



RNARS

NEWSLETTER



Royal Naval Amateur Radio Society

Promoting amateur radio in the Royal Navy since 1960



**Amateur
Radio
Society**



Autumn 2020

VJDAY75 Edition

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Front Cover: HMS Example

Originally built for the Royal Naval Auxiliary Service, and was transferred to the Royal Navy when the RNXS disbanded in 1994. Launched in 1985, Length 21m Beam 5.8m Displacement:54,000kg. Propulsion Twin shafts Rolls Royce M800T diesels, 1,590 bhp (1,186 kW). Speed 22 knots (41 km/h) 45 kn (83 km/h) (Hull design, but limited due to engine fitted). Range 550 nm (1,020 km). **HMS Example** is currently part of the Coastal Forces Squadron, formerly 1st Patrol Boat Squadron. She is an Archer-class patrol vessel attached the Northumbrian University Royal Naval Unit (URNU). Her primary role is to provide training to Officer Cadets and prepare them for a career in the Royal Navy. Based at HMS Calliope in Gateshead.

savetheroyalnavy.com

Back cover: Tug TID 107

Builder. Richard Dunston Ltd. Length. 21.87 m. Tonnage. 54 GRT. Launched August 1944, Commissioned. 1944, Scrapped 1976. Allocated to Captain in Charge, Harwich. In 1948 passed under Admiralty – Harwich and Chatham. In 1957 she was transferred to Captain of Dockyard, Chatham from where she was sold for breaking up in 1968.

MEMBERSHIP MATTERS

Joe Kirk

A very warm welcome to our new members, and to re-joining members.

NEW MEMBERS		
Brian 'Slinger' Woods	M0SSN	5098
Lt Rob Harris RN	2E0YXS	5099
Peter Ashby	G4CJX	5100
Michael Argyle	G7LIL	5101
Roger Tuffin	M0TKJ	5102
Armando Martins	M0PAM	5103
Alex Taylor	2E0HTM	5104
Fred Dawson	G1HCM	5105
Graham Gibbons	G1PEU	5106
RE-JOINERS		
Steve Heard	G3MLL	4734
CHANGES		
Alan Rackett	M6UIT to 2E0UIT	5044
RESIGNED		
SILENT KEY		
Derek Andrews	G4EZZ/F4VQE	2228
Bill Cooper (was lapsed)	GOKDL	4134
Martin Howard-Dudley	G4SMU	3561
Brian Coyne	G3DCO	4042

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RNARS Officers & Committee

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Ex-Officio	WO1 Mark Gower	HMS Collingwood
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SUBSCRIPTIONS INFORMATION

Special Notice Regarding Your Subscription

Those members who use automatic banking facilities with dates other than 31st of March or April 1st, please contact your bank to change the date of your subscription payment. In this way you are helping to reduce the workload on our Membership Secretary and Treasurer. Thank you.

Subscriptions:

Please ensure your name and RNARS number appears on all transactions. **UK:** £15 or £5 per year **due on the first of April** 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. Subscriptions can also be made via **PayPal** through the RNARS website. Click on the *How to Join* page: www.rnars.org.uk.

Overseas members: Subscriptions via PayPal is preferred, see above for details.

Newsletter by e-mail: If you receive email Newsletters your annual subs are reduced to £5. Contact the Membership Secretary for details.

The society banks with Lloyds 272 London Road, Waterloo, PO7 7HN.

Sort code: 30 99 20 - Account number: 00022643 -

IBAN: GB92 LOYD 3099 2000 0226 43 & BIC: LOYDGB21271.

GDPR: Your details will be held on the society's database by the Membership Secretary. The committee requires your permission with regards to the release of your personal information held on the database to be used only by the Society.

The RNARS is grateful to Phil MØVSE and Wayne G6NGV Taylor of **Shine Systems** for hosting our web site free of charge: www.rnars.org.uk

RNARS-Newsletter - THE Royal Naval Amateur Radio Society's MEMBER'S JOURNAL

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All contributions to RNARS-Newsletter should be emailed to M0SL@mail.com or alternatively to chair-RNARS@mail.com. All material is subject to editing.

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CHAIRMAN'S CHAT



David Firth
M0SLL@mail.com



It is such a small thing but in the last three months of lockdown where I have managed to break 2 sets of headphones and, admittedly they were rather cheap at that, but the local 'emporium' has been locked down tighter than a drum like a lot of other businesses these days. Mail order was still available so after a short delay of a few days a newer, and I hope, tougher set of 'cans' arrived on my doorstep -bliss! Then a quick shufty at my HF aerial that was somehow mysteriously lacking its nine to one un-un, and after ten minutes of re-attaching the box the world could be heard with absolute clarity -I even had a polite conversation with a chap with an odd callsign in Vienna, but I had to rub out 'Harry Lime' from my logbook having pre-empted his name; it was something like that, but I'm not sure.

In reply to one or two recent comments about finding the airwaves rather silent, particularly on RNARS frequencies, a comment passed to me is quite a simple response. *"It's not so much a problem unless you are not prepared to start making calls."* There you have it, if the frequency you are using is clear and silent please, by all means - C & Q it. With apologies to a well known DIY store... If you've been busy in your shack and want to tell us about it, let me know.

For the interim we have all been stymied by this wretched pandemic and the emergency legislation calling for everyone to stay at home and remain in isolation until the medics are able to give us the all clear, or very nearly so. One thing is certain, it is that if we do not stay in touch with each other by means of our radios or by telephone we may become casualties of loneliness. While our HQ building remains out of bounds to us here in the south, effectively cutting us off at the neck, please remain active on the nets and by keeping in touch, and remain patient until we can get back into the HQ shack when we may start to pick up where we left off way back in March.

Best wishes to you all, stay safe and well

David

DIVERSE REPORTS

RNARS Contact Nets During Lockdown

There is a list of *'scene of activity frequencies'* on page 41 that covers all of the amateur bands, and everyone has a copy. The club call signs being used are G3BZU and G3CRS. Kevin Lamb (G4BUW) operating in the south as **G3CRS/A**, Stephen Palmer (GM0EQS) operating in the north as **G3BZU/A**.

The above number has been setup for our members enquiries, etc.

BREAKING NEWS!

RNARS ACTIVITIES IN RADCOM

The Royal Naval Amateur Radio Society HQ (Fareham, Hants) station callsign G3CRS/A operating from the QTH of Kev, G4BUW, IO91LD – Alton, Hampshire, running 30W into a 3 element beam 15' AGL grabbed the 70MHz Es opening on Sunday 26th July and worked EA6SX (JM19IK) Mallorca on SSB & CW – 59 both ways. Kev says: *"I was looking at cluster activity and Es reports and felt, being a relative newcomer to 4m, that the timing might be right to get on the air."* Kev heard EA9IB (Ceuta Mellilia) at 4 & 3 but conditions changed quickly, so he couldn't QSO. Kev says: *"Access to the HQ site is understandably very restricted now so it's good to help keep the RNARS flag flying from another location"*. More pile ups for G3CRS/A on 80M 28th July (about 30 QSOs). It has been a few years since I got pile ups; makes it even more of an honour to be using the callsign! Just after the Sunday morning 80M RNARS net, G3CRS/A worked GB100RS – 100th Anniversary of The Royal Signals – operated by John G4SJY – RNARS member



Well done Kev!



BREAKING NEWS!

RNARS WENT LIVE Operating QO-100 Es'Hail Oscar 100 Amateur Satellite!

On 6th July LET Ian Hutchinson worked several stations via our HQ in-house satellite installation, follow the link below to listen and watch the recording of this inaugural event:

Well done Ian!

https://www.youtube.com/watch?v=tfS_jjjAHZc&feature=youtu.be

DIVERSE REPORTS

S/Lt Matthew Batten RCSCC QUINTE



Canadian Sea Cadet Corps Licences On Their Way

Matthew writes:

RCSCC QUINTE is a RNARS member-VA3GKY

RCSCC QUINTE is very proud to present the 2019-20 Graduating Class of our optional Basic Amateur Radio Qualification course (BARQ). Upon completing their online courses, five of our members have already written and achieved their federal basic amateur radio qualification exam so far, with the remainder of this group to qualify soon. We are very proud of the drive, and dedication these members displayed in completing their courses. BZ, and Well Done on your accomplishments!



Special Thanks to the dedicated members, instructors, and examiners from the Radio Amateurs of Canada, for helping us to continue this training and testing in a socially distanced manner online.

Cheers, Matthew-VE3ZQW

Well done everyone, BZ indeed! (Chairman RNARS)

DIVERSE REPORTS

Editor

HMS Collingwood Commemorative 80th Anniversary Book!

You might remember that during the month of December last year the RNARS kicked-off its own celebration by holding a special event in the HQ shack where we are based (bldg 512B). With special permission from OfCom we were allowed to use the callsign GB8OCO -the last two letters referring to the first two letters in the name of Admiral Collingwood. It was a busy, but relaxed time with a fair number of volunteers coming and going, keeping the aerals nice and warm. The last call from "OSCAR CHARLIE OSCAR," went out at 17:00 on New Year's Eve and the event finally came to a close when the ether remained clear any audio except static. Feeling happy and accomplished the 'last watch' of the year shut up shop and headed home to celebrate the turn of the year at home.

HMS Collingwood's 80th Anniversary Commemorative Book will be published in mid-December, so if you are an ex-WE now's your chance to get hold of one! If would like a copy then get your bid in early. The contact information can be found on the web, and the Publicity Officer is the person to contact. Price ~£10 -yet to be confirmed...

COMMODITIES & LOCKDOWN

Mike Moore M6POY, Commodities Manager



Hi everyone, we have been having a bit of a difficult time, especially since the closedown of the company who completes our embroidery. This has caused a problem for those of you who have placed orders with me, but to keep you informed of what is going on I am in contact with the lady who runs the company who has told me that she is having problems obtaining her raw materials to be able to

re-open the business and complete our order list, so please bear with me, all will be well in the course of time, as printed in our newsletter we are still open for your commodities orders, but there is a delay so please if possible, delay your orders until this pandemic is under control and we are back to normal whenever that will be. I can be contacted charlie24374@yahoo.com Please include your RNARS membership number and your email address.

Please stay safe, best wishes

Mike

[Congratulations to 2E0UIT - Alan Rackett on receiving his Intermediate Licence](#)

SEA STORY - continued

Eric Bray M0HFF

The barrack room was the now usual roof on legs, with bamboo slatted half-walls, a concrete floor, single beds with 'mossie' nets, and a brick end. On the other side of the brick wall was the showers and w.c. We were to wear no. 8ar's during working hours and civvies in the evenings. Cinderella leave was allowed.

We began at eight next day, with Morse tapes, typing exercises, radar recognition tapes, and tall stories, usually obscene, until midday, when it became too hot to think, never mind work. The afternoon was spent in the barracks, nominally revising, but usually sleeping through the stifling heat. Later, we could gather around the swimming pool, making a half-hearted attempt at games of water polo, or Octopush, a sort of eight-a-side underwater hockey game, using an ice-hockey puck. Each team member had a 'pusher', a catapult shaped piece of wood. The object was to push the puck into the goal of the other team, without being drowned in the process.



Next day, we had to demonstrate our prowess at tuning the Murphy B40, but as the only sample on site was non-functional, we had to make verbal tuning noises as we went through the motions with the knobs, ending with what we would expect to hear if we had tuned the chosen signal in correctly! After that, we moved on to a Racal 17, so that we could demonstrate that we could tune in an RTTY signal, and then show that we could get the broken teleprinter to work. A stream of ribald jokes and improbable stories, from the Instructor accompanied this.

On the third day, we performed marching and rifle drills, for about ten minutes, then the G.I. said, "Ah, it's too damn' 'ot! Shove off, and keep out of sight!" For the fourth day, we recapped our First Aid training, including the already discontinued Holger-Neilson method of resuscitation, where the 'corpse' is placed on its chest, the hands making a pillow for the head. When in position, the applicant alternatively raises the elbows, then presses on the lower back, a routine which was supposed to inflate and deflate the lungs. Following that, we were asked the standard question, (with minor variants), - "You have found your Chief R.S. lying on the floor, holding a bare wire in each hand. What do you do?" To which he standard reply was, - "Leave him there, and lock the door!"

On the fifth day, we repeated the Morse, typing, and radar exercises, then were packed off back to the ship, having learned absolutely nothing except a

new way to catch mossies that have found a way inside your mossie net. Everybody had their own 'tame' chit-chat inside the net, to catch interlopers. It seemed to work! The following Monday, we were all advised to be ready for Captain's Table. That usually indicated trouble of some form, followed by number nines, so we were all wondering what we had done!

One by one, we were called, to be told that we were incorrectly dressed. We were then issued with new sleeve badges, and informed that we were now RO3's, not JRO's, and therefore not completely useless. As a result the mess square rapidly filled up with bodies frantically snipping threads, removing the old badge, and cobbling on the new one, until it could be sewn properly by the resident Chinese tailor, who had a cubby-hole on the boat deck. Having passed the course we found that our status was unchanged, as we were still the new sprogs, good for making the 'wets', scrubbing out, and doing the night watches solo, when it was quiet!

One day, I received a message that I was to report to the sick-bay, as of ten minutes ago. I gratefully, but uncertainly, dumped the scrubbing brush into the bucket of thin mud, squeegee'd the patch dry, and stuffed the cleaning gear into the EWO, out of the way, locked up, and made my way down, to find what I could have possibly done wrong now! The S.B.A. greeted me with, -"Oo are you?" He studied me for blood-leaking openings, extra joints, or missing limbs. I said my name. "Oh, yeah. Roll up yer sleeves!" I received a Yellow Fever booster, a Smallpox booster, a Scarlet Fever booster, and a Malaria shot. "Drop yer kecks!" In went a dose of Tetanus bacillus. Then the other arm got a dose each of polio and Typhoid, then a phial of quinine tablets was thrust into my shaking hand, along with a chitty excusing me from further duties that day. "Are you on the Punishment roster?"

"No."

"Pity! You could've had a day off! Go to your pit, an' get yer 'ead down until supper. Don't go ashore tonight." The room went all wobbly. "You won't want to, anyway!" He caught me as my legs buckled. "What mess you in?"

"Four pea shoe." Someone must have taken me there, because when I came round, I was in the square, lined up with a couple of other R.O's, on zed-beds, under the watchful eye of an S.B.A. "How yer doin', wack?"

"Uh?"

"Stay there for a bit, and then get into your pit. Your pills are in your top pocket."

"What they for?"

"Malaria, when you go up to the camp next week. Take one every morning, and one every night, starting tomorrow."

"Eh?" I had a pounding headache, and a throbbing balloon attached to each shoulder, where my arms were supposed to be. One leg seemed paralysed, too. "Did I fall off something?" The S.B.A. chuckled. "You'll be alright, now. I'm

just nipping up the passage, to check on your mates!" I tried to work out a way of getting up from the zedbed, without moving either arm, or the stiff leg. Next day, I hobbled up the flights of ladders to the EWO for the morning muster. The cleaning gear was where I'd dumped it. I explained to the L.R.O about where I'd been yesterday. "Ok, he said," carry on from where you left off."

On Friday, I was given a short list of clothing to pack. The list stated 8ar's for travelling, and optional civvies. On the end of the short list was a reminder to take the quinine pills. A hand-written addendum said that I should be in the truck at the end of the jetty for 10am, tomorrow.

Shortly before noon, I was called to go to the Master's office, so I stuffed the cleaning gear into the EWO again, and limped all the way down, and forrard. At the office, a Writer asked me to produce my travel documents, as there had been an error. I told him that I hadn't been given any, just a short list of clothing. That got a blank look, so I had to go and collect it from my locker.

"Who gave you this?"

"The R.S. Where he got it, I have no idea."

"What date are you going?"

"If you mean the holiday camp, nobody has told me a thing except to be in the truck at ten tomorrow. I had a gallon of bugs injected into me, yesterday."

"I thought you were walking funny! Someone's cocked up big time. The bus went today!" He scratched his stubbled head. "Leave it with me, there's six of you didn't get told." He slapped a clipboard that was on the desk. "Have your kit ready, and keep an ear on the p.a." As I was leaving, two seamen arrived. Back in the EWO flat, a nice black oily line of boot prints trailed across my clean deck. I sighed, and started again.

That afternoon, I was up in the EWO, with the door locked, to keep people from stumbling into my peace and quiet. I had the BBC World Service tuned in, and was reading a book, when I half-heard a muffled call on the p.a. After a quick check on the phone list, I dialled the Master's office.

"Was that for me?"

"Yeah. Where are you?"

"In the EWO, up in the Island. I'll be down in five minutes."

"Get your kit first, there's a Landie going in half an hour." I exchanged my Station Card for my travel docs, then tramped the length of the ship again, clambered up to the boat deck, and down the brow onto the jetty.

There was no Landie. Two guys with hold-alls stood waiting, looking round uncertainly. Behind me, a P.O. Seaman, and the two bodies I'd seen earlier, trailed down the brow, and joined our little group. "Oy!" Someone bellowed. "You the lot for the station?" A sixteen-ton truck was parked as close as it

could get, because of all the debris. "Well, what yer waitin' for, Christmas?" We picked up our bags, and went over. "We were expecting a Land-Rover." "Well, you got me. It's a mess up, it's always a mess up!" The P.O. claimed the cab seat, leaving us the space in the back to rattle round in. We rocketed up the road, crossed the causeway, and careered into Johore Baru, to the railway station. Waiting on the platform was a group of bodies, whose faces I had seen around Hermes. "Ere they are, Chief!" One said. A wizened, grey-haired, Chief Petty Officer Seaman climbed out of the chair, where he'd been drowsing, and checked our names on a clip-board. Satisfied, he went back to sleep. "Six bleedin' hours we bin 'ere." The speaker, a stoker, was sitting on his bag. "Nuffin to drink, no dinner, an' no train!"

The old Chief stirred. "It'll come. There's only one a day, and it has to stop here, because it's the end of the line!"

"There's a drinks machine outside the station, turn left, and about twenty yards down," I offered drowsily, triggering a mass migration. They drifted back clutching cans of coke, or orange dripping with condensation. "I bought you one." The stoker offered a can of coke, so I reached for my small change. "Nah, put it away. I were joking!" "Er, anyone got a can-spanner?" I passed my keys around, with the attached can/bottle opener. "Cheers!" "Hero!" Etc. The opener went round the circle, and came back. We sat and waited. The double track shimmered in the heat-haze, as it led off into the near-distance, vanishing into a tunnel of green. Cicadas chirruped, birds called. A rattling old diesel engine went past on the road outside. We sat and waited some more. Eventually, a little Malay popped up out of a crack in the concrete platform. He was dressed in a uniform that was plastered with gold braid, topped off by a peaked cap, "Tikkits!" The old Chief stirred, and passed over his clip-board, which the Malay glanced at, then counted heads. "Too many!" Chiefy counted heads himself then checked the board. "Twenty, like it says!"

"Twenty and one!" The Malay insisted.

"I'm not going!"

"Hokay!" The Malay clipped a notch into the travel document. "He come soon, now." Then he vanished again, before we could ask "Who will?"

Later, a bell tinged, then a tiny boy carrying a big bag swept onto the platform on a bicycle. "Pay-pers?" He called, as he laid out an assortment of news-rags on a dusty sheet. "What'cha got?" You can only watch an empty railway track for so long! "Sing-pore Times, Daily Mirror, Daily Mail, TV Times!" He waved at them as he spread them out. The UK papers were yesterdays, the TV listing was last week's. "Who'd be daft enough to buy last week's telly paper?"



Someone asked. "Even if you could pick the shows up, they've been and gone!" He picked up one. "Cor, wow! How much?"

"Two dollar." Two dollars changed hands; just then way off in the jungle something said "Baaarf!" Gold braid appeared again. "She here now!"

"Who is?" Down the track, a canary yellow, day-glow orange, and chocolate brown caterpillar crawled onto the track. "Baaarf!"

"Ay! It's a train!"

Perspective had fooled us. The mass of green had fooled our eyes, and the bend that we had thought of as being half a mile away was nearer six. The train, hauled by a big diesel engine, crawled into the station, and screeched to a halt.



Gold braid blew a whistle, and then called, in best TV Western style, "All aboard!" The engine replied with a long-drawn hiss of releasing pressure, then added a slow "Pom, pom, pom," sound. "Follow me, mens. I show places!" We followed Gold braid down to the other end of the train, and into a sleeper car. He gestured at curtained bunks. "These yours, one each!"

"How far is Kuala Lumpur?"

"Not far. Next stop. These yours, go sleep!" We looked at each other. "Well, he's the boss!"

"What's the time?"

"Half five."

An hour later, the engine was uncoupled, driven to the other end of the line of carriages, and hooked on again, with an irregular series of bumps and jerks. "Any minute now!" Someone said, as we were all disturbed from our heat-induced doze. Nothing happened. For another hour, nothing happened, then the siren cut loose with a mighty "Barf" followed by a neck-snapping jerk that woke us all up again. We crawled out of the station with a wheel-bearing screaming in rage. Either the track was very uneven, or the wheels were oval, as we trundled along at about twenty miles per hour, watching the jungle close in over us. We rattled and lurched over a junction, where the two tracks became one, then crawled into the tangle of trees, creepers, ferns and whatever, all of which brushed against the roof and windows of the carriage. After a short while, somebody began shouting, "Fleshmens, tea, coffee, banjos!"

"What the hell is a banjo?" I was half-asleep. "Musical instrument, bit like a guitar or a Ukulele."

"A what?"

"Tea, coffee, banjos for sailor-mens?" A little Malay boy, dressed in a ragged tee-shirt and shorts, bare-footed, and carrying a clip-board and pencil, stood in the doorway. "What's a banjo? Have you anything we can eat?"

"Banjo, long thin bled. Cheese, meat, eggs, fishes on banjo."

"I could eat this mattress. How much for a cheese banjo?"

"Dolla' fifty. You want?"

"Yeah, go on. I'll die happy."

"No die, good stuff, you see!" The boy took orders by the bunk number. "Ten minute, they come!"

The banjos turned out to be French sticks, liberally stuffed with salads, and the filling of your choice. They were assembled to order in the galley at the other end of the train, and paid for on delivery. Coffee or tea was free with a banjo, or ten cents a cup, which equalled about two pence. It came in half-pint mugs, with a saucer, and milk and sugar to taste. Soon the car was filled with munching and sighing noises.

We lurched and swayed on through the jungle, which occasionally opened out into a clearing that contained cropped fields, then a little village with a few people and cattle, before the jungle closed in again. Someone went to look for the lavatory, which proved to be a hole in the floor, with grab-handles for stability. The sleepers supporting the tracks flickered by, below. There was no paper, so the Daily Mirror came in useful. At about ten pm, the banjo boy came round again. Someone told him that we called that kind of bread a French Stick.

"Flench tick?" He puzzled over the term.

"Flench ticks! Ho, ho, ho, you sailor-mens very funny!" He staggered back to his galley, laughing uproariously. "Flenchman's ticks!" The waiter thought it was funny, too, as he brought the orders to us. "Flenchman's ticks!"

"No, no, no, French STICKS!"

"Flenchman's tick, hokay!" The sticks had the same salad filling as last time, green leaves which were almost lettuce, rings of fleshy red which were almost tomatoes, and definitely were not peppers. There was also something similar to cress, but more peppery, that I later learned was called Rocket, a distant relative of the lettuce and dandelion. This time round, the chef had left off the very hot onion rings. With the banjos came the message, "Kuala Lumpur in one hour."



At eleven-fifteen, all of the stray cups and debris was collected, along with the warning to get ready, as we were nearly there. The jungle still rattled on the roof and sides of the carriage, in the pitch black outside. Not a light was visible. At eleven-twenty, give or take, the jungle opened out, revealing dimly seen fields, lit by the stars and the train's headlight. In the distance, a dim glow seemed to signify the presence of a town, but we didn't seem to be going that way. We clattered over an iron bridge, then a junction, where the single track split into three, one of which was almost hidden in scrub, suggesting little

use. A minute later, we began to lurch round a huge curve, towards the glow of lights. "That must be Kuala Lumpur!" The P.O. eyed it miserably. "God help us!" A fresh series of bumps and jerks, punctuated by a "Barf!" suggested that we were slowing down from our lethargic pace. Dimly seen buildings passed by our window, then a road, with a sparse few lights strung along it, came into view. It led to a smoke-belching brick building. Beyond it, the road, and the railway led into the typical urban sprawl of a city. We rounded another curve, then screeched to a halt at a ramshackle wooden shed with a long veranda. It was identified as the station. We scrambled out, using steps that were produced by some boys. Nobody got on. "I see you sailor-mens next week! Gold braid called, before he closed the door. "Flenchman's dicks, ha, ha!" The engine barfed, then dragged the protesting carriages away into the dark. It was 1140 p.m. We stood in a loose group on the boards, stretching, and scratching what appeared to be flea-bites. "There's a 'phone over the other side." Someone pointed out. "Big deal. Who do we 'phone?" The P.O. was studying the typed documents he held, looking for inspiration, by the flickering flame of his cigarette lighter. "Ow, shit!" He dropped it, as his fingers began to smoulder. "That's bloody hot!" Splat! Splat! Splat! Splat! It began raining, drops of water the size of hens eggs falling from the sky. We all scrambled into the shed as the heavens opened, and a deluge of water turned the rail-bed into a gurgling stream. It had already been very humid, and the added water drove it through the roof. We broke out into a sweat just from the effort of breathing.

Kula Lumpur

As my eyes became accustomed to the gloom inside the unlit shed, I could see two tiny ruby dots glowing, in the angle of two walls. I shuffled a bit closer, wary of tripping over unseen things, then saw the dots move. The creature made a dry rustling sound as it moved up into a slightly less gloomy area. I could now make out a large dark oval, with the eyes at the top end. It was about the size of a dinner plate. Peering closely, I just made out the line of a leg, then seven more. "Jeez, look at the size of this spider!" The P.O.'s lighter snapped, and in the light from the dancing flame, we could see that the creature was enormous, about sixteen inches in diameter, and hairy! "Hell!



There's another!" We squeezed together in the centre of the hut, getting as far away from the walls as we could, and finally exploded back outside when the rain stopped. Night moths and bats flitted around above our heads, and as the soggy insects dried out, they resumed their constant chatter. A battered, rusty, three-ton truck splashed to a halt outside the station,

then an alcohol-soaked seaman climbed out, leaving the engine lumping away. He added another pint or so of water to the sodden ground, then climbed back in again. "All aboard, lads!" An inch of water that had been hiding in the back enthusiastically emptied itself over us, as we dropped the

tailboard. "Mind the pond in the back!" The belated warning came too late. "Thanks!" There were no seats, and the wooden truck bed was saturated. "Find something to hang on to!" The driver let the clutch out with a snap. The engine hammered, the tyres squealed as they span, and then we scrabbled off, crab-wise, as the tyres sought for a purchase in the thin mud that covered the road. "It's like a switch, see, all or nothing!" The driver called, as we clung onto the sides. He crunched into second, graunched into third, then flung us round a corner, the truck slipping and sliding. The headlight, -singular, was about as effective as a candle in a banqueting hall. We banged up onto a tarmac surface, screeched round a corner, and hammered out of town, leaving a thin blue haze of oil smoke behind.

The road took us back into the jungle, which effectively blotted out the starlight that had been peeping between the clouds. The road ran on, straight as a die, heading to nowhere, as the town lights faded behind us. "Built by the Jap's, it was, after they took Singapore." The driver yelled. "There's pillboxes every half mile, if you look, right." We looked to the right. "There's one on the left, now!" We saw jungle as we ran on, into the black, until the engine began to labour, and we noticed that we were climbing. The driver smashed the gears into second, then planted his foot again. "Hold tight now!" We laboured on, the engine revs gradually decaying as the gradient steepened. The blue haze thickened. We crunched down again, into first, as the road began zigzagging, weaving up the side of a steep gradient. There were occasional wider passing-places. All the bags slid to the back of the truck as we clambered up the slope. The engine was hammering, and a smell of burning began to make its presence known, as the radiator began hissing. It gradually developed into a heavy rumbling sound. "She's boiling, but we're nearly there, now."

The road suddenly levelled out, and the jungle peeled back to reveal a cluster of sheds, three 'Dutch barn' huts, and a mis-placed cricket pavilion. The brakes screeched, and we hissed and glugged to a halt outside the pavilion. "End of the line. All out!" The truck hid itself in a cloud of steam and smoke in an attempt to conceal its death throes from our eyes as we tumbled out and swapped bags around until each had their own

Eric

RNARS SOCIAL MEDIA

Joe Kirk

- Discussion group: <https://groups.io/g/rnars>
- Facebook: <https://www.facebook.com/groups/RNARS/>
- Twitter: @RNARSHQ

BATTLE OF BRITAIN REMEMBERED



GB80BOB (Battle of Britain) will be operating from the homes of RAFARS Members during the month of Sept 2020. QSL Cards via the RAFARS BUREAU ONLY with SAE to Andrew 2E0NDZ QTHr



1st September to 28th September 2020

The Royal Air Force Amateur Radio Society (RAFARS) will be operating a Special Event Station (SES) from 1st September to 28th September 2020 to commemorate the Battle of Britain. 2020 marks the 80th anniversary of the Battle of Britain which took place between July and October 1940. Due to the prevailing circumstances Ofcom have relaxed their rules for SES's and are allowing this call to be operated from a home QTH. This SE callsign will be allocated to RAFARS members and a list of operators and postcode locations will be displayed on the RAFARS website. (<https://www.rafars.org/gb80bob/>)

Naval & Military Clubs & Societies

Royal Air Force Amateur Radio Society
 Royal Signals Amateur Radio Society
 Australian Naval Amateur Radio Society
 Navy Amateur Radio Club
 Association Radio Marina Italia
 Italian Naval "Old Rythmer's Club"
 German Naval Amateur Radio Society
 Marine Funker Club Austria
 Netherlands Marine Radio Amateur Club
 Portuguese Navy Ham Radio Club
 Romanian Marine Amateur Radio Club
 Merchant Navy Association
 Royal Naval Association
 The Radio Officers Association
 Royal Naval Communications Association
 Royal Naval Communication Chiefs' Assoc.
 Royal Yachting Association (RYA)
 Navy News magazine
 Warships magazine
 Electronic Warfare (Golliès) site
 Signal Schools of the Royal Navy



BRANCH NEWS - In Brief



Manta - the Royal Navy gets its first extra-large autonomous submarine

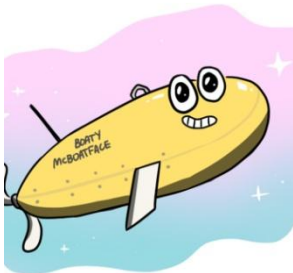
In early March this year, the First Sea Lord revealed that the RN will receive its first large unmanned submarine. Here we look at the background to this project and how the platform will be used to test technologies and develop doctrine.



The XLUUV is a two-stage project totalling just £2.4 Million. Phase 1, worth £1M, is for the delivery of the vehicle that can complete basic seaworthiness and autonomy tests. Phase 2, worth £1.4M, covers renting the vehicle from the contractor for two years and conducting more complex mission testing.

The idea behind such “accelerator” projects is to trial concepts quickly in a “fast to fail” process of elimination. By making small investments in potentially risky but innovative projects the MoD hopes to get successful new technology to the front-line faster. However, there is high confidence that this XLUUV will be just the first iteration of a successful concept that offers a partial solution to both ASW challenges and the RN's lack of SSNs.

savetheroyalnavy.org



The Royal Navy's Echo-class survey vessels

Both HMS Echo and HMS Enterprise are the Royal Navy's hydrographic survey vessels (SVHO). Designed to survey both coastal and ocean waters, they have also proved flexible and adaptable to a variety of other roles. In 1997 the Royal Navy's hydrographic ships were repainted from white with buff funnels to 'Pusser's grey' this reflected their increasing



integration with warfare and utilisation for missions beyond surveying. Amphibious warfare and, in particular, submarine operations need support with high-definition bathymetry and atmospheric data, sometimes in near real-time and new ships *enabled by modern data processing and communications technology* would provide this. With ever-decreasing hull numbers, and declining manpower strength, the RN wanted its next-generation survey vessels to have a small crew and designed from the outset for other roles. The ships would need to basic self-defence capability and facilities to act as mine warfare logistic support and command ships as well as perform Humanitarian Aid and Disaster Relief (HADR) missions. The SVHOs have a greater all-round capability, designed mainly for hydrographic survey in the littorals and continental shelf.

savetheroyalnavy.org, August 2020

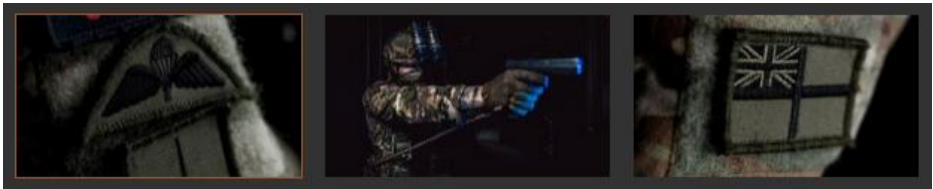
The Wildcat Helicopter Gets Its Claws!

In May 2020 the first successful firings of the Martlet (Lightweight Multi-role Missile) were made from a Wildcat helicopter. Developed to improve the airborne anti-surface capability of the Royal Navy.



In response to the growing threat from manned and unmanned small craft swarms... the RN issued a requirement for the Future Anti Surface Guided Weapon(Light) (FASGW(L)) in 2008. The system replaces the Sea Skua light anti-ship missile in service with the Lynx helicopter (1982-2017).

savetheroyalnavy.org



The Future Commando Force is designed to modernise the way Royal Marines operate. It has been described by the Royal Navy as the most significant transformation and rebranding programme since the Second World War. The Royal Marines *Vanguard Strike Company*, a new unit of more than 150 Marines and British Army commandos, due to take shape in autumn. The Royal Navy said the Vanguard Strike Company will "shape how the Royal Marines Commandos will operate around the globe." and will have access to "game-changing technology and weaponry... to give them more lethal agility..."

forces.net

VJ DAY 75 - REMEMBRANCE



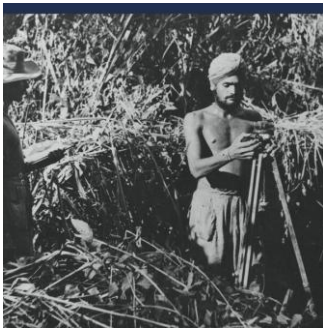
Her Majesty The Queen

"Today we mark the 75th anniversary of VJ Day, which brought victory for the Allies and finally marked the end of the Second World War.

Those of us who remember the conclusion of the Far East campaign, whether on active service overseas, or waiting for news at home, will never forget the jubilant scenes and overwhelming sense of relief. Amongst the joy at the end of the conflict, we also remembered, as we do today, the terrible devastation that it brought, and the cost borne by so many.

Prince Philip and I join many around the world in sending our grateful thanks to the men and women from across the Commonwealth, and Allied nations, who fought so valiantly to secure the freedoms we cherish today."

"May the memory of their sacrifice and bravery remain with us always."



VJ DAY 75 - REMEMBRANCE



Whilst VE Day marked the end of the war in Europe in May 1945, many thousands of Armed Forces personnel were still involved in bitter fighting in the Far East.

Victory over Japan would come at a heavy price, and Victory over Japan Day (VJ Day) marks the day Japan surrendered on the 15 August 1945, which in effect ended the Second World War. The Royal British Legion has highlighted the forgotten history of those who fought in the conflict and the atrocious and harrowing conditions in which they served and were held prisoner.

For months after VE Day on 8 May 1945 war continued to wage in the Asia-Pacific region and only came to an end after two atomic bombs were dropped on the two Japanese cities of Hiroshima and Nagasaki.

75 years on we remember the contribution of all British, Commonwealth and Allied Forces, without whom victory and the freedoms and way of life we enjoy today would have not been possible.



The Fourteenth Army were the main fighting force within South East Asia Command (SEAC). Commanded by General William Slim, it made up 606,149 of the 1,304,126 men and women of the entire SEAC.

Under the overall command of Admiral Lord Louis Mountbatten in April 1945, the number of Allied service personnel in SEAC totalled an incredible 1,304,126. Of this number 954,985 men and women were from Commonwealth and Empire forces. There were also non-British and Commonwealth forces who operated within SEAC including, Nepalese, and some US and Chinese Nationalist forces under General Joe Stilwell.

RBL

VJ DAY 75 - REMEMBRANCE



THE KOHIMA EPITAPH

**When you go home tell them of us and say
For your tomorrow we gave our today**



The verse is attributed to John Maxwell Edmonds (1875-1958), and is thought to have been inspired by the epitaph written by Simonides to honour the Greeks who fell at the Battle of Thermopylae in 480BC.

The epitaph is used during remembrance services when there are no Burma Star veterans present. This is due to the extreme age of many of these Far Eastern Veterans.

HMS Nith

Alfie 'Fred' Lee, 94, from Hampshire, who took part in the Normandy landings in early June 1944, before being re-deployed, held a two-minute silence on Saturday, alongside two friends, to remember those who never made it home. After undergoing repairs, HMS Nith set sail in February 1945 calling in at Gibraltar, Aden (Yemen), Port Said (Egypt), Bombay (India) before making it to Rangoon (now Yangon) where the ship was due to engage the Japanese.

Just outside Rangoon, the message through to the ship that the Japanese had left Rangoon and there was talk they were surrendering. Mr Lee said: "On the way up the river, that was when the message came through that the Japanese had left Rangoon and there was talk they were surrendering."

"We stopped in the river for a while but eventually we were the first navy ship up into Rangoon harbour and when we got up there, one of the first things I noticed was there was a pinging on the side of the ship... ping, ping, ping." I said to one of the chaps, 'What's that' and he said: 'Get your head down, they're firing at us'. The Japanese were up in the cranes – they had left a rear-guard behind."



DECORATED: Mr Lee with his medals. Photo courtesy of the Taxi Charity for Military Veterans

VJ DAY 75 - REMEMBRANCE

After the RAF cleared out the rear-guard, and the Japanese officially surrendered, HMS Nith was charged with transporting troops stopping off at various ports including Saigon (now Ho Chi Minh City), where Mr Lee spent Christmas Day on a tea plantation. "We went to various different places, with our ship, and people went mad. They used to come out in all sorts of little boats surround the ship. "We used to drop the odd packet of cigarettes over the side for them. They looked as though they were freed as much as we were really. They really enjoyed it," said Mr Lee.

After thirteen months, HMS Nith returned to England in March 1946 to little fanfare. "We got back into Plymouth. It was cold, it was foggy. We dropped off the destroyer at Plymouth and we just sailed up to Harwich and joined the rest of the ships. There was nobody there to say hello, well done, thank you, nothing," said Mr Lee. "When I came back, I went back to my old job. I got married, I married my young school sweetheart. We were married for 66 years. I have a son, two daughters and five granddaughters and that is my life."

swlondoner.co.uk



96 year old veteran
Ron Wilson

On 15 August 1945, Japan surrendered to the Allied Forces, marking the end of the Second World War after almost 6 years of fighting. Saturday 15 August 2020 is the 75th Anniversary of Victory over Japan Day (VJ Day), which provides an opportunity for us to remember those who served in the Far East.



When the war in Europe ended on 8 May 1945, thousands of soldiers and members of the Armed Forces were still engaged in fighting in Asia. By the time those involved in that conflict returned home, the nation was keen to move on, meaning that there was little recognition for those who fought in the Far East.

For many of the surviving members of the '*forgotten army*', VJ Day brings about poignant memories. Ayr resident Ron Wilson, who fought in the Far East, has dedicated much of his time to raising awareness of VJ Day. Over the last three years the 96 year old veteran has visited local schools to tell his story, and give a first-hand account of the war against Japan. On Saturday 15 August, Ron will lay a wreath at the Ayr Cenotaph to pay tribute to all those who lost their lives in the campaign.

south-ayrshire.gov.uk

VJ DAY 75 - REMEMBRANCE



Dame Vera Lynn

Made sacrifices of her own to be with the 'boys' in the Far East.

Her very powerful anthem '*We'll Meet Again*' was always a [part of each event she visited]. The late singer, who died at the age of 103 in June, made significant contributions during the war. She toured military bases in

the UK and abroad to deliver powerful performances. Her voice was said to have imbued courage and strength into soldiers and hope to those back at home. During her tour, Dame Vera visited troops in Burma and Myanmar, later known as "the forgotten army", and made a number of self-sacrifices that established her legacy as the "Forces' Sweetheart".

Dame Vera had only travelled once before she departed for the jungles where British troops were battling the Japanese in the deep and sweltering jungles of Burma. She was absolute in her "determination to benefit the troops" who had spent much of

the war without any form musical entertainment, many who had not seen their families for five years. Conditions were far from easy too, with intense and punishing heat, insects, humidity, monsoons, a lack of facilities and for Dame Vera an increased threat of being kidnapped. The base was surrounded by "pockets of Japanese" troops, which risked her being captured by enemy patrols in the "highly volatile" warzone. A courageous young woman who became a WWII heroine in her own right -and many loved her for it.



dailystarpost.com

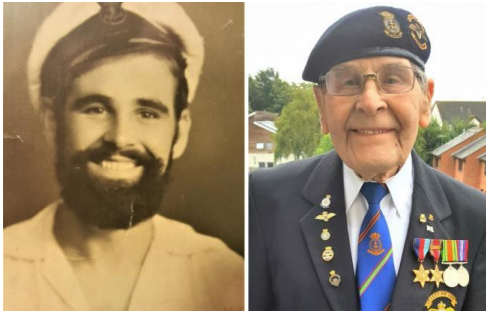


We'll Meet Again by Vera Lynn

We'll meet again
Don't know where
Don't know when
But I know we'll meet again some sunny day
Keep smiling through
Just like you always do
'Till the blue skies drive the dark clouds far away...

VJ DAY 75 - REMEMBRANCE

Harry Aitken a 98 year old Pacific Fleet war Veteran



Harry Aitken, while serving, and pictured today at the age of 98.

HARRY Aitken is one of the very last survivors from the Island with the allied forces in the Far East when victory over Japan was achieved 75 years ago.

VJ (Victory over Japan) Day for the Allies is remembered on August 15 each year — the date which signalled the beginning of the end of the Second World War. It came six days after the US Air Force dropped their second atomic

bomb on Japan... Harry, 98, of Somersbrook Court, Newport was one of so many who felt the mixed emotions of relief and joy war in Europe had finally ended, but who had fought on through the final three months of the war in the Far East, largely forgotten by people at home.

St George's Church is the home of the standard of the disbanded Island branch of the Burma Star Association (BSA), of which Harry was a member, as well as a commemorative stained glass window and a burial plot for former members of the group. Harry is the last surviving member of the former BSA, which once boasted 325 members at its peak.



Harry, is a Pacific fleet veteran, who served as a Royal Navy electrician with the Fleet Air Arm specialising in servicing cockpit panel instruments on carrier aircraft. Nicknamed by his naval colleagues as Max, he served on HMS Begum, an escort carrier, off the coast of Burma, and on HMS Unicorn, part of the British Pacific Fleet, servicing aircraft that carried out bombing raids on Japan. He followed his father (with the Royal Naval Air Service), Alexander, and brother (RAF), Richard, into the forces by joining the Royal Navy. His first posting during the war was on HMS Begum, which operated in the Indian Ocean. A posting to Britain's largest fleet repair carrier, HMS Unicorn, followed. It was on board the Unicorn, operating in the Gulf of Leyte off the Philippines, the crew was told of VE and VJ Day.

VJ DAY 75 - REMEMBRANCE

"On the ship's short-wave radio, we were sitting there in the mess, in the heat, with no air conditioning, when VE day was announced. You could hear people saying 'the war is over', but one of fellas said 'over be-damned'. That's the only time, I have to confess, when I felt homesick. I was aged 22 and a country boy. We were told it would take six months or more to subdue the Japanese. They would fight every inch of soil. We knew that, We also knew they would kill every prisoner of war they had, so the outlook wasn't bright. But what we did know was the Americans had atomic bombs. We were told they dropped the bomb on Hiroshima and on Nagasaki about 24 hours after that actually had happened, but I can't remember anyone ever saying the war was over. The thought on VJ Day was that the war was bloody well over. I'd been away from home for four years, but there was no great outpouring of joy. "It was just over and there was still much to do."



"A lot needing sorting, such as reclaiming areas the Japanese were still holding, so any joy was short-lived. But what we did do was 'splice the mainbrace' — we celebrated with a double issue of rum!"

During his wartime service, Harry rose to the rank of petty officer — working on various types of aircraft, from Barracudas and Fireflies to Hellcats and Corsairs. "Compared to the army men who went to Burma, we got away with it pretty well," continued Harry. "I have a lot of respect for those guys — especially those who fought in the final conflict with the Japanese, the Battle of Kohima."

John Moreno, Isle of White County Press

The war kept men and women away from their families for long periods of time. For many this was their first time being away from loved ones and was a lonely experience.

Letters brought comfort to many and helped them through difficult times.

RBL

VJ DAY 75 - REMEMBRANCE

Why Is Kohima So Special?

The Japanese attack on India came across the border with Burma. Up to that point in the war the British Army had been pushed back until a surprise attack pushed them back across the border into North East India. It was 1944 and a relatively small remnant of one Brigade of infantry consisting of 1,500 men was all that stood before a Japanese army of one infantry division of 12,000 to 15,000 men. We were outnumbered in manpower by a ratio of ten to one.

Kohima lies at the summit of a high pass on the road to central India, so it was a strategically important route for the Japanese; they could also mop up British forces and their supply dumps on their way into India. It was equally important for the British to hold on to Kohima to stop the Japanese advance.

The brigade consisted of British, Indian and Nepalese troops, who dug-in at Kohima preparing for a siege. It came on the 6th of April. The battle of Kohima boiled down to mortars, artillery fire and intense hand to hand fighting across tennis courts at the District Commissioner's residence. Short of water and running out of men due to the high casualties, the British fought back hard while further out from the centre of the battle the Japanese were slowly encircling



the beleaguered British defence.

"They looked like aged, bloodstained scarecrows, dropping with fatigue; the only clean thing about them was their weapons, and they smelt of blood, sweat and death."

Towards the end of the siege the 161st Brigade finally broke through the Japanese perimeter on 18th April and after a day of heavy fighting, the leading troops of the Indian Brigade, the 1st Battalion, 1st Punjab Regiment, went on to

relieve the Kohima garrison. At this point, Kohima resembled a battlefield from the First World War, with smashed trees, ruined buildings and the ground covered in craters. A battle hardened officer observed: *"They looked like aged, bloodstained scarecrows, dropping with fatigue; the only clean thing about them was their weapons, and they smelt of blood, sweat and death."* Let us remember an entire Japanese division broke its teeth on a tiny British garrison in a pleasant hill station called Kohima.



VJ DAY 75 - REMEMBRANCE

Poetry

John Wedge

For many men, letters were not the only way to express their feelings and emotions. There was also a range of poems written by men during the Second World War. With the war stretched over the years, it was no surprise that loneliness would strike. John Wedge was born in 1921. He served in the Royal Navy during Second World War, first as a Telegraphist in the minesweeper HMS Norse, then as an officer in HMS Worcester and later, HMS Garlies. His poem, *Still no Letter*, is a stark reminder that the war affected everyone and loneliness was felt by men and women. [and by those particularly in Asia.]



Still no letter

*There's still no letter...
In my troubled mind
I seek a reason, and quickly reasons find,
Indeed they tumble in, to be discarded
Each as it comes.. It could be that
You're very busy; missed the evening post;
Or else it's held up in the mail. A host
Of explanations.. Yet that gnawing fear
O'errides them, still dunning at me that
You just don't want to write. And vainly I
Attempt to thrust aside the thought; deny
It was with your last note, and the one before.
But no. I must resign myself to wait
Until tomorrow, or the next day and
A day. Surely then I see your hand-
Writing and envelope. And life is sweet, until
A week or so, when...
Still no letter*



"Poems of the Second World War,
J.M.Dent/Salamander Oasis Trust

VJ DAY 75 - REMEMBRANCE



Joseph M. Horodyski

The sinking of *Prince of Wales* and *Repulse* just three days after the Japanese attack on Pearl Harbour came as a great shock to both the Admiralty and to the British government. The engagement took place on 10 December 1941 in the South China Sea off the east coast of Malaya some 70 miles east of Kuantan. The Royal Navy battleship HMS *Prince of Wales* and battle-cruiser HMS *Repulse* were sunk by land-based bombers and torpedo bombers of the Imperial Japanese Navy. Designated Force Z, consisting of these two vessels and four destroyers, their objective was to intercept the Japanese invasion fleet in the South China Sea north of Malaya. The task force sailed without air support, but despite a brush with Japanese heavy surface units, the force failed to find and destroy the main convoy. It was on their return to Singapore they were attacked in open waters and sunk by long-range torpedo bombers. The commander of Force Z, Admiral Sir Tom Phillips, elected to maintain radio silence and an alert was only sent (by the *Repulse*) one hour after first Japanese attack.

Because of the European war most of the naval effort was concentrated in fighting Germany and its axis friends. Even so, large scaling down of naval and military forces at home during the inter war years only permitted the use of a small naval presence in the Far East to 'wave the flag.' Both of these two naval leviathans were rushed off as a show of strength, but they and their crews paid the price for the lack of strategic planning.



We will remember them



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Amateur Radio Society

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Find out more about the RNARS by visiting our website www.rnars.org.uk or by email G3ZDF@btinternet.com



The RNARS is open to all those who are serving members of the armed forces, forces veterans and those who meet our membership criteria

The RNARS is an affiliated Member of the Radio Society of Great Britain
The RNARS HQ, Bldg 512, HMS Collingwood, Fareham, Hants. PO14 1AS

LOCKDOWN BOOSTS AMATEUR RADIO

OfCom

Lockdown signals a boost for amateur radio

Amateur radio, also known as ham radio, is a hobby and volunteer service used by 75,000 people in the UK, and millions around the world. Licensed ham radio operators use a unique callsign, allocated by Ofcom, to identify themselves and talk to other amateurs on the air.

This week the Radio Society for Great Britain (RSGB), the UK's national membership organisation for the hobby, announced that the 1,000th online amateur radio exam was completed, signalling its growth in popularity during lockdown.



In April, the RSGB relaxed the examination process to help budding amateurs of all levels to get on the air at a time when keeping in touch with friends and family has become more important than ever.

Two such enthusiasts are Michael, a train driver and keen radio amateur, and his ten-year-old son William, from Thornton-Cleveleys in Lancashire. Michael sent us a tweet to share the news that his son had recently passed his foundation exam, making him one of the youngest radio amateurs in the UK.

It's great to see more people passing @theRSGB online #AmateurRadio Foundation exam, but it does mean our team is under more pressure to process all of the applications that follow. If you need to apply for a #hamr licence, try using our online portal.

OfCom 17/07/2020

SOMETHING TO LOOK FORWARD TO

Ed



As the lockdown drags on I look forward in time to a place where we can all meet again, somewhere out of doors -come rain or shine, and set up camp at some field event of our own choosing, to enjoy ourselves long into the night listening and talking to the world on our radios. Maybe tell an old sea story or two about radio ghosts and wake up in the morning to the familiar smell of frying bacon drifting across the scenery on a gentle breeze... What an inspirational picture! ***-lets go for it!***

IN THE NEWS

By Henry Martin

Danish chemical tanker' collides with Ministry of Defence vessel off coast of Falmouth in Cornwall

Police said a cargo ship crashed into a vessel and 'ran well aground.' The vessels have been identified as the 'Smit Yare' and a chemical tanker. Officers were called to Falmouth at around 8am where a cargo ship ran aground after crashing into an MoD contracted vessel that was secured to a fixed pontoon. The cargo ship was identified as the 'Smit Yare' - a range safety and training vessel run by Smit International, under contract with MoD. There are no injuries reported so far following the incident at County Wharf, Falmouth docks. Royal Navy campaign group NavyLookout claims the cargo vessel was Danish chemical tanker 'MV Else Marie Theresa', though neither the MoD or police have confirmed this. Officers have latterly sent an updated statement, which confirms the vessel was not a Royal Navy vessel, but an MOD contracted one.

Mailonline Sept 2020

RSGB - Detailed review of Syllabus 2019

ABSTRACT©

The Examinations Standards Committee (ESC) and the Examination and Syllabus Review Group (ESRG) have completed a review of Syllabus 2019 following feedback from the tutor community.

This new release, V1.4 contains no new examinable items.

The most significant changes have been re-grouping certain syllabus topics together, as well as some minor text amendments to make the meaning of certain points clearer. There is also the removal from the syllabus of a matter relating to mains earthing. This may be re-introduced later, but further advice will be taken before doing so.

As there are no new learning points, and with the syllabus remaining consistent with the question banks, the new syllabus is put into operation with immediate effect. The 'effective date' stated on the front sheet will now be 1 August 2020. We thank all the tutors who have given us their helpful feedback.

Where changes have been made between V1.3 and V1.4, a schedule of differences has been produced. The purpose of this document is to assist tutors in determining quickly what has been altered.

Intermediate Practical Assessment

One major change to the syllabus is the removal entirely of the Intermediate Practical Assessment. This has been under review for a considerable period of time where the content was seen as increasingly irrelevant to the goal of obtaining an amateur radio licence.

Future review

Finally, a more significant review will commence in the autumn, due for publication in January 2021 as Version 2. Consultation will take place with the training community and we will release more details in due course. This is expected to involve some changes and additions to the learning requirement of the syllabus and hence will not be examinable until 1 July, 2021.

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OfCom shines a light on interference issue

Ofcom's spectrum assurance team recently solved a sky-high interference case that took more than a little detective work to crack.

The team were contacted by National Air Traffic Services to let them know that aircraft flying in and out of Glasgow airport were being affected by interference when they were between 6,000 and 10,000 feet in the air.

The interference was affecting voice communications between the controllers on the ground and the aircraft. Whenever the aircraft were in the vicinity of the interference the crew could not hear any air traffic control messages as the signal was swamped by the noise of the interference.

But what was causing the problem – and crucially, where was it? The next step was for the team to locate and identify the source of the interference.

However, due to the height of the aircraft (not to mention the speed of their flight!), the team described how identifying a potential cause would be like looking for a needle in a haystack.



Our spectrum engineering officers spoke to the National Air Traffic Services (NATS) in order to narrow down the search area... This was done by using flight-tracking software, which allowed them to make a note of where the aircraft were when they reported the issue – and this in turn helped to identify a corresponding location on the ground.

Following this discovery, the search turned into a ground-level investigation centred on a small town. This monitoring involved using vehicle mounted receivers and driving the suspected area until the interference was heard. Once the team have located a location where the signal is strongest they then use hand held equipment to cover the remainder of the search area on foot. The team visited a number of properties that were adjacent to the property where they eventually located the source. After a search phase, the source of the interference was found to be a home. Specifically, the cause was four 'vintage' light bulbs that the homeowner had recently bought online.

Due to the construction of the bulbs, they were found to be radiating a 'noise' when they were switched on that affected a wide range of spectrum, rather than just one frequency. The house was directly underneath the flightpath of the aircraft and therefore every time an aircraft passed and the bulbs were in use, the crew suffered the interference.

Unfortunately for the owner – but fortunately for the crew and passengers of flights in and out of Glasgow airport – the bulbs were removed from the sockets and checks with NATS and aircraft operators confirm that the area is now free of interference.

Now our spectrum enforcement team will follow up the case with the light bulb suppliers, to make sure the bulbs aren't sold to any more unwitting customers. Only a limited amount of spectrum is



available, so it needs to be managed carefully. Certain bands of spectrum are also used for different purposes. For example, mobile companies use different parts of the spectrum to TV companies. So, it needs to be managed to prevent services interfering and causing disruption to people and businesses.

Ofcom



DATA, SUBMARINE CABLES & THE DEFENCE REVIEWthinpinstripedline.blogspot

(Abridged)

The Defence Secretary has strongly hinted that the ongoing defence review will focus heavily on the sub-sea threat. This covers the mysterious world beneath the oceans, and the critical strategic importance of cables to transfer data to power the global economy, and the lengths some states will go to interfere with this. This statement is covered in a lengthy article in the Daily Telegraph today, which explores the challenges and threats posed.

This is a fascinating area to look at, not just because of the threat, but also because of how it demonstrates the continually changing nature of operations and the areas where the UK may need to prioritise defence spending in future.



The strategic importance of undersea cables is not a new phenomenon – at the outbreak of both WW1 and WW2, literally the first acts of the war were for the Royal Navy and associated Dominion Navies to cut German cables to cut them off from the world, isolating their communications, preventing orders reaching colonial outposts and disrupting the means to control global forces. In the Cold War the presence of undersea cables was an extremely tempting intelligence target, and Western navies went to significant efforts to try to find and tap Soviet cables as a result. The book 'Blind Man's Bluff' (albeit now rather dated) has good accounts of US Navy submarine missions involving tapping of cables and recovering them from deep inside Soviet territorial waters.

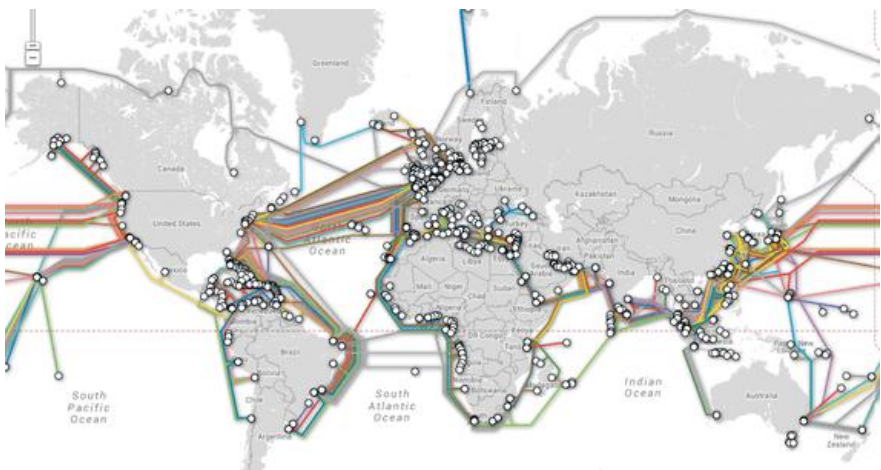
The internet is driven by these cables, which link sites around the world and enable the world wide web, and also our global financial services to work in practically real time. Lose these cables and suddenly there is only a very limited amount of back up available, probably via satellites in space, which would have nowhere near the bandwidth or speed to cope with the data required. If you wanted to cause significant strategic disruption to the UK today then arguably one easy way of doing it is to disrupt the cables, preventing data being transmitted. Almost immediately



you will have caused enormous financial damage, the economic consequences of the City being cut off from other trading hubs could have serious repercussions for trades and stock markets. The loss of data could potentially have a very serious impact on how global businesses work, if companies have major UK data hubs, or rely on data stored in data centres overseas, then the immediate inability to access this data could potentially have very serious impact on the viability of the company to survive.

At a governmental level the inability to speak easily to partner nations would make co-ordinating a response difficult, and could potentially disrupt the routine business of government, and helping build unity of resolve to solve the crisis – meaning the nation behind the disruption would enjoy significant strategic advantage. This may sound overkill, but this happened to Vietnam very recently, the temporary loss of subsea internet cables due to a "breakage" close to Hong Kong had an impact on the whole country, Asia and Europe.

It is not an exaggeration to say that for a modern liberal democracy subsea cables are potentially a genuine centre of gravity, the denial of which could cause strategic defeat. The challenge for the West though is that it is potentially possible to cause significant damage to these cables in operations short of war, making it hard to work out how to deter and defend against such provocations.



Map of Undersea Cables

Source: TheAtlantic.com

From a Russian perspective, the subsea cables offer an excellent opportunity to try to tap, monitor and map out to ensure that in the event of tensions they could be cut. This threat is real and works across a range of areas – for example, the Times reported in February about Russians investigating cable landings in Ireland as being a potential security risk. Countering this requires investment in capabilities that increase our understanding of the Russian subsea threat, and also our ability in wartime to functionally defeat it before it can do real harm.

This means not just investing in platforms like the Type 26 frigate for ASW, but also looking more widely at our intelligence capabilities – how much do we know of Russian movements, do we understand their intentions, do we know what their likely range of capabilities are? Do we understand the deep sea domain in which they want to operate, and do we have the ability to monitor and track their activities in a way that allows us sufficient assurance that the cables have not been tampered with?

Meanwhile, A Chinese company, majority owned by Huawei Technologies, has worked on some 90 projects to build or upgrade submarine cables around the world.

OSCAR SATELLITE QSO PARTY

OSCAR Satellite QSO Party 1 Aug – 22 Sept

The objective of the party is to encourage all radio amateurs around the world to get on the air and make contacts via satellites during northern hemisphere summer. We would like to attract both seasoned die-hard operators as well as all newcomers who are just getting involved.



While points are given per QSO this isn't a contest, but we hope it will encourage people to get on the air and enjoy the excitement of making contacts through satellites.

IN THE NEWS

Daily Echo (Southampton)

Un-licenced radio 'pest' narrowly escaped going to jail.

In recent months the airwaves over the South Coast have been plagued by several un-licenced radio users hijacking the UHF amateur band being a nuisance and causing disruption on local amateur radio facilities, while one individual caused chaos in the Solent VTS navigation area for three months using a marine VHF handheld radio. Charlie Vaughan could have *“easily caused a ship to sink, collide or people getting killed”* by sending nuisance radio transmissions. The disruption he caused meant a tug boat had to be used to safely tow a cargo ship of 300m - one of the largest in the world - to port. Ofcom engineers eventually found the source of his transmissions after a total of 450 man-hours to trace him. He was eventually found in bed with three handheld radios at his home in South Street, Hythe. His partner had bought him two as a birthday present. Vaughan must pay £1335 in costs.



ukdj

Seagull USV - Beyond ASW and MCM

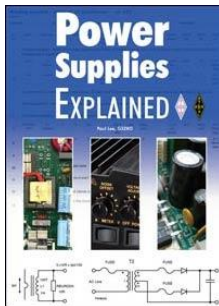
Elbit Systems has integrated an aerial system onboard its unmanned surface vessel.

Elbit Systems is expanding the tactical capabilities of the Seagull Unmanned Surface Vessel (USV) beyond Anti-Submarine Warfare (ASW) and Mines Countermeasure (MCM). The firm says that trials conducted in recent weeks were dedicated to the integration of a mini-Unmanned Aerial System (UAS), onboard the Seagull USV. The visual feed generated by the mini-UAS can be transmitted to the land based control unit of the Seagull USV and to the Combat Management System of additional vessels. While the USV is a specially designed multi-role vessel for underwater warfare, the USV's switchable payload suite includes Electronic Warfare and Electro-Optic/Infra-Red payloads to provide situational awareness and facilitate intelligence gathering.



George Allison, July 2020

BOOKS CORNER



Power Supplies Explained

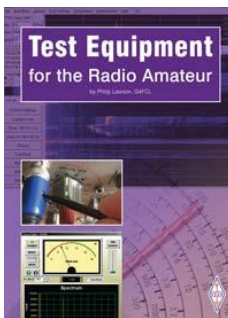
By Paul Lee, G3ZKO

Power Supplies Explained sets out to dispel the mystery and encourage readers to 'have a go' with their own designs and get the satisfaction of being able to say, 'I made that'.

This book is also available on Amazon Kindle

ISBN: 9781 9101 9364 8

Price: £10.99



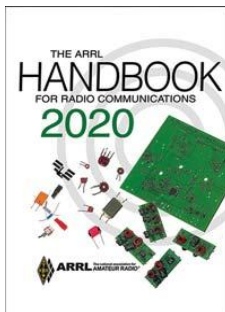
Test Equipment for the Radio Amateur 5th Edition

By Philip Lawson, G4FCL

Test Equipment for the Radio Amateur is a practical guide to getting the most out of your equipment and understanding exactly how your station is performing. It is simply a must have book for every radio amateur.

ISBN: 9781 9101 9365 5

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There is much packed into the impressive 1280 pages of the ARRL Handbook 2020 and as always it has been updated and revised - a great resource for any amateur radio bookshelf.

ISBN: 9781 6259 5107 6

This book is also available on Amazon Kindle

Sorry but this item is not for overseas shipping, due to its weight

Price £49.99 non-RSGB Members, £42.29 RSGB Members

RNARS Nets

Mick Puttick G3LIK

Contact: mick_g3lik@ntlworld.com – 02392 255880 **for all changes**

UK	UTC	Frequency	Net	Control					
Daily	0001-0400	145.725	Midnight Nutters	M0WRU					
Sun	0800	3.667	SSB net (news: 0830)	G3LIK					
	0930	3.715	IOM Net	GD3LSF GD0SFI					
	1030	7.068/3.748	RNARS Northern SSB net	M6LWO					
	1100	7020	RNARS CW net	G4TNI					
Mon-Sat	1030-1330	3.748/7.068	The Bubbly Rats Net	GX3WTP/G0GBI/ G0OKA/M0ZAE					
Mon	1400	3.575	QRS CW Net	G0VCV					
	1900	3.748 (Pri) 7.088 (sec)	N.W. SSB Net (News: 2000)	G0GBI					
	1930	145.400 (S16)	RNARS Cornish Net (Falmouth)	G0GRY					
Tues	1600	7.068/3.740	Tuesday HQ Net	GB3RN					
	1900	7.028/3.528	RNARS CW Net	G3RFH					
Wed	1400	3.748	Stand Easy Net	M6LWO					
	1700	TG 23527	Wednesday DMR Net	M0LIH					
	1900	3.748	Wednesday Net	G0VIX					
Thurs	1900	3.542	Scottish CW Net	???					
	2000	145.575 (S23)	RNARS Scottish 2m Net	GM0KTJ/P					
	2100 GMT	1.84	RNARS Top Band CW	GM0KTJ/P					
Fri	1600	10.118	RNARS 30m CW Net	SM3AHM					
Sat	0800	3.748	G0DLH Memorial Net	G0VIX					
DX	GMT	Frequency	Net	Control					
Sun	0800	7.015/30555	MARAC CW	PA3EBA/PI4MRC					
	1430	14.329 ±QRM	RNARS DX	W1USN/GD0SFI/ GM7ESM					
	1800	Echolink	Echolink	VE3OZN / K8BBT					
	1900	14.33	N American	WA1HWW					
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 SSB	VK5RAN					
	0945	7.09	VK SSB	VK1RAN/VK2RAN					
Thur	1430	14.329 ±QRM	RNARS DX	W1USN/GD0SFI/ GM7ESM					
Sat	0400	7.09	VK SSB	VK2CCV					
	1330	7.02	VK CW	VK2CCV					
	1400	7.09	VK SSB	VK2CCV					
	1430	14.329 ±QRM	RNARS DX	W1USN/GD0SFI/ GM7ESM					
RNARS SCENE OF ACTIVITY									
FM	145.40								
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

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RNARS Tie	£4.00
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RAFARS & RSARS Nets

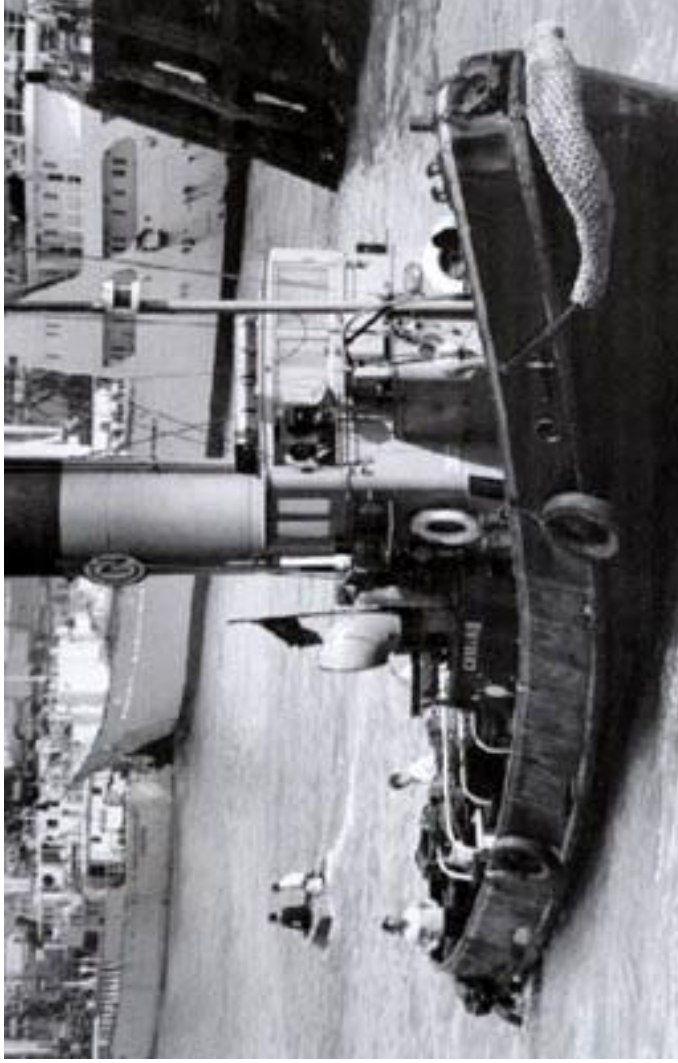
RAFARS	Time	Freq	Control	
Daily	1100 A	3.71	GØSYF	GI4SAM
	1830 A	3.71	G3HWQ	MØRGI
Monday	1900 A	3.7	G3PSG	GØBIA
Tuesday	0730 A 1400 A 1900 A	14.27 7.015 3.567	G4IYC	
Wednesday	1500 Z 1530 Z	14.29 21.29	?	
Thursday	1830 Z	14.17	ZC4RAF	
Friday	0730 A	14.055	CW Net	
Sunday	0900 Z	5.403	?	
1st Monday of the month	1000 A	3.71	?	
RSARS Nets	Time	Freq	Control	
Monday - Friday	1000 A	7.17	GW3KJW	M3VRB
Monday	1830 A	3.585	GM3KHH (RTTY)	
Tuesday	1400 A	7.17	MØOIC	
	1600 Z	14.18	G4BXQ	
Wednesday	0600 Z	14.143	Various	
	1030 Z	3.615	?	
	1830 A	3.565	GM3KHH	
	2030 A	1.946	2EØBDS	
Thursday	1400 A	7.17	GØRGB	
	1800 A	3.743	G6NHY	
Friday	1830 A	3.583	GM3KHH (PSK31)	
	1830 A	3.565	High speed CW	
	2000 Z	14.055	CW	
Saturday	0600 Z	14.143	SSB	
Sunday	1000 A	3.565	G3JRY (Slow speed CW)	
	1100 A	7.17	GW4XKE	
	1100 A	3.745	GM4FOZ	
Joint Service Net	Time	Freq	Control	
Sunday	0900 A	5.4035	G3RAF	
Tuesday	1900 A	5.4035	G3RAF	
Daily 24/7	DMR-TG23527	DMR TG23527		

CQ CQ CQ... GB3RN... QSO...



RNARS: UK Military & Veterans net on DMR TG23527 Wednesdays at 17:00 local

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HMT TID 107