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NEWSLETTER



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Autumn 2022



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STOP PRESS

Tribute to Her Majesty The Queen 22

Front Cover:

Royal Navy motto; **Si vis pacem, para bellum** (If you wish for peace, prepare for war)

Back page: HMS Morecombe Bay



RNARS CONTACT NUMBER - 01329-717627
(answer phone)

Historic jungle trip into Malaya with Doug Turk to tickle the little grey cells -read on...

RNARS Officers & Committee

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MEMBERSHIP MATTERS

Joe Kirk G3ZDF

Welcome! To our new members

Membership Changes since Summer 2022 Newsletter

New Members		
Steve Owens	2E0LYM	5155
HMS Otus	DM20OTUS	5156
Andy Elford	G0JZW	5157
Re-joiners		
Barry Toon	G8PME	1018
Changes		
Resigned		
Silent Keys		
Mike Hodges	G4DDH	0903
John Hunter (former member)	VK6AU	1172
Peter Rudwick (Life member)	G3RDR	0241

Members whose Newsletter delivery has bounced and who do not have or have not responded to email or telephone contact:

Rod BRAY	G3KEL	0053
Ron BLAKE	G3YLR	0364
Bill STEPHENSON	G3AQB	0486
Reg RUBINS	G4HAB	0790
Ben DRURY	LA0BM	0957
Ian Coombe	VA3ICC	1673
Roland Freshwater	G6CNK	1984
Bill BAILEY	G2CHI	2531
Dennis EVANS	GW4VEK	2550
Sid DUNN	GOKHN	2884
Ray EVANS	G0FQT	3139
Rai SKOG	OH1SR	4458

MEMBERSHIP MATTERS

Membership Stats

TypeOfMembership	Current	Free	Life	Suspended	Under25	Total
Affiliate	11	4	0	0	0	15
Associate	121	1	10	3	0	135
Corporate	318	3	55	10	3	389
Family	5	0	0	0	0	5
Honorary	1	1	0	0	0	2
	456	9	65	13	3	546

Joe G3ZDF



Dave Perry writes about his time in training with Mick Puttick in charge:

I was sorry to hear that Mick Puttick had died. I was in the RN between 1966 & 1974. In 1970 I took part in the NATO Naval Communications Competition, which that year took place in Brugge Belgium.



Our team trainer for the six weeks prior to going to Brugge was Mick Puttick. Shown here 3rd from the right along with the Belgian team trainer who was also a ham operator, at the Belgian naval school in St Kruis, Brugge. It was Mick or 'Chief' to us who took us down to 'the shack' one afternoon, in HMS Mercury where we were introduced to the mysteries of ham radio - morse of course. I was surprised to learn about the number of other ham radio

operators then serving - as radio operators, on HM ships. He was a good trainer and very patient with us despite having been tested at times by me and one or two of the others both during training and whilst we were in Brugge. That was some 50 years ago.

MEMBERSHIP MATTERS – SUBSCRIPTIONS

Joe Kirk G3ZDF

**PLEASE CHECK THAT YOUR SUBS ARRIVE ON TIME
ON OR BEFORE THE FIRST OF APRIL EVERY YEAR.**

Subscriptions can be made via **PayPal** through the RNARS website. Click on the *How to Join* page: <http://www.rnars.org.uk/Renew.html>

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

Newsletter by e-mail: If you want to receive email Newsletters contact the Membership Secretary for details making sure you include your email address.

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GDPR/A: 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:

If you are 25 years of age or under then you are exempt from paying subs.

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

Editorial: David Firth, M0SLL

Distribution: Joe Kirk, G3ZDF

Proof readers: Joe Kirk, G3ZDF, Mike Moore, M6POY

Envelope Stuffers: HQ Shack members / Joe Kirk

Publishing dates and deadlines

Spring: 22nd March, Summer: 22nd June, Autumn: 22nd September, Winter: 22nd of December.

Our deadline is usually 3 weeks beforehand. Contributions for the Newsletter are preferred in A5 page sized Word format set with narrow margins all round and with header and footer, using Arial 10pt text, and is a colour document printed on white matt paper inside a gloss cover, converted to a PDF document for printing. Please ensure that your images are sharply focussed. Please send your contributions to the RNARS Newsletter editor via email to M0SLL@mail.com. Personal items sent by post cannot be returned unless accompanied by a SAE.

The RNARS Newsletter is published by the Royal Naval Amateur Radio Society as its official journal to all members of the Society. The expression of views within this newsletter do not necessarily represent the views of the RNARS. The RNARS is affiliated to the RSGB.

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CHAIRMAN'S CHAT



David Firth
Chair-RNARS@mail.com



It is always a good thing to get a call from our members who are by definition the Ancient Mariners in our Society. Doug Turk, who is one of our nonagenarians phoned a few days ago and there followed a lovely chat about the good old days and what was going on in general. It is the kind of conversation that leaves you feeling positive when it has come to an end and put the receiver back down onto the cradle. I have since received a number of items for publication and some very precious and ancient photographs from his collection of memorabilia. Though not a Mercury boy myself it is always appreciated when I hear of other people's experiences during basic training and qualifying courses at other shore establishments.

The AGM this year will be a hybrid affair if the plan goes ahead. It means that those of us who are more local to the RNARS HQ or who have the will to travel will be able to meet up as usual in the Senior Rates Mess. For other members who would like to attend we are looking to have a ZOOM conferencing option running in parallel. Last year's AGM was wholly facilitated by ZOOM, and since it was quite successful it has been decided to add this option for the benefit of our more distant members.

The news of Her Majesty the Queen's death came to us as a shock and with great sadness when it was announced on the afternoon of the 8th of September. The loss of someone who has been a constant in the life of the people of this nation has indeed, caused deep concern and a sense of unimaginable heartache for a lot of people. Perhaps it is now our turn to look upon the future, as her majesty would do, and be a constant presence of strength to those around us as they find it difficult to bear the thought of a world without her guiding presence among us. A gracious lady, kind-hearted, wise in her counsel, and deeply committed to us all in a life of service. Let our thoughts and prayers turn now to the new King and lift him up in our hearts as he ascends the throne with barely enough time to mourn for his great personal loss and takes on those heavy burdens of duty that he has promised himself to faithfully perform.

God Save The King

David

Feature!

MEMORIES OF MERCURY

Doug Turk G3PEC RNARS 0145

I joined HMS Mercury in 1950 to be trained as an Ordinary Telegraphist, and at the time there was a Signal Lieutenant by the name of Jackie Condon who I believe at that time must have been about 60 years old and four feet six inches tall. His sole object in life seemed to be the catching out of unsuspecting Communication Ratings for various trivial offences. We lived in Nissen huts in those days and the ablutions block (a bigger Nissen hut) was about 100 yards away, and at 6am, snow and ice etc, we would be walking down to the block with perhaps a greatcoat over our pyjamas, when from nowhere Jackie Condon would appear and shout, "Come here you rabble where are your hats!?" And he would send us back to get them. So having returned and put our hats on, walking back to the ablutions block, Jackie would be seen in the distance and again would shout, "Why didn't you salute me? Give me your station cards and report to the OOW's. hut, I'll see you there." - and so it went on throughout the course.

Some years later I was doing my killicks course and Jackie was still there causing trouble, and one night my mate John Dilloway and I went to a Nurses dance in Haslemere on my motorbike. We were not allowed to ride 'two up' in camp so had to pick him up at the main gate, and on our return about midnight I took a chance as it was dark and rode into the camp with John on the pillion, as we neared the OOW.hut who should appear from nowhere - none other than Jackie Condon! He gave me a right rollicking threatened me with defaulters etc, and when he had finished scolding me calmly asked "did you get a bit"?! (For the record we did not)! I often relate the story to friends because at the time in training we had to learn to touch type and I still chuckle today when I recall typing to music to the tune of 'The Teddy Bears picnic'.



*NAN-12 Class getting ready
For Captain's Rounds*

Who remembers the '**Coder Educationals?**', ex University students who had just received their degrees and were allowed to join the RN for National Service, obviously brainy people but seemed to have no 'common dog'! One winter's night, snow and ice everywhere, one of our class obtained a Commanders hat and greatcoat from somewhere, went up to the Co-eds hut about 7pm, opened the door, and ordered all the coders outside, fell them in three ranks and told them to wait for further instructions, and our 'Commander' disappears into the

MEMORIES OF MERCURY

night. Rounds were at 2100 and the OOW never did find out the story behind these frozen Coders still fell in outside their hut when he arrived!' We had a Coder on the 'Morecambe Bay' nice chap, but could not do Cypher so he ended up as ships librarian.

The local pubs to Mercury were the George at East Meon, The Rising Sun at Clanfield and of course the Bat and Ball, although we had many a happy evening in the NAAFI drinking Scrumpy at six old pence a pint. Not many people realise that the Main House caught fire one night, I believe it was in 1951 and I was 'Trailer pump party' that night and slept in the guard house. About one o' clock in the morning the fire alarm went off and we dragged the Trailer pump round to the main house and eventually started the thing up. The Hall and main staircase were alight and were badly damaged, the Fire Brigade from Petersfield eventually put the fire out and what a mess it was. So not too many people are aware that the existing staircase was rebuilt in 1951.



NAN-12 Class 1950
Training For Ordinary Telegraphist

Dances were held in the Cinema and of course the floor sloped downhill and when doing the quickstep, we would speed down the slope and then eventually work our way up the other side. It was a WREN Sparker that taught me to dance (the one that got away from me on the Broadwalk) but that is

another story. There was no 'hanky panky' after the dance

either as the girls had to get back to Soberton Towers **-happy days.**

Saturday afternoons, if we were duty watch, we would go out over the hills 'beating' for the officers to shoot rabbits and at the end of the day we were rewarded with a pint of beer - better than being on duty on 'North Camp Patrol!' The signature tune for the SRE which played 'Mercury favourites' was "Once in a while" and every time I hear that being played it reminds me of Mercury.

After breakfast we would fall in outside the main house in our individual classes for Colours and then march or double off to the classrooms, but the orders were given as if for flags ie 'Corpen nine, speed one four' - arm up - then 'Down' and off we would go.

MEMORIES OF MERCURY

Rounds on a Saturday morning were really funny, as having cleaned the hut as best as possible we had to 'disappear' before the Captain came round and the only place to go was the Broadwalk and just hope that Jackie Condon was not there trying to catch someone, which of course he normally was !!

I remember very well trying to keep warm in the Nissen huts and we only had a coke burner in the middle of the hut. First of all, after classes one had to go and get a bucket of coal from the compound (one bucket per hut) with which to light the fire, then pile on the coke, and then when it was really going well the burner would glow red on which we would make toast. As the coal and coke were rationed, I always remember going out in the dark, climbing over the compound wire to get more coke to keep the burner going all night, and once we had the burner 'glowing' it really was warm in the huts. Fires were not allowed in the huts during the day.

As I had a motorbike I often went 'out the back way' and down to West Meon which saved me falling in for 'liberty men', because the RPO's would always pick on us motorcyclists to see if we had a uniform on under our motorcycle gear. In the early days I used to fall in with the liberty men with all my motorcycle gear on 'over my number 8's' and one day the RPO picked on me and said, "have you got a lanyard on under that lot?" Well of course I did not and he sent me back to get my uniform on and so had to wait for 'open gangway.'

I only have happy memories of Mercury, although I did meet someone recently who said that he hated the place — perhaps Jackie Condon got him down!! and I hope that those of you who read this article, and who were at Mercury all those years ago, have a little smile alter reading this and hope you too also have happy memories of this **wonderful establishment**.



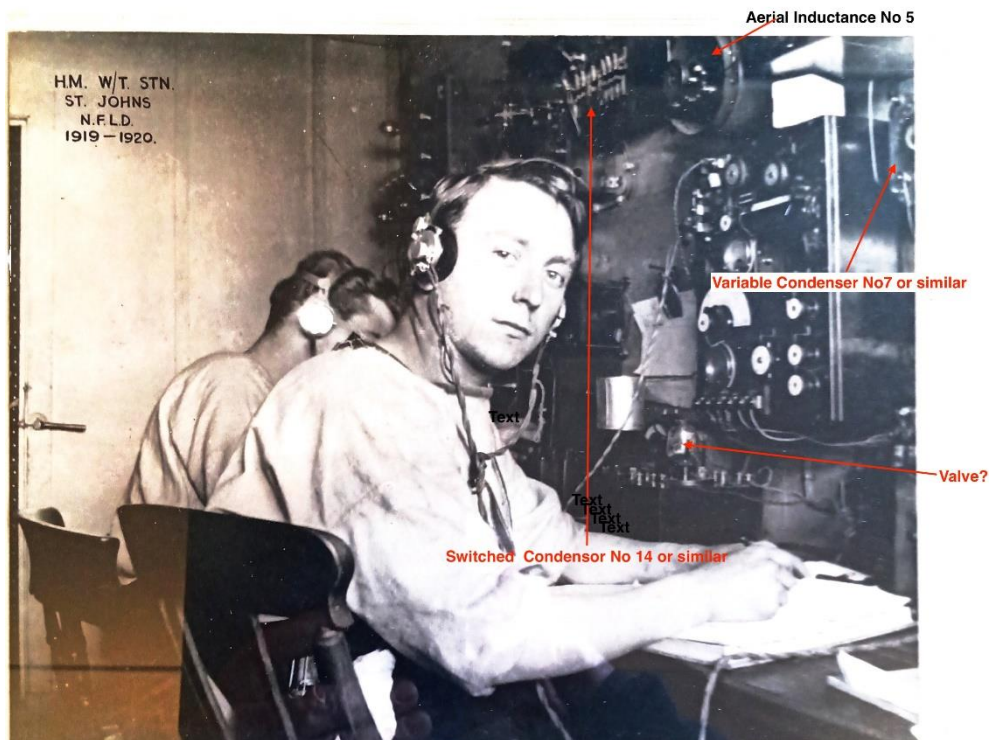
Doug Turk

Feature!**MODEL L NAVAL RECEIVER**

Clive Kidd Clive, G3YTQ, RNARS 690

Investigation into the equipment shown in a photograph of HM W/T Station, Mount Pearl, St John's, Newfoundland 1919-1929

During an unplanned visit, on 2 July 2022, to the Royal Naval Amateur Radio Society Headquarters station, in HMS Collingwood, I came across a photograph of George Tagg, a founder member of the RNARS. I thought I recognized some of the equipment in the photograph but not all. I asked for permission to copy

**George Tagg G8IX RNARS 001**

the photograph and then began my quest to find out more.

After some false starts I decided to send an e-mail to the Newfoundland and Labrador Public Libraries in Canada. They passed my request for information on to. The Admiralty House Communications Museum of Mount Pearl, Newfoundland, who replied the very next day. Part of their reply contained a key piece of information, information that indirectly came from George himself! My findings are laid out below:

MODEL L NAVAL RECEIVER

George Tagg, G8IX, RNARS 0001, is quoted in Practical Wireless July - 1973 [1] as having used a Model L receiver whilst at the St John's (Mount Pearl) W/T station.

After some research I am suggesting that the large box in front of George and the associated valve is the Model L element of the receiver at St John's/ Mount Pearl W/T Station. The Model L is mentioned in a list of Rx in the Annual Signal School Report of 1917. It is shown as:

“A valve Receiver set using Valve No R2, pattern 3987 or Valve No R4, Pattern 4411”

A contemporary stores catalogue [2] shows that a station fitted with Outfit L was allowed an outfit of five of either of those valves

Figure -1

An undated circuit diagram [3] shows the receiver [there appear to be two variants] consists of a single valve being used as an amplifier, detector, mixer [with the heterodyne signal being supplied from a separate heterodyne unit] and having a meter to monitor the filament current plus a number of passive components and batteries. With respect to batteries the contemporary stores catalogue [2] shows two, “Cell, Accumulator, Fullers” for the Low Tension (LT) filament supply and one “50v Dry Battery” for the anode supply.

Figure – 2

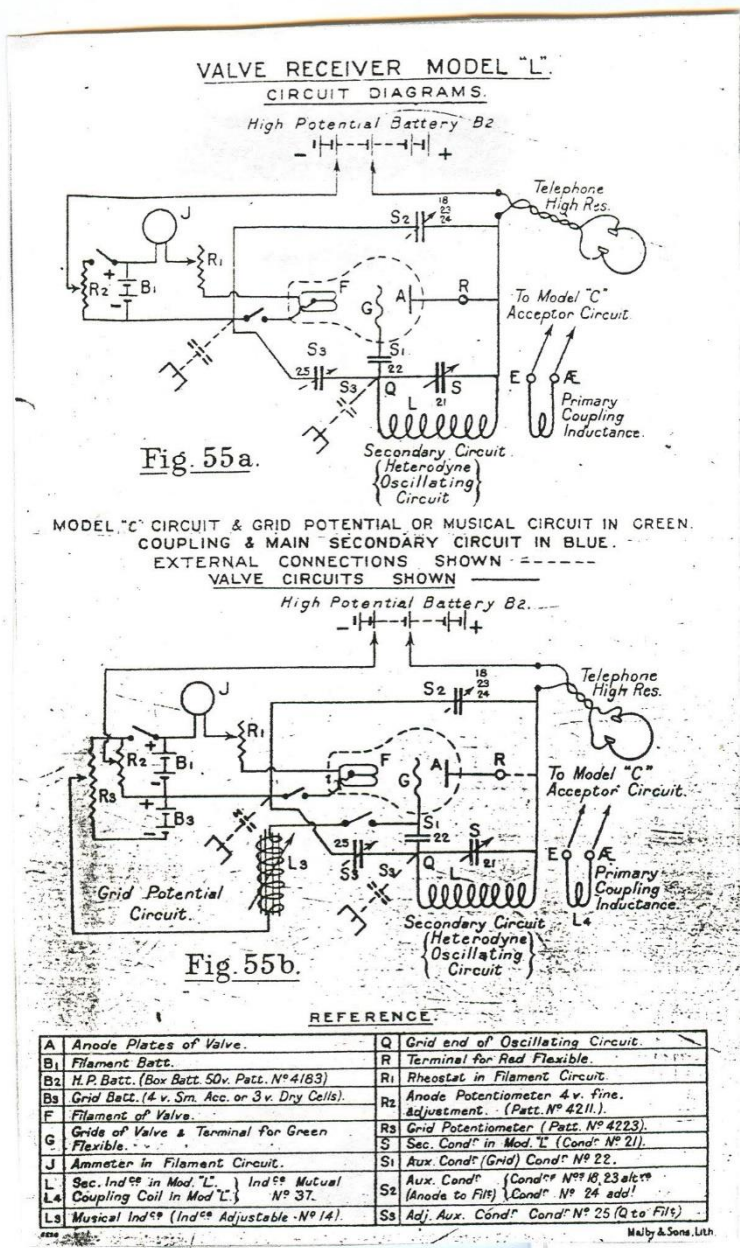
Further details of the working of this circuit can be found in The Admiralty Handbook Of Wireless Telegraphy 1920 Page 319, [4], while layout diagrams [3] of ship fits show that the Type L is contained in a box.

The “Box Receiver Model L” fits in with the large box, in front of George, shown in the Mount Pearl photograph, as do the meter and various potentiometers and variable condenser dials. The photo presumably also shows the filament switch and the lead to connect the HT to the valves anode via the plug marked R, as indicated on the circuit diagram, but these have not been identified, to date.

The circuit diagram also shows the amplifier/detector is connected to the “Model C Acceptor Circuits” and hence to the Aerial. This would align with the “Aerial Inductance No5” the “Switched Condenser No14” and the “Variable Condenser No7” visible in the photograph. All of which are components of the standard Model C RX RF selection and rejection circuitry. See schematic [5] and circuit diagram [5b] below. The Outfit L was developed before the MD, M3 an N shown in the Schematic

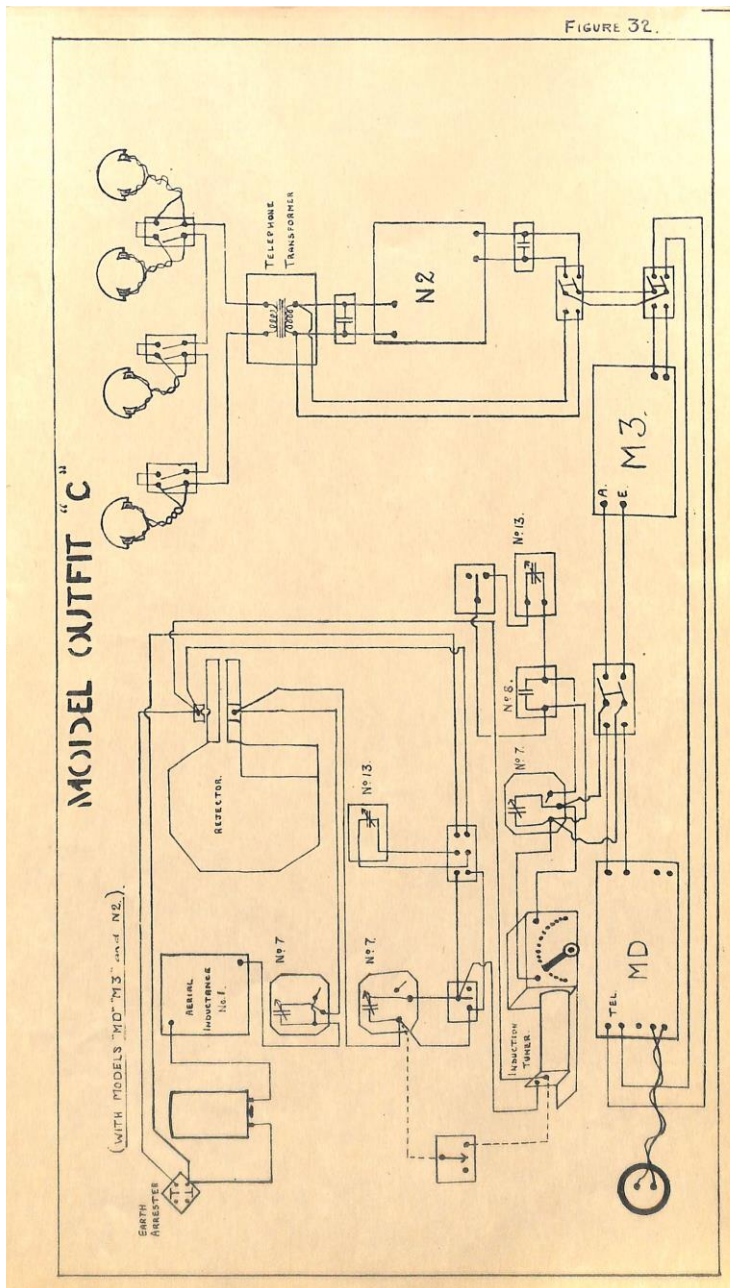
MODEL L NAVAL RECEIVER

Figure 1 – Model L Circuit Diagram



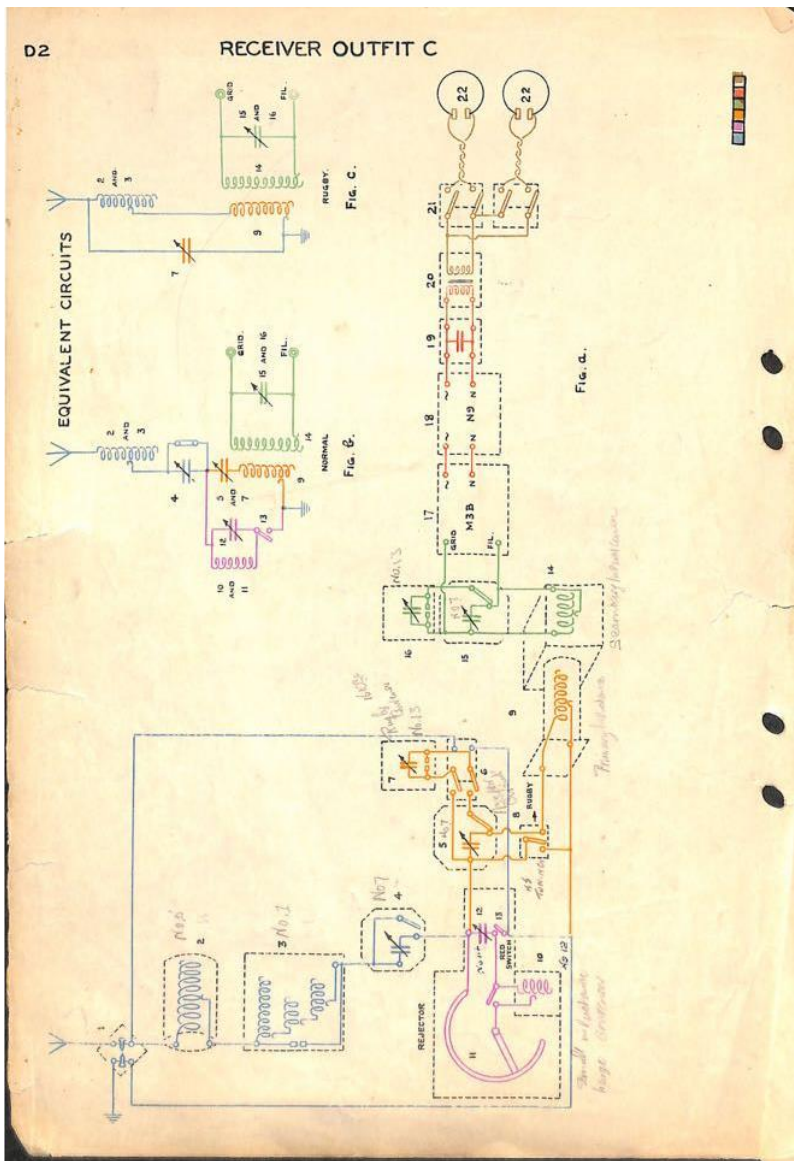
MODEL L NAVAL RECEIVER

Figure 3 – Model C Wiring Diagram



MODEL L NAVAL RECEIVER

Figure 4 – Rx Outfit C - Block Diagram/Equivalent Circuits



MODEL L NAVAL RECEIVER

Figure 5 – Poulsen Arc Transmitter Diagram

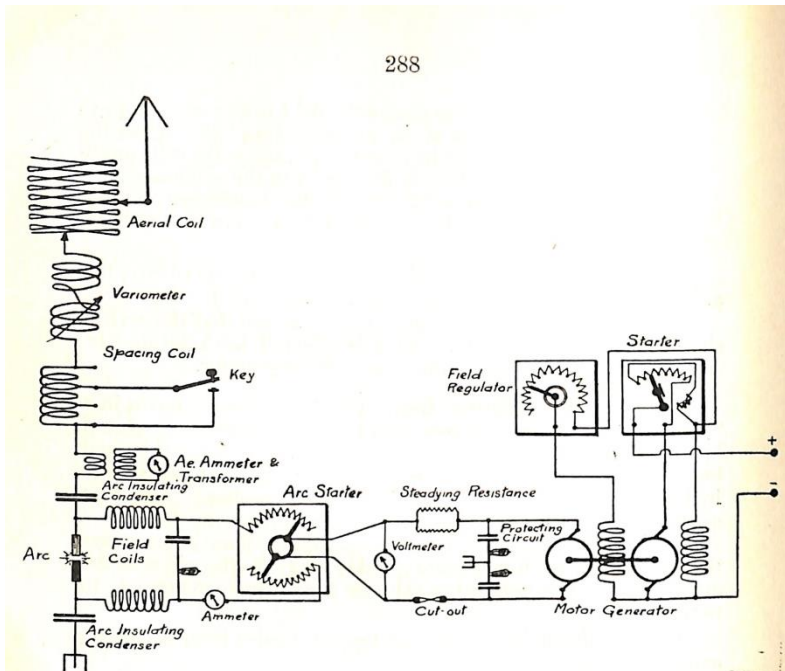


FIG. 231.

inductances—aerial, spacing coil, variometer, &c.—joined in series with it.

385. Method of Signalling.—It is not possible to make and break the charging circuit in order to signal, as is done in spark telegraphy, because the arc would go out each time the circuit was broken. Various methods of signalling are in use, one of which is termed the “Marking and Spacing Wave” method.

In this system the aerial is kept oscillating continuously, but when the key (*see* Fig. 231) is pressed it short-circuits a portion of the “Spacing Coil” and so alters the length of the wave radiated; therefore, one wave—termed the Spacing Wave—is being sent out when the key is open, and another (shorter) wave—termed the Marking Wave—when the key is being pressed.

If the receiving instruments of the ship receiving the message are tuned correctly to the marking wave, the spacing wave will not be heard. Owing to the selectivity of the Poulsen system, a difference of 2,000 cycles in frequency between marking and spacing waves is quite sufficient to avoid confusion.

MODEL L NAVAL RECEIVER

The Society of Newfoundland Radio Amateurs [6] identify the Mount Pearl stations Call sign as “BZM”. This fits in nicely with other RN station call signs of the period.

In the Practical Wireless Article [2] George mentions using a Poulsen Arc Transmitter and using it to communicate with the WT station at Pembroke Dock. Contemporary records indicate that the Transmission frequency would have been about 48kc/s (48kHz) . The circuit of typical RN Poulsen Arc Transmitter, from [4], is given below. Further information on the Poulsen Arc can be found on Page 276 , onwards. Note the comment on Marking and Spacing waves at the bottom of the page.

Whilst carrying out my research for this article I came across a number of related links dealing with either the construction of the site [7] , including a magnificent photo of the construction of the aerial – slide 17 of [8] and also some auto biographical information [9] of a near contemporary of George Tagg.

Acknowledgements:

The author wishes to particularly thank

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NL Collection/Inter-library loan/eLibrary Support
Provincial Resource Library
Arts & Culture Centre
St. John's, NL A1B 3A3
CANADA

Tim Elliott BA
Assistant Manager
Admiralty House Communications Museum
t: (709) 748-1124
w. <https://www.admiraltymuseum.com/>

for their speedy and informative responses to my questions.

References:

NB. Documents shown as being held by the HMS Collingwood Heritage Collection are now held by the National Museum of the Royal Navy Portsmouth

MODEL L NAVAL RECEIVER

- [1] Practical Wireless July -1973.
<https://worldradiohistory.com/hd2/IDX-UK/Technology/Technology-All-Eras/Archive-Practical-Wireless-IDX/IDX/70s/PW-1973-07-IDX-60.pdf>
- [2] Establishment of Permanent and Consumable Naval Stores For Wireless Telegraphy 1919. HMS Collingwood Heritage Collection.
- [3] Documents donated to the HMS Collingwood Heritage Collection by Jerry Proc on 10 January 2017.
- [4] Admiralty Handbook of Wireless Telegraphy 1920. HMS Collingwood Heritage Collection.
- [5] H194 Instructional Drawings. HM Signal School, RN Barracks Portsmouth January 1924. HMS Collingwood Heritage Collection.
- [5b] BR222 1930 Notes on W/T Sets. HMS Collingwood Heritage Collection
- [6] Society of Newfoundland Radio Amateurs (SONRA)
- [7] Images showing the construction of the Mount Pearl WT station:
<https://mobile.twitter.com/AdmiraltyMuseum/status/1375058688428363777/photo/2>
- [8] More General Images of the Mount Pearl area, including the WT station. Image 17 Aerial Riggers is particularly interesting:
<https://www.slideshare.net/AdmiraltyHouse/mount-pearl-park-glendale-reunion>
- [9] James Woodbury McClellan Boutellier. A Warrant Telegraphist:
<http://admiraltymuseumblog.blogspot.com/2021/06/stories-from-station-james-woodbury.html>

Clive



IN THE NEWS

UK supports Ukraine with more maritime training and equipment



Crown copyright

Training Ukrainian sailors are receiving is centred around enabling full crews to operate Sandown Class vessels.

The Royal Navy is training Ukrainian sailors for the operation of mine countermeasure vessels as grain finally begins to leave Black Sea ports. Ukrainian Navy personnel have begun learning how to operate UK RN *Sandown*-class minehunters as outlined in the Ukrainian Naval Capabilities Enhancement Programme (UNCEP) deal.



Crown Copyright

The agreement was struck last year and includes selling two surplus RN *Sandown* class vessels to Ukraine. Eighty Ukrainian personnel are receiving comprehensive expert instruction from RN mine hunting crews amid the conflict with Russia. Ukrainians have been arriving in cohorts from 22 May onwards, RN spokesperson Cdr Darren Mason told *Shephard*.

There are currently approximately 80 Ukrainian trainees and support staff based in the UK.

shephardmedia.com
- by Norbert Neumann



Her Majesty Queen Elizabeth



On behalf of the Armed Forces, I would like to express our condolences to His Majesty The King, and to the Royal Family. The relationship between the Queen and the Armed Forces was deeply personal. Through her own service in the Second World War, and as the wife, mother and grandmother of service personnel, the Queen understood better than most the burdens and the glory of a life in uniform.

In the coming days our sailors, soldiers and aviators must perform their final duty to a much-loved Sovereign. We do so with admiration and gratitude. For those of us who have the privilege to now wear the King's uniform, there remains no greater honour than to serve our Crown and Country.

Chief of the Defence Staff Admiral Sir Tony Radikin.



God save The King !

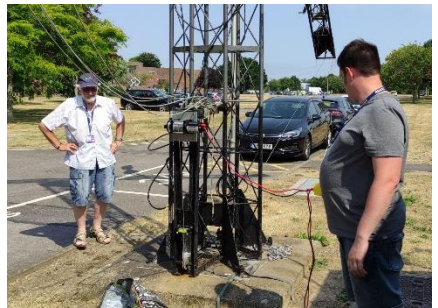
DIVERSE REPORTS -our members

New Electric Winch on HQ Mast

Joe Kirk, G3ZDX writes...

The mast to the north of the HQ Shack now has a 12v winch fitted to avoid having to lower and raise the mast manually.

Ian Hutchinson, M0LIH sourced and supplied the 12V Silverline 748850 winch, as well as the control and **Alan Campbell, M6LFM** fitted it to the mast as well as replacing the existing cable.



The test was carried out using a standard 12V battery and was executed successfully. The winch will in time have a weatherproof cover to protect it from the elements and from prying eyes. The new fitting should make the chore of lowering and raising the mast a lot simpler.

Robert Dew, VK1DE (ex **VK1RAN**) Australia Branch recently informed our Membership Secretary of the last actions he has completed to wind up the branch:



"...We have just burnt all the RNARS Australia branch records as there has been no enquiry re the records over the last 4½years..."

Regards to you and the RNARS members. Robert Dew. VK1DE. ex VK1RAN

From Joe (and from all of us at HQ): *Thanks for letting me know about the records and on behalf of the whole RNARS family thank you for what you have done over the years for the Society in Australia. I will report what you have done at our next Committee Meeting.*

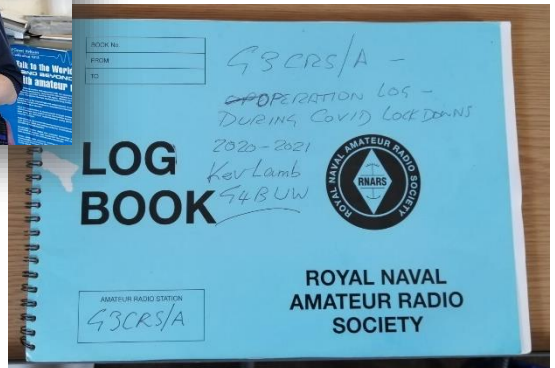
DIVERSE REPORTS – OPEN DAY



Calm before the storm



Kevin Lamb G4BUW [on the left] handing over his log for operating G3CRS/A during the pandemic -BZ Kev!!



Visiting Sea Cadets

BZ guys, thanks for coming to our shack and having a go at our competition

DIVERSE REPORTS – OPEN DAY



Martin Longbottom M0EHL adding finishing touches to our table displays



Our Special Agent decoding competition



Kev G4BUW ready for a day of Morse



Neil Richardson G4 EMM - Morse Code School



**Steve Legg M6WVV
In the background**

**Andy Cowley 2E0REE
On all bands all modes**



DIVERSE REPORTS – OPEN DAY



First visitor of the day



Gates open in ten seconds...



Kev' G4BUW doing what it takes to draw signals out of the ether...



Steve M6WVW running the coding competition



Morse code school and secret agent competition were kept busy.

Prize winners of the competition -the Cadets



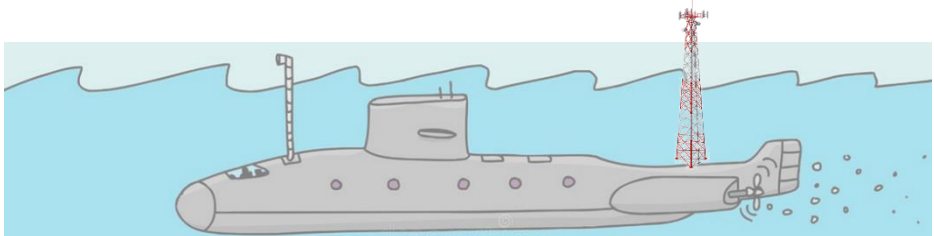
DIVERSE REPORTS -our members

Shack visit by Mario Kricheldorf DJ8NU and his XYL Ute to the HQ Shack on Tuesday 2 August 22



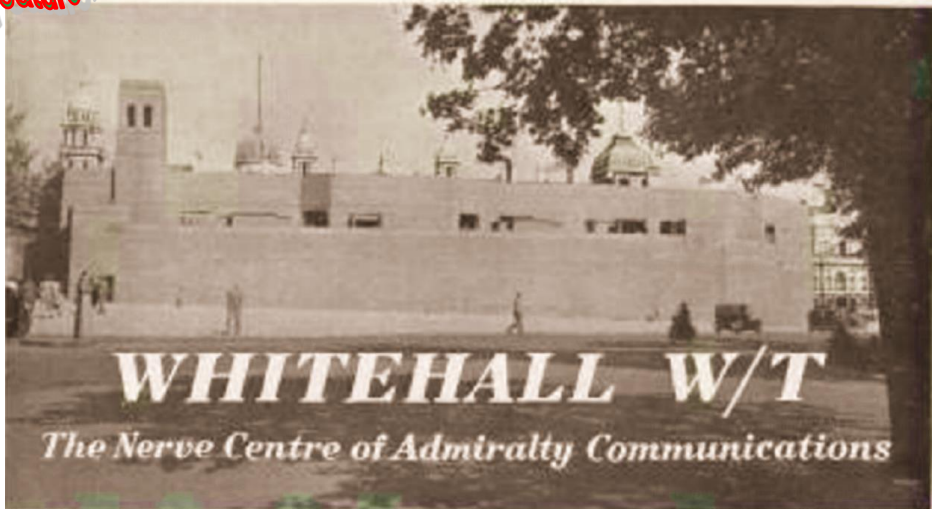
Mario, who is a member of the RNARS and MF-Runde is one of the organisers of the radio club on board HMS Otus which is berthed in Sassnitz on the island of Rugen in the Baltic. They used the callsign DM20OTUS recently to celebrate the 20th anniversary of the arrival of the submarine in Sassnitz. He was visiting Portsmouth and we arranged to meet up.

Joe, G3ZDF



Feature!

A BLAST FROM THE PAST



The Communicator 1947

When you are next in London, walk across St. James' Park then, when you approach the Horse Guards, you will see in front of you a long, low, massive, brown building, obviously colossally strong, lying beside the main Admiralty building like a battleship at anchor. This is the Citadel, humorously known as "The Mappin Terraces," and Whitehall Wireless Station is within it. Since the war it is better known to the Service than it was; in the early days it was the Holy of Holies of Naval Wireless Telegraphy, and to be picked up by it for a mistake was a very black mark indeed. As is fitting for the main W/T station of the Senior Service, its history has been very long, its long as the history of service wireless itself; but to detail it all here would take far too much time and space.

The most convenient time to start this short survey of the history of the station is in 1916. The 1914-1918 War was over, and the present Officer in-Charge had already started his long acquaintance with it. In those days the station had one receiving line on Senior Officers wave, shifting every four hours to communicate with the Port Stations (the Home Ports, Portland and Rosyth). The other line was working routines with Malta and Gibraltar, then the only fixed services. Broadcasts were not used. Group "K" was the method used for promulgating general messages on the Home Station, this being an "I" method group between Whitehall (keying transmitter and Ipswich), Pembroke and Aberdeen.

About this time experiments were being carried on with HF work, which was then known as Short Wave. An experimental receiver (two-valve) was constructed on the station, and in conjunction with an I.C.W. transmitter at

A BLAST FROM THE PAST

Cleethorpes, experimental communications were made with overseas stations which also had built their own equipment. Those trials were so successful that fixed services were quickly organised with Stonecutters, Matara, Singapore, Australia, and with certain ships on overseas stations. The interest of operators in this new method of communication was so great that they would arrive on watch an hour before time so that they could man this line!

The need for better equipment was immediately apparent. The then D.S.D, Captain Somerville, now Admiral or the Fleet Sir James F. Somerville, therefore purchased a Burndept two-valve receiver, which became known as the B-7. This was a vast improvement, as it removed all hand capacity effects, the bugbear of operators and generally improved selectivity and signal strength.

Up to this time only one frequency had been employed for HF communication - 8570 Kc/s Duplex working was now considered desirable, and 9060 Kc/s was acquired as a transmitting frequency. An improved three-valve version of the B-7, which later developed into the Naval B-9 receiver, and a new transmitter, the Type 26, greatly improved the working of the fixed services. A better receiving site was soon needed and H.M.S. "Flowerdown" was taken over from the R.A.F. and developed as Whitehall's receiving station. Communication with



RTT terminal positions for fixed services showing transmitter indicator board

Whitehall was effected by one telegraphic line operating a sounder. Cleethorpes was the original transmitting station, but with the advent of the 26 transmitter, Horsea Island was established. The control of the transmitters was effected by one line to Horsea and one to Cleethorpes. Neither of which, we were mournfully told, were first-class. More frequencies were required; by experimenting with H.M.S. "Yarmouth" on her troping cruises, frequencies of the order of 15-17 Mc/s. were found to be of advantage for long distance communication. The heavy hand of governmental economy was, however, laid

A BLAST FROM THE PAST

upon further developments and until the 1939 War there were only minor improvements in the station.

Since its inception Whitehall Wireless Station had been situated in the Admiralty Tower. but after the Munich crises its exposed position and the immediate danger from air attack. (for invasion had not then threatened). necessitated a shift to the Admiralty basement in the summer of 1939, but luckily it was not to stay there very long. Much the same equipment was installed. with the addition of a six-channel V.F. system to 1101'hl!4l. however. After the outbreak of war it was obvious that more and better equipment was needed. and due to the great exertions of Captain C. L. Firth, Captain E. W. J. Bankes and Commander C. D. Bonham-Carter. This equipment quickly arrived: it consisted mainly of S.W.B. and C.S.3.B. transmitters, with many more control lines. the then new receivers H.R.O. and B-28. which replace-cl the B-1 ls. The ease and reliability of communication was greatly increased.



Main rtt room

The year 1942 was memorable although you may have memories of your own for that year! for the fact that the station took up its palatial quarters in the newly built Citadel. to the immense delight of all. High-speed morse services were rapidly developed. The Undulator method of receiving this traffic was later superseded by the Re-perforator and the Direct Printer. Broadcasts became the method of transmission to ships. Ship-shore communications rapidly developed from the pre-war M/F system into the present H/F. working. controlled by special stations_ The vast system of teleprinter circuits replaced the old system of the Port Stations passing all traffic into Whitehall by W/T. After four years of war the position was that of Whitehall controlling one receiving station and five transmitting stations. This remains unchanged.

A BLAST FROM THE PAST

With the end of the War the development of Radio-Tel:-Type was paramount. To this end new types of receivers were installed in receiving stations and selected fixed services were used to developed. Today most of them use it. However. as a word of warning—whilst we have: become so mechanically minded. it must not be forgotten that morse and the human clement are still essential during bad ionospheric conditions. if communications are to be maintained at a constant level of excellence. The future, except for those rash enough to forecast with false confidence, is as usual. dim. The present trend it towards R.T.T. and the making of efficient circuits for employment on the tape-relay system. It may be found of advantage to pursue the facsimile reproduction of communications. Experiments will show.

It is difficult to talk of the personnel of this station without mentioning personalities, especially in such a rampant hive of individualism. Let the bare numbers suffice. In the early days one P.O. Tel. and three Leading Hands were ample for all needs. including decoding and routing. The growth was such that during the peak War Years a Duty Officer and a watch of seventy P.O. Tels' Leading Tels. and Wrens were required. Since hostilities ended. with the consequent reduction of traffic the number has fallen to forty per watch. Originally the crew were entirely Shore Wireless Service. but during the war a motley collection of Pensioners. Wrens, Wireless Auxiliary Reserves, H.Os and Continuous Service ratings worked with them. Doing a splendid job. Today. as the S.W.S. dies out. the majority of the ratings are Continuous Service, with a goodly contingent of the humble HO. (Sorry! National Service) trying to help (or otherwise). However. no matter who composes the crew the aim of Whitehall W/T will be to serve the Navy in the future as well as it has in the past



High speed reception position showing direct printers



Autumn 1947



RALLIES & EVENTS 2022

RadCom

25 Sep – Weston Super Mare RS 7th Radio & Electronics Rally

The Campus Community Centre BS24 7DX. [<https://e-voice.org.uk/weston-super-mare-radio-society>]

2 Oct – Welsh Radio Rally

New Venue, Llanwern High School, Farm Rd, Newport, South Wales NP18 2YE. Doors Open 10am, Bring & Buy, traders. For latest information see website:- gw6gw.co.uk

16 Oct – Hornsea Amateur Radio Club Rally

Driffield Show ground. YO25 9DW
www.hornseararc.co.uk

22 Oct – Essex CW Boot Camp/CW Convention

3rd Witham Scout & Guide HQ Rear of Spring Lodge Community Centre Powers Hall End Witham Essex CM8 2HE

Doors open at 08:30 for registration. Begin 09:00 finish approx 16:30. Parking free. £10 with Free drinks, cakes. Pre-register as places are limited to G0IBN: g0ibn1@yahoo.com 0745 342 60 87

30 Oct – Galashiels Radio Rally

Volunteer Hall, St Johns Street, TD1 3JX
Doors open 11am. Usual traders, Bring & Buy and refreshments.

30 Oct – Hack Green Radio Surplus Hangar Sale

Hack Green Secret Nuclear Bunker, Nantwich, Cheshire CW5 8AL
Sale of electronic equipment, amateur gear, components, military radio items and vehicle spares. Doors open 10am. Contact 01270 623 353, coldwar@hackgreen.co.uk [www.hackgreen.co.uk]

6 Nov – Bushvalley ARC Rally

Limavady Football Club, The Showgrounds, Rathmore Road, Limavady BT49 0DF

Doors open 11am and entry is £3 with a door prize ticket. There will be raffles, tea, coffee and refreshments with all proceeds going towards the Northern Ireland Air Ambulance and all donations welcomed.

6 Nov – Holsworthy Radio Rally

Holsworthy Leisure Centre, Well Park, Western Road, Holsworthy, Devon EX22 6DH

There will be Traders, a Bring & Buy and catering. The venue also has disabled access. Traders from 8am. Doors open to the public at 10am. Traders & General Enquiries, Contact m0omc@m0omc.co.uk

RALLIES & EVENTS 2022

19 Nov – Wiltshire Radio Rally

Kington Langley Village hall & fields, Church Road, Chippenham, Wiltshire SN15 5NJ

Doors open 9am to 1.30pm. hot and cold refreshments available on site. Disabled parking available. £2 entry for buyers (under 16s free). £10 per table for sellers. To reserve tables contact rally@chippenhamradio.club for more information.

20 Nov – CATS 43rd Radio & Electronics Bazaar

Oasis Academy Coulsdon, Homefield Road, Coulsdon, Surrey CR5 1ES

Doors open from 10am to 1pm. More from bazaar@catsradio.org.uk or contact Andy G0KZT on 07729 866 600.

27 Nov – Bishop Auckland RAC Rally

Spennymoor Leisure Centre, High St, Spennymoor DL16 6DB

A variety of stalls, including radio old and new, computers, electronics and a Bring & Buy. Catering and bar facilities on site. There is good parking, and the rally takes place in a large ground floor hall. Doors open at 10.30am (10am for disabled visitors). Contact Bob Dingle, G0OCB on 07710 023916 or email g4tff@yahoo.co.uk for more details.

RNARS NET CHANGES

Be advised all ye Net-trippers

GLYN – G0GBI Has issued the following changes to our RNARS Nets:

Sunday

Northern net 10:30 on 7.085/3.748 Robin MM6CXJ

Wednesday

Stand Easy net 14:00 on 3.748 G0GBI



Wednesday

Evening Net 19:00 3.748 G0GBI

Check out our net list at the back



Sparkers up the Jungle

Doug Turk G3PQC RNARS 149

It was whilst HMS Morecambe Bay was in the floating dock in Singapore refitting due to excessive sea time in 1953, that a notice was pinned up on the notice board advertising that

“...anyone wishing to spend 10 days with the Army in Malaya’ should put in a leave request immediately.”



That's me! Doug Turk, Malaya 1953



Keith G4KKZ, also Malaya 1953.

Keith and I,

both telegraphists at the time, slapped in for some of this to see how the *Pongos* lived and soon boarded the train bound for Kuala Lumpa. On arrival at KL, we were met by a 3 ton Army lorry and driven up to Kuala-Kota-Baru, right up in the north of the Malayan Jungle where we were billeted with the ‘Royal West Kents’.

Kitted Out

We were fitted out with jungle uniform complete with Jungle hat, rifle, ammunition, Kukri (big knife) and set off up the jungle with seven regular soldiers and two trackers (Bornean head-hunters!) with the aim of capturing, shooting or making them join the RNARS!! -Chinese Communist Bandits, who at the time were causing serious problems with the Rubber Planters. We advanced in single file carrying all our equipment, food rations and a large ground sheet to use as a cover at night – hammocks were out of the question!



Tommies Cooker



Head-hunters from Borneo

Every couple of hours we would stop and brew up tea and as we could not light a fire as the smoke would give us away, we were given a little tin called ‘*Tommies Cooker*’ holding a tablet that when lit burned without smoke, thus enabling us to boil water or make soup, etc. We felt a little sorry for the Pongo Signaller as he not only had to carry all of his equipment including rifle but had to carry this great big Anny Wireless Set and Long wire for the HF antenna.



Sparkers up the Jungle



Matelots at the army camp

Every evening before bedding down for the night the signaller was required to contact base camp at KKB to give a report on the day's activity, but the atmospheric conditions in the Malayan area particularly at night are to say the least atrocious, and I do not believe he made contact with base during the whole five days we were out on patrol.



It seemed to rain every night in the Jungle and as I could not make a proper bivouac, I was soaked every night but soon dried out when the sun came up. The dawn chorus was absolutely deafening with monkeys and all the birds screaming their heads off. One of the Pongos said he thought he heard a tiger nearby and I hoped he was joking!

Ambush

During the day we would lay in ambush near a jungle clearing where our local trackers had informed us that bandits had made camp the night before and we waited for their return - thank goodness they never did!

After five days out on patrol, Keith and I were glad to get back to base camp and eventually back to the ship for some decent food and a good night's sleep in our hammocks - **never again!**

We still Ride

As a matter of interest, both Keith and I still ride motorcycles, as seen from the photograph, which originated way back in the 1950s when the only real way to get out of HMS Mercury more often than the once a week bus, was by own transport. Keith travels all over France and Spain on his modern bike, but I just ride my beautifully reconditioned British



Doua & Keith. Farnboro' 1994

bike, complete with pudding basin helmet and RAF goggles to all the local rallies [when it's not raining] in a 50 mile radius and generally just a poser!



Doug G3PQC

Hong Kong in 1952 with HMS Ceylon in the background



**Re-printed from the
RNARS Newsletter
Winter 1995**

NAVY X

Mod.RN



DEFENCE TRANSFORMATION FUND: ROYAL NAVY

Navy X is the Royal Navy's new Autonomy and Lethality Accelerator. **Navy X** will deliver rapid, continual transformational change in Mass and Lethality across all Maritime Environments - over water, on water, under water and across the littoral.



By empowering a standing, joint military, civilian and industry rainbow team and locating it in a cutting-edge tech integration facility, with doorstep access to land, air and sea ranges, **Navy X** will exponentially accelerate our speed of purchase, capacity to connect best-in-class autonomous technologies, our ability to prove them in the real world at a speed hitherto unheard of and, when ready, scale these game-changing techs into the hands of our war-fighters at pace.

 UNITED KINGDOM

By empowering a standing, joint military, civilian and industry rainbow team and locating it in a cutting-edge tech integration facility, with doorstep access to land, air and sea ranges, **Navy X** will exponentially accelerate our speed of purchase, capacity to connect best-in-class autonomous technologies, our ability to prove them in the real world at a speed hitherto unheard of and, when ready, scale these game-changing techs into the hands of our war-fighters at pace.

One of its first outputs will be the rapid enhancement of a Batch 2 Offshore Patrol Vessel's Autonomy and Lethality. This radical new approach to capability procurement will cut through waste, cohere multiple autonomy efforts, increase industrial and academic interactions, enhance UK Prosperity and set the gold standard in tech-led delivery of autonomous systems.

NAVY X

Foreword

The Royal Navy has an unequalled history of technological military innovation. From the age of sail, through steam, to nuclear and beyond, we have led the way. As the inventors of the Battleship, Aircraft Carrier, Steam Catapult, Sonar, Depth Charge, Torpedo and much more, the Royal Navy is determined to continue push the boundaries of the possible. Perhaps more than ever before, technology now enables it and the strategic context demands it. Recently, the Royal Navy's UNMANNED WARRIOR, INFORMATION WARRIOR and COMMANDO WARRIOR series of exercises have taken us on again. And with the launch of the Secretary of State's Defence Transformation Fund we are



determined to go even more robustly after faster, cheaper and better. Our approach to delivering the RN's Transformation Fund programmes is to **Learn-by-Doing**, Fast-Fail, Show-not Tell and to be led as much by our war fighters as our hierarchy. The central pillar in our embrace of modern entrepreneurial behaviours is our belief in the power of the multi-disciplinary 'rainbow team' – the Naval Service collaborating in one room, as a constant, with pan- MOD and international partners, traditional and non-traditional Defence Primes and SMEs and with academia. With the litmus test of our efforts being that they result in rapid, marked operational enhancement to the frontline. These are exciting times and we look forward to working with you all.



Mission

To assure our continued success on operations into the future it is vital that the Royal Navy continues to be equipped with the latest cutting-edge capabilities we need to address the rapidly evolving challenges that pose a threat to our national interests around the globe

“Secretary of State for Defence”

SATELLITE NEWS

Amsat-uk

Press coverage of eight-year-old's ISS ham radio contact



Isabella's picture being viewed by Kjell on the ISS Kent's **Isle of Thanet News** reports on the amateur radio contact between 8-year-old **Isabella Payne** and NASA astronaut **Kjell Lindgren KO5MOS** on the International Space Station.

In the Isle of Thanet News, **Kathy Bailes**, writes:

A Broadstairs eight-year-old has chatted with an astronaut aboard the International Space Station and a recording of the conversation will feature on the NASA website.

Isabella Payne spoke to Astronaut Kjell Lindgren as the ISS flew overhead last week. The youngster was with dad Matthew [MOLMK] who is a license holding amateur radio enthusiast and tutor. He and Isabella are both members of Hilderstone Radio Society.

Matthew said: "Isabella has been a member of the radio club ever since she was born and has been playing with the radio since she was six. Because I have the full licence she can sit on my knee and use the radio to speak to people as long as I am controlling it. Everyone at the club can do that. She has been involved in a few radio events, Children On The Air events, and will hopefully go for her own licence soon.

Matthew MOLMK tweeted about the picture shown above:

"Isabella has been having an email exchange with the @NASA #ISS team, you know, as you do! She sent a photo for their publicity team and asked for it to be sent onto @astro_kjell. Here's what she got in return..."



ANNUAL GENERAL MEETING



L/S Martin Longbottom, Secretary MOEHL
Bldg 512, HMS Collingwood. Newgate Lane. Fareham.
Hants. PO14 1AS

Notice is hereby given of the RNARS next Annual General Meeting:

Venue

The AGM of the RNARS will take place on 15th October 2022 starting promptly at 14:00 in the Warrant Officers Senior & Rates Mess at HMS Collingwood and using online facilities. Further information about the online facilities will be made available on the RNARS website before the AGM commences ensuring that those who wish to attend can connect to the 'system' in good time (www.mars.org.uk).

Apologies.

To be sent to Martin. Hon Secretary, MOEHL see the committee page for contact details.

Online Attendees

Members attending online must supply their name, callsign, membership number, and address Please remember that this is a 'hybrid' event using online facilities to enable members who might not be able to physically attend the AGM. Only fully paid-up members will be entitled to attend and to vote.

Voting – Only fully paid up members can vote

You may vote on resolutions at the AGM either in person or by appointing an appropriate representative or proxy The Chairman will act as your representative and follow any voting instructions given. If you do not want the Charman of the AGM to act as your representative and you wish to nominate someone else, complete the voting proxy form arid send it to arrive at least one week prior to the AGM Give clear instructions to your representative for each item on whether you wish to vote "For" or "Against" A proxy voting form is supplied overleaf, photocopies are acceptable.

Cut-Off Date:

The cut-off date for agenda items and any nominations for offices is the 25th September.

Technical requirements:

You simply need a webcam and a microphone. it's not necessary to download Zoom, it can be run through a web browser. A bulletin will be issued nearer the time containing information about how to login to the AGM via the internet *Bear in mind this is a private meeting of the Society where only members can attend through online facilities.*

AGM VENUE - SPECIAL NOTICE

AGM Arrangements

At the Committee Meeting on 9th August, it was agreed that the RNARS AGM will be held on Saturday 15th October at the WO & SRs Mess and also online via Zoom. The meeting will be a 'hybrid' meeting since many of our members took the opportunity to attend via Zoom during the last two years of lockdown. The AGM will be held in the bar area which is now fitted with new audio-visual equipment which should adequately facilitate the meeting.



Royal Naval Amateur Radio Society

Chairman: David Firth M0SLL

Secretary, Martin Longbottom M0EHL

Tel: 01329-717627

RNARS 2021 AGM Proxy Vote Form

I (PRINT NAME) _____ RNARS Nr _____

being a fully paid-up corporate member of the RNARS hereby nominate the Chairman of the Society (David Firth) or

(PRINT NOMINEE'S NAME) _____

to act as proxy* and vote in my name at the AGM of the Society.

***The nominated as proxy must also be a fully paid-up corporate member of the RNARS.**

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

Nominating Member's signature: _____

RNARS Nr: _____

Callsign: _____

Date: _____

Send the completed form to our Membership Secretary Joe Kirk.

PTO

RNARS NETS

Contact: Joe Kirk G3ZDF

UK	UTC	Frequency	Net	Control					
Daily	0001-0400	145.725	Midnight Nutters	M0WRU					
Sun	0800	3.667	SSB net (news: 0830)	Glenn G0GBI					
	0930	3.715	IOM Net	CLOSED					
	1030	7.085/3.748	RNARS North SSB net	Robin MM6CXJ					
	1100	7020	RNARS CW net	G4TNI					
Mon-Sat	1030-1330	7.085	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 / Lizard)	G4WKW					
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	G0GBI					
	1700	TG 23527	Wednesday DMR Net	M0LIH					
	1900	3.748	Wednesday Net	G0GBI					
Thurs	1900	3.542	Scottish CW Net	???					
	2000	145.575	RNARS Scottish 2m Net	GM0KTJ/P					
	2100 GMT	1.835	RNARS Top Band CW	G4KJD/G0CHV					
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					
	11:00	14.329	SSB - Les	VK2CPC*					
	1430	14.329 ±QRM	RNARS DX	W1USN/GD0SFI/ GM7ESM					
	1800	Echolink	Echolink	VE3OZN / K8BBT					
	1900	14.33	N American	W1USN					
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	24.89 7	28.052
SSB	1.965	3.66	3.74	7.088	14.294	14.335	18.15	21.36	28.94

COMMODITIES PAGES

Mike Moore M6POY

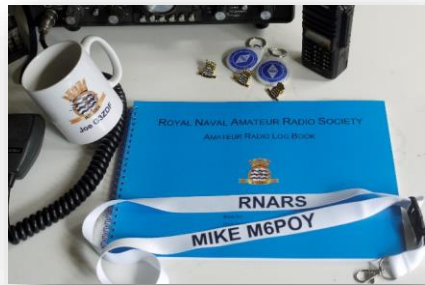
Order Form is at the back

A variety of items are available from the RNARS storeroom with many of them being personalised if you wish.



Mugs, key rings,
Lanyards
&
Clothing

RNARS LogBooks
&
Mugs



Really nice RNARS Branded head gear - embroidered hats with your call sign on one or even both sides of your head.



COMMODITIES PAGES

Mike Moore M6POY



The ideal birthday or anniversary present...

RNARS Branded Gilet with your name and c/s Perhaps?



Comfy Fleece

Great Caps



COMMODITIES PAGES

Mike Moore M6POY



RNARS Badges
Fobs
&
Lanyards



RNARS Branded
Fleeces
&
Polo Shirts

Just the thing to keep you warm in the shack when it gets cool outside



Due to the current economic situation all pricing will be POA until further notice.

COMMODITIES PAGES

Mike Moore M6POY

Download order form - (<http://www.rnars.org.uk/Commodities.html>)

Item	Price
Gilet/body warmer w/ embroidered RNARS logo, Name and callsign. Taped seams. Waterproof & windproof, Double zip for easier fastening. Sizes S to 4XL Colour: Black	£ TBA
Navy cotton/polyester polo shirt w/ embroidered RNARS logo, Name and callsign. Sizes: S to XXXL Colour: Navy only	£ TBA
Sweatshirt , embroidered with the new RNARS logo, your name and callsign. Colour: Navy only Sizes: S to XXXL	£ TBA
Fleece jacket embroidered with RNARS logo, name and callsign. Colour: Navy only Sizes: S to XXXL	£ TBA
NEW! White long-sleeved shirt with RNARS logo & your callsign on the pocket	£ TBA
Baseball cap with RNARS Logo	£ TBA
-with your callsign on one side	£ TBA
-with your callsign on both sides	£ TBA
Baseball hat -plain	£ TBA
Gold blazer badge with new RNARS logo (p&p £2)	£ TBA
Lapel badge w/ new RNARS logo (p&p £1.00)	£ TBA
RNARS Tie	£ TBA
Lapel badge w/ new RNARS logo (p&p £1.00)	£ TBA
RNARS Log Book	£ TBA
Lanyard with RNARS & your callsign	£ TBA
Mug with RNARS logo & your callsign	£ TBA

Post & Packing is at UK rates:

Payment with order please

Small to medium items £7.00

Large to Extra Large £8.50

Outside UK +£10.00

Please complete the Order Form and include your RNARS Membership Number. Note that some orders can take up to 3 weeks. If you wish to pay by PayPal the RNARS PayPal account email address is rnars.treas@gmail.com

You can download a copy of the order form our website at:

Size in inches:



Small 36-38

Extra Large 42-44

4 Extra Large 48-50

Medium 38-40

2 Extra Large 44-46

Large 40-42

3 Extra Large 46-48

COMMODITIES PAGES

Mike Moore M6POY

PLEASE write clearly and use block **CAPITALS**

Photocopies of this form are accepted

Call-sign | RNARS No: _____

Name: _____

Address: _____

Post Code: _____

Telephone: _____

Email: _____

Advisable to check before ordering as to availability in your size

Item Description	Size	Colour	Qty	Price	P&P	Sub Total
Total Payment £						
Enclose cheque payable to: Royal Naval Amateur Radio Society						

Overseas members, please add £5 to cover additional postage.

Send orders to:

Please allow fourteen days for delivery and while these prices are correct when going to press, prices do vary and are subject to change

RAFARS & RSARS NETS

RAFARS	Time	Freq	Control
Daily	1100 A	3.71	GØSYF
	1830 A	3.71	G3HWQ
Monday	1900 A	3.7	G3PSG
Tuesday	0730 A	14.27	G4IYC
	1400 A	7.015	
	1900 A	3.567	
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	?
1st Monday of the month	1000 A	3.71	?
RSARS Nets	Time	Freq	Control
Monday - Friday	1000 A	7.17	GW3KJW
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	

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



HMS MORECOMBE BAY