and designated PO-101 (floating base number 101) the Russians wanted to repair the ship at Leningrad as all the repair facilities at Stettin had been destroyed. But this did not happen, and again Graf Zeppelin was towed off to the Polish coast.



On the Polish coast on August 16th 1947 the ill-fated carrier was used as target practice for both Soviet aircraft and naval ships. After taking twenty-four bombs and projectiles the ship was still afloat. Finally two torpedoes did the job, and the carrier sank.

The actual position of her sinking was unknown for many years, but in 2006, a Polish Oil Company ship Petrobaltic found a 265 metre long wreck close to the port of Leba. On the 27th July 2006, the Polish Navy survey ship ORP Arctowski confirmed the find was indeed the wreck of Graf Zeppelin, sitting at 264 feet below the surface.

The grand plan of Grand Admiral Erich Raeder never ever came to fruition. Germany did not produce a completed Aircraft Carrier in WW2. A proud ship, never destined to be commissioned, post WW2, was merely used as target practice by a previous enemy.

A sad end for such a ship, once part of a scheme for the German Navy to get its wings.

A warm welcome to our new members and updates

New Members	4923	2E1RAF	Roy Walker (also GØTAK & Editor of the RAFARS NL)
	4924	MI3NPR	Nick Robinson
	4925	MØHFM	Bill Burnham
	4926	G3PYB	Peter Blakeborough
	4927	YO4ASG	Aron Cornel-Emil
Changes	4911	MØNAF	Nigel Auckland. Was 2EØNAJ & M6NAJ
Re-Joiners & re-instated	1467	K8BBT	Carl DePoy
	3831	NK3R	Greg Altig
	3889	W1USN	Mike Rioux
	4783	N4XAT	Bob Dimperio
	4726	KB9NYC	Frank Black
	4872	K3ORS	Edward Cookenham
	1580	VK4CY	Jon Walton
	3652	G4ZGP	Geoff Pritchard
Silent Keys	1148	G3LHB	Bill Blanchard
	2083	G3DAC	Alan Edwards
	4724	GØRVW	Dave Hughes
	0966	G3XON	Stanley G Casperd
	4078	GØSMW	Dave Rangecroft
	4825	G7IZS	Dave McLean
	2673	OZ1EHC	Jorn Olsen
	2940	GM3LGM	Bill McGill
	2076	EI7H	Roy Cookham
	3839	TA1AN	Yusuf Kadioglu
	4628	GMØLTQ	Niel Barrowman
	4724	GØRVW	Dave Hughes
	1814	SWL	Norman Wright

Staying on the subject of membership, could the following members; **David Condliffe** and **Charles Beech** please make contact with Wally Walker our hard working Membership Secretary.

Both have paid their subscription via PayPal but the payment records do not contain their call-signs or RNARS number, so to tie things up, Wally would be really grateful if they would contact him.

Wally's details are on the inside front cover, a quick e-mail with your call-sign and membership number will suffice.



Rally News

Once again Wally (G4DIU) and Alan (2E1HHA) will be representing the society at the National Hamfest in Lincon between the 27th & 28th September. If you are attending the Hamfest, call by and if you have a spare minute or two, maybe relieve our stalwarts to let them have a break.

More information on the rally web site: www.nationalhamfest.org.uk

Does anyone recognise this badge?

It's the NATO badge worn by RN and RAF staff at the joint HQ; HMS Warrior / RAF Northwood in the 1980's.

If you wore this badge we may have served together.

Roy 2E1RAF 4923



Stanley George Casperd G3XON - Silent Key

23 September 1915 – 9 March 2012 – RNARS Life Member 966

Stanley was born in Norbury, near Croydon in London, not far from the old Crystal Palace where his Mother use to give piano recitals. He was one of the first generation to grow up in an environment of man-made RF transmissions. Only three years earlier the Titanic's radio operator, "Jack" Philips, had continued to use his Marconi transmitter to seek help while the



ship was sinking, an event Stanley was later to commemorate in his 90's. Just two years after the Marconi Communications Company merged with others to form the BBC, Stanley was introduced to his first radio receiver at his grandfather's house. This very early two-valve radio had a mahogany box with a horn loudspeaker, and it was pure magic to Stanley who became determined to make his own. Having left school he got a job charging and delivering batteries for early valve radios and he got to see many of the earliest wireless sets around.

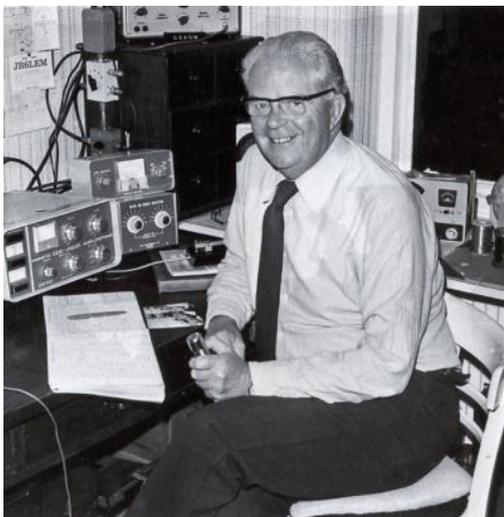
At the age of twelve, Stanley made a triode valve receiver using a huge pile of bicycle lamp batteries to create the 60 volts HT required. All the parts came from the local chemist. By 1930 he had graduated to building a three-valve Scott Taggart design short wave receiver and was often up late at night logging foreign stations and USA amateurs.



This enthusiasm was amplified when he visited the Radiolympia exhibition in 1927. Although unknown to Stanley at the time, his Uncle, Christopher Casperd was working abroad for the Marconi Communications Company as a specialist wireless engineer, so something must run in the blood!

At the age of twenty, and now a keen electronics and radio enthusiast, Stanley met the TV pioneer John Logie Baird at his studios in Long Acre London. He was delighted to be asked to become a part-time assistant developing the mirror and disc system and he took part in the first land-line experimental transmissions between Long Acre and Selfridges in Oxford Street.

In 1938 Stanley joined the Radio Society of Great Britain and the following year, at the start of the war, he joined the Royal Navy Signals School in Portsmouth. Here his talents in electronics and radio were noted and he was taken into a Top Secret team that was developing de-gaussing systems to counter Hitler's magnetic mines. While working on ships he developed and patented a loop current meter for DC currents which is still in use today. The degaussing work took him on many naval vessels, both in dock for fitting equipment and at sea for trials. Often putting himself at risk he helped save many ships and many lives. He worked in the London docks, Great Yarmouth and at Newcastle upon Tyne where he met his wife to be Evelyn. They were married in Newcastle in 1946 and with this new inspiration he also studied electronics and physics at night classes and became a Chartered Electronics Engineer M.I.E.E. and a Chartered Radio and Electronics Engineer M.I.E.R.E.



Following a move to Crowborough in Sussex his radio and electronic interests continued unabated, contributing articles regularly to *Wireless World*, *Practical Wireless* and *Short Wave Magazine*. As a temporary distraction he designed and built his own tape recorder and his own television set using a radar cathode ray tube, long before such things could be bought in the shops. The news quickly spread around the village and a lot of neighbours found reasons to call in to see if it was true! His sons Alan and Martin had the benefit of toys that other children hadn't even dreamt of.

Now working for the Ministry of Power, Stanley was promoted to a position in Newcastle Upon Tyne. Here he made friends with some radio amateurs, and in 1968 he obtained his all bands Amateur Radio Certificate and his callsign G3XON. He soon made a Top-Band transmitter/receiver and got a special license for mobile operation.

This was just the start of a whole roomful of home-brew equipment and the start of making friends all over the world.

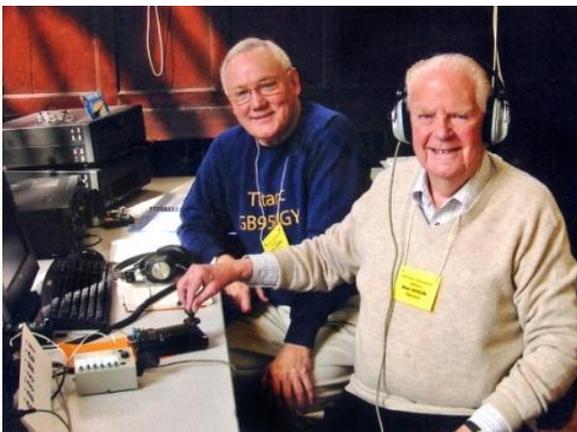
In 1977 Stanley and family moved to Guildford in Surrey, where he joined the Guildford and District Radio Society and later the Wey Valley Amateur Radio Group. In 1978 he joined the Royal Naval Amateur Radio Society. He took part in HMS Belfast Easter Activity in April 1980 and was made a life member of the RNARS in 1989. He was awarded the RNARS 21st Anniversary Certificate and the Mercury "40" Award in 1982 for working special and member stations.

He became a member of the British Vintage Wireless Society and had fond memories of early radio sets which lead to him collecting crystal wireless sets and very early valve radios that he was always delighted to show fellow amateurs. In 1982 Stanley was invited to share operating time for a special "On the Air" event at Marconi House in the Strand using the callsign GB2LO. This was celebrating the diamond Jubilee of the first broadcast transmission by the Marconi Company in 1922.

After retiring from the Civil Service Stanley devoted a great deal of time to Radio Amateur Groups and Clubs, mostly in Guildford, but including the Royal Signals Amateur Radio Society in Blandford and the Chalk Pits Museum in Amberly Sussex which he helped found. He also took up the Amateur Radio Islands on the Air (IOTA) challenge and was awarded certificates for confirmed contacts with over 600 Islands. He was proud of his OZ-Prefix-Award, WAC CW, WAC Phone, WAC RTTY, WAZ, the US DX Century Club, the Mary Rose Award and many others. In his late eighties and nineties Stanley gave very well received PowerPoint presentations at the Wey Valley Amateur Radio Group (WVARG) including talks and demonstrations on Early Wireless and Early Electricity.

On 14 and 15th April 2007 Stanley was invited to kick-off a Titanic commemorative special event station transmitting CW with the callsign GB95MGY. This was to commemorate the Titanic radio operator continuing to transmit for help until he went down with the ship. Stanley was delighted to do this and he was also delighted to receive a Lifetime Membership Award from the WVARG in 2011.

Stanley had a lifetime filled with Radio Frequency energy which he often said was what kept him going. Reaching over 96 it's hard to argue with that. RF energy in the wider sense did indeed keep him going, not the least of it being the many friendships he gained around the world, all due to Amateur Radio.



Stanley would want his 73's to be forwarded to everyone who knew him and to thank all his radio friends who helped him achieve so much.

Martin Casperd and Alan Casperd G8ZDF.



My Shack

Following my plea for pictures of members and their shacks, **Bob N4XAT** sent in a recent image taken just after unwrapping his Christmas presents which included a personalised RNARS shack clock from his sister. Thanks for the picture Bob and thank your sister for the order.



If you have a suitable picture, please send it in and I'll put it in the next Newsletter, please, let's see your face, not the back of your head talking into a microphone.

Keep up to date; join the RNARS Yahoo Group

Membership of the RNARS Yahoo group is strictly limited to current members of the RNARS. Any member who becomes lapsed, or who resigns from the society, is removed from the group's list of members. They can of course re-apply to join the group once their membership status is again "current"

As a member you have various options: you can choose to receive a "Daily Digest" of messages or to receive individual messages as they are sent. There is also a "no mail" option – if you choose this option you will need a Yahoo ID which will allow you to log-on to the group's website and to read all the traffic on line. A Yahoo ID also enables you to access the group's Files and Photographs facilities.

The amount of traffic varies, and I appreciate that some of it is not of interest to all. However, all messages have a subject line – and it is easy to delete any mail whose subject is of no interest to you.

I edit and send out a weekly eNews bulletin to the group. Each bulletin includes the latest membership changes, news of RNARS events plus other snippets of news and links that may be of interest. Any snippets sent to me for possible inclusion in a bulletin should be relevant to the RNARS, to the amateur radio activities of RNARS members or to our service backgrounds.

When sending me items for inclusion in a bulletin, please quote the source of that information, with an URL where applicable. If you need more information about the group, please contact me by email at: rnars2news@btinternet.com

This is how to join the RNARS Yahoo Group's Mailing List:

- 1 Address an email to: RNARS-subscribe@yahoogroups.com
- 2 Send the email.
- 3 You will then receive an email asking you to confirm your request to join the group.
- 4 Follow the instructions on how to do so. The EASY way is to REPLY to that email by clicking "Reply" and then "Send"

The group software will inform the group moderator that someone wishes to join the group. If your email address is known to the

group moderators as being that of a current member the group software will be given the “go ahead” and you will be sent an email welcoming you to the group.

If your email address is NOT known to the moderators there will be a delay whilst we contact you and ask for your name, callsign and RNARS number. Once we have that information we will be able to authorise your application to join the group.

73 Diana, GORNO/3926
RNARS Data Comms Manager

Brian Weeden G2FSH 4633 would like to know of any **Norwegian Free Navy members from WW2**; their names and call signs if at all possible, should any of our members have contact with same. Many thanks, Brian b.weeden@sky.com

News from our QSL Bureau Manager

After more than four years managing the RNARS QSL Bureau I have finally put pen-to-paper or at least fingers-to-keyboard to now introduce a regular QSL Column to the Newsletter.

So where to begin?

Although initially these notes are intended for newcomers to the Society, I hope they will also benefit some of the longer serving members.

To QSL or not to QSL?

It's a fact that if you are active on the bands, someone, somewhere, will want to send you a QSL card. So, if you're active on the RNARS or on any of the other services' nets or frequencies there's a good chance that the Bureau will receive some cards for you. If, however, you are not interested in receiving 'real' QSL cards please make this fact clear during the course of your QSOs or even state it on your entry on QRZ.com. This saves the Bureau having to deal with unwanted cards it also saves senders from wasting their valuable time and money. Please also ensure to inform me if you don't want to collect your cards.

How can I check if the Bureau holds any cards or SSAEs for me?

Navigate to <http://groups.yahoo.com/group/RNARSQSLBureau>, e-mail me at g0toc@gb2rn.org.uk or please feel free to telephone or SMS me on 07743 456058 (Vodafone) or 020 8502 1645.

Incoming QSL Bureau Service.

UK members - if you have QSL cards waiting or wish to prepare to collect cards, but have no SSAEs lodged with the Bureau, simply send me a few (3-5) envelopes with standard "Letter" size "2nd Class" stamps attached - my postal address is printed on the inside front cover of this Newsletter. Please clearly print your name and address, and on the top left corner of each SSAE your RNARS membership number and your callsign. My preferred envelope size for SSAEs is C6, although DL or C5 sizes will also do, but please nothing smaller than C6 or larger than C5. On average, a maximum of 10-12 cards can be sent in an envelope with a standard "Letter" size stamp attached. Overseas members should contact me to make arrangements to receive their cards. Typically, overseas members are asked to remit £5.00, via PayPal, to cover the cost of postage - envelopes are supplied free of charge. All cash balances are openly displayed for each user of this service in the database on the RNARS QSL Bureau Yahoo! Group.

Outgoing QSL Bureau Service.

As well as sending me your cards for RNARS members there are reciprocal arrangements in place with the Royal Signals (RSARS), Royal Air Force (RAFARS) and FISTS bureaus. If sending cards for members of these organisations ensure that you mark them accordingly. Please note that there are NO formal reciprocal arrangements with any of the overseas naval societies, as most do not maintain a QSL service for their members. However, cards get passed once-a-year to German (MF), Austrian (MFCA), Dutch (MARAC) and Belgian (BMARS) members for onward distribution during Easter Activity Week on board HMS Belfast. Please DO NOT send cards to me for onward delivery to the RSGB QSL Bureau.

The following members are asked to contact me.

0926 WA1HMW, 3765 G0OKA, 3889 W1USN, 4170 G7RIU, 4240 EA8CN, 4515 EI5DS & 4902 M0GMI.

Marc Litchman - 4876 G0TOC
g0toc@hotmail.com

QRT - Closing Down

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, it's nice to know my efforts are valued. And thanks to all who have supplied an article, or in the case of new member Roy Walker, a couple of items, thanks Roy.

As always I'm desperate for articles; without articles, there's no Newsletter, please help. If you look back over the last few editions of the Newsletter, it's the same few who step forward to provide articles. Please, if you have any anecdotes, stories of service life or radio related items, please pass them on.

The Chairs of the RNARS, RAFARS and the Royal Signals ARS met recently to discuss mutual co-operation between the three service societies. Matters discussed included the publication of nets that each society runs in our respective Newsletters; hence the details of RAFARS nets kindly supplied by new member Roy Walker the editor of the RAFARS Newsletter. I am also in regular touch with the editor of the Radio Officers Association Newsletter, and likewise we share articles of common interest.

Subscribing to the Newsletter via e-mail in three easy steps:

- 1 Address an e-mail to **rnars@colinsmagic.com**
- 2 In the subject, **ONLY** enter **Newsletter Subscription**
- 3 In the body of your e-mail, your name, postal address, callsign and RNARS number.

At the moment I can't promulgate a closing date for submissions to the Summer Newsletter as I am going to have a busy few months selling my house and an impending move. Once I can set a date I'll pass this via the Yahoo group.

Well that's about it, time to start thinking about the summer and a new sailing season, oh and while I remember, a wedding in September, yes a date has been set, Kirk and Minister booked, reception venue sorted; just the invitations to send out.

Regards, Colin

Mobile: +447871959654

E-mail: rnars@colinsmagic.com

(only enter **RNARS** in the subject)

Late News & Reminders

The **Collinwood Open Day** takes place on the 1st June. Let's hope the weather holds up and the event can go ahead. Reports and pictures from the event to the editor please for the Newsletter.

The **National Ham-Fest** takes place in September. For members in the Horndean area, a coach has been booked for travel to the Ham-Fest on the 28th, details on the RNARS web site: <http://www.rnars.org.uk/specialnotices.html>

Nets

A new **Combined Services Net** (RNARS, RAFARS & RSARS) takes place on Sunday mornings at 09:00 (A) on 5.4035 MHz USB with the alternative frequency of 5.3985 MHz USB. There is also a trial evening net on Tuesdays at 19:00 (A).

Roy GØTAK would welcome reports even if you are unable to join in. His email address is: g0tak@kencomp.net

RAFARS Nets - With an invitation to RNARS members to join in.

RAFARS Nets	Time	Freq	Control / Notes
Daily	1100 A	3.71	G2AFV G3HWQ
	1830 A	3.71	GI4SAM MØRGI
Monday	1900 A	3.7	G3PSG GØBIA
Tuesday	0730 A	14.27	
	1400 A	7.015	
	1900 A	3.567	G4IYC
Wednesday	1500 Z	14.29	
	1530 Z	21.29	
Thursday	1830 Z	14.17	ZC4RAF
Friday	0730 A	14.055	CW Net
Sunday	0900 Z	5.403	Requires NOV
First Monday of the month	1000 A	3.71	

RAFARS Calling Frequencies (MHz)								
1.855	1.993	3.515	3.71	7.015	7.045	10.112	14.055	14.27
18.07	18.11	21.055	21.29	24.892	24.93	28.065	28.590	

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 Puttick, NOT the editor.**

UK	Time Local	Freq	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	Bubby Rats	GØHMS/GØGPO
Mon	1400	3.575 / 7.02	QRS CW	GØVCV
	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	Time GMT	Freq	Net	Control
Daily	0800	14.303	Maritime Mobile	G4FRN
	1430	21.41	DX Net	WIHMW/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/P14MRC
	1430	21.41 / 28.94	RNARS DX	WA1HMW
	1900	E-QSO	When HF 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	7.088	14.294	14.335	18.15	21.36	28.94

RNARS Commodities List and Order 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 Old Logo	Grey/Navy			£5-00	£2-50	
Sweatshirt New Logo	Navy			£15-00	£2-50	
Polo Shirt Old Logo	Navy/White			£5-00	£2-50	
Polo Shirt New Logo	Navy			£15-00	£2-50	
Tie				£4-00	£1-00	
Baseball Cap				£4-00	£2-70	
Gold Blazer Badge	(New style)			£10-00	£0-70	
Gold Blazer Badge	(Old style)			£5-00	£0-70	
Lapel Badge				£1-00	£1-00	
Log Book				£3-00	£2-50	
Total Enclosed						

Please check before ordering as to available, sizes and colour with regards to the old stock of sweatshirts and polo shirts. New style polo shirts can be personalised with name and callsign: rnarscommodities@btinternet.com

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.

RNARS Shack Clock

The clock is nine inches outside diameter in a white plastic casing and has a quartz movement (AA size battery not included). Each clock is personalised with your callsign, RNARS logo and the 500 KHz (red) & 2182 KHz (green) silence periods as per the image. Each personalised clock costs £12 and £4 for UK postage and packing.



Orders from overseas members may be possible with payment via PayPal. Please e-mail me for more information and I will advise you of prevailing postal and exchange rates: **rnars@colinsmagic.com** and remember to only put **RNARS** in the subject. At the time of going to press the exchange rate and surface postal charges approximate to USA \$33-00.

UK orders are normally processed within fourteen days of receipt of order. Complete and send the form below with a cheque or postal order to the value of £16 made payable to "**Colin Topping**" to the following address:

17 Mount Melville Crs, Strathkinness, St Andrews, KY16 9XS

I would like to order a shack clock personalised with the RNARS logo and my callsign. **(Please print carefully)**

Name: _____

Call & RNARS No: _____ | _____

Postal Address: _____

Post code: _____

Telephone No: _____

E-Mail: _____

RNARS MEMBERSHIP SURVEY

Please complete the form as appropriate and return it to the Society. Starred questions * may require more space, so please use extra paper as necessary.

How long have you been a member of the RNARS? _____

Are you a Life Member? **Yes/No**

How active are you on the bands?

Rarely **Occasionally** **Frequently** **Daily**

Do you join in any of the RNARS Nets? **Yes/No**

*If not, why not? _____

Have you ever used the HQ Station at HMS Collingwood? **Yes/No**

How far do you live from the HQ Station? _____

Do you ever attend the RNARS AGM? **Yes/No**

If Yes, when was the last time? _____

*And why don't you go anymore? _____

Would it make a difference if the date was changed to suit you? **Yes/No**

Have you attended any other RNARS social events? **Yes/No**

Can you tell us why not please? _____

What changes have taken place in the Society that you didn't want to happen? _____

Would you like to see these changes "undone" or modified in any way?

How would this improve your membership of the RNARS? _____

What other features or activities would you like to see in the RNARS?

How do you receive the RNARS Newsletter? **Post/Electronically**

Would you like to receive the Newsletter some other way? **Yes/No**

If so, how? _____

Does it satisfy your needs as a Society Newsletter or journal? **Yes/No**

*If not, why not? _____

Would you consider being a member of the Committee now that you can attend meetings via the Internet? **Yes/No**

The Society is considering joining with the RAFARS and the RSARS to form a Combined Services Radio Society. Is this a good idea? **Yes/No**

* If not, why not? _____

Is there anything else that you wish to say that may improve your opinion of the Society? Please tell us here: _____

You need not write your name on the questionnaire unless you want to. Your responses will not be identified with you personally, nor will anyone be able to determine your callsign (if appropriate) or any other identifying feature. Nothing you say on the questionnaire will in any way influence your present or future membership with the Society.

You may like to tell us who you are here:

Name: _____ Callsign: _____

Thank you. Please send the completed form to:
RNARS Survey, J Kirk, 111 Stockbridge Road, Chichester, PO19 2QR
g3zdf@btinternet.com