



RNARS NewsLetter

Summer 1991



ROYAL NAVAL AMATEUR RADIO SOCIETY

Affiliated to the Radio Society of Great Britain

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All subscriptions payable to RNARS- now £5.00 - are due on 1st April ANNUALLY

Payments to be made to the Treasurer - (who will supply Banker's Order)

Overseas members	Are requested to send their subscription in STERLING or International Money Order .
US members	May send their subs of \$10 direct to Bill Cridland/WA1HMY 57 Pinewood Road, BOLTON Mass. 01740, USA.
Australian members	May send their subs to John Griffiths/VK6HB 45 David Drive BUSSELTON WA4773 Australia. or, Australian Branch Manager - Frank Welsh VK3BPV address above

The Society's Bankers are **Lloyds Bank plc 272 London Road Waterlooville PORTSMOUTH PO7 7HN**
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"MEMBERS ARE REMINDED THAT THE SOCIETY HOLDS ITS RECORDS ON A COMPUTER DATA BASE SYSTEM"

Unless so stated, the views of contributors and the comments of the Editor are not necessarily those of the Society.

Extracts from this NewsLetter may be used by others subject to acknowledgement.

The Editor is always pleased to receive copy for consideration from ANY reader and not necessarily that of a member

CHAIRMAN'S CHAT

I have two subjects for you to consider, next year's Committee and the Mobile Rally. The latter first....

I just do not know how Cliff Harper G4UJR does it! Once again he organised an excellent Rally, with sunshine. The miracle is that it did not rain - it rained the day before and the day after, but we were blessed with a dry, if somewhat windy, day. Every year I express our thanks to Cliff plus his loyal and painfully small band of helpers, but in truth I do not believe that the Society can ever begin to realise the true value of all that Cliff does on our behalf - thanks Cliff, and I hope that your eternal optimistic wish (that an army of NEW eager volunteers are just waiting to offer their help) will come true next year in time for SUNDAY 14 JUNE 1992 at HMS MERCURY.

I can also announce that the 1993 Rally will be held in HMS COLLINGWOOD - I have had preliminary discussions with their Executive Officer during his visit to our Rally and he is enthusiastically looking forward to hosting the Rally in his Establishment.

Corporate members will find enclosed a ballot paper. This is to allow you to exercise your right to elect the Committee of your choice. Or, to put it another way, for the first time in many years there are MORE VOLUNTEERS than places on the Committee!!

The full list is:

G0HKS Bill Beattie (Serving RN member)
G4UJR Cliff Harper
G3HZL Don Walmsley
G1RZM Di Harvey-Judd
G6TFY Colin Potter
G0MII Keith Bricknell (Serving RN member)
G4KLW Dave Wilkes (Serving RN member)
G3DKH Eric Morimore
GW0JXWW Brian Davies
G1LKJ Philip Manning

I am absolutely delighted and publicly express my thanks to them all for making a contribution to the life of your Society.

Full instructions are on the paper. If you are a Corporate Member PLEASE, PLEASE VOTE and return your paper by the due date. Results will be announced at the September Committee meeting and formally at the AGM - see you there on Sat. 12 October 1991 in HMS MERCURY.

Warm regards,

Tom Biddlecombe, G3WAO RNARS 0665

.... and from Mick

Secretarial Scrawl

Once again we are into Summer with activity somewhat low, please do not be another statistic if you have not paid your subs yet, action this small detail as soon as possible, cheques made payable to RNARS and sent to me please, NOT the Treasurer.

If any member is able to provide photo copying paper to help out with the various Call Lists that we produce etc, I would be very interested. I am afraid we are all now starting to come under strict budget controls, so every little would help please.

All members who are Coastguards or ex, Les G3RCX who has just joined the Society is starting up a Society for you all. Nets are run at present on Saturdays at 0900 and Sundays at 1000 on 3765 kHz \pm of course, everyone is welcome to join in, so please give your support to someone who is embarking on a new venture.

Look forward to seeing as many members as possible at the AGM, remember next year 92 will be the last at Mercury and we will be at Collingwood thereafter so don't miss out on our wonderful get togethers at our signal school.

73 to all, Mick G3LIK. Secretary.

To Communicate

(The sharing of information)

by Ron "Baggy" Baker G0LKO

Can be adjectival, verbal or adverbial. How to do it ?

Use of one's natural senses - sight, hearing, touch, taste, alfactorily and discernment. The brain itself as a built in de-coder.

The earliest signals to be of value over distance were necessarily conveyed by sight or sound. Torches and flags.

Semaphore was invented by a chap named Chappe who called it telegraph. It connected continent to continent and city to city.

Faraday had ideas on electricity and magnetism which was followed up in a treatise by Maxwell in 1873 who theorised on their frequency and speed being properties of a single medium having the speed of light.

The year after my mum was born in 1886, Marconi was 13 (not a lot of people know that), and Hertz discovered that electrical energy could be radiated through space from one place to another. After much experimentation by a number of notable scientists in 1896 tests reached a distance of 1¾ miles, then 4½ miles and 9 miles to 12 miles between two Italian warships.

In 1898 wireless communication was established between Osbourne House on the Isle of Wight and the Royal Yacht Osborne. Queen Victoria requested that the link be established because the Prince, who was on the yacht, was poorly, and the Queen wished to be kept in touch.

Soon afterwards, Marconi, on board the yacht, reached the distance of 18 miles. The following year the first exchange of wireless messages across the English Channel took place - 1899. A distance of 85 miles was regularly established. In 1901, 156 miles was achieved from the IOW to the Lizard.

The first communications across the Atlantic to Canada was achieved in December 1901.

In 1902 Marconi proved that ships could maintain communication throughout their journey across the Atlantic.

From that day to this Wireless telegraphy has moved ever onwards in complexity and distance covered. Where next, after satellite communication and onwards to the stars ?

A Crie de Coeur from Mick/G0IEI

Nice to see my picture and letter in the Newsletter, but what happened to my photo of me, at the age of 19 in my Jolly Jack suit ? I hope that you realize that if that is lost, its not the only picture of me from those days that I possess, but its a vital significant piece of WW2 history gone forever.

I have a sneaking suspicion that you may have sold it to "Playgirl" magazine, and that you and the typist are about to leave for the Bahamas on the proceeds.

If it has disappeared Bob don't worry, I don't live in the past, I'm sure it won't break my heart.

I had a pleasant suprise last night. A RNARS member who lives in a small village about 20 miles away, had read my letter, obtained my address from call book, then phone number from BT. and rang me up. He said since joining the RNARS he felt neglected, 'cos he never heard any members and nobody seemed to bother with him..

So I gave him a pep talk, told him to try and get on some of the nets, and he would find everyone would want him. So perhaps I've at least managed to save one member from falling by the wayside. I shall keep in touch with him and make sure he doesn't feel neglected Hi !

Sorry about the spacing, but my cheap portable has developed a fault with the line feed. I went into Leeds and was quoted £25 just to look at it. The annoying thing is I used to take bits and rebuild teleprinters, but haven't the confidence to tackle this. Dunno if thats a sign of getting older, but I seem to chicken out more these days.

Well that's it Bob, best wishes to you and your family, no need for a reply, unless you find the picture, I'm sure you're very busy, take care and maybe I shall meet you one day.

C H E E R I O from cloudy Leeds

By Editor

No ! Tempted as we were, we did not send your photo to 'Playgirl' although I have a sneaking suspicion that our Karen did keep it on the wall by her desk for an awfully long time !

We're having a look for this 'pin-up' photo Mick but it should have been sent to Mick Puttick just after that edition of the Newsletter was sent to the printer. I'm sorry for the delay and if there are still problems. I check Karen's handbag !.

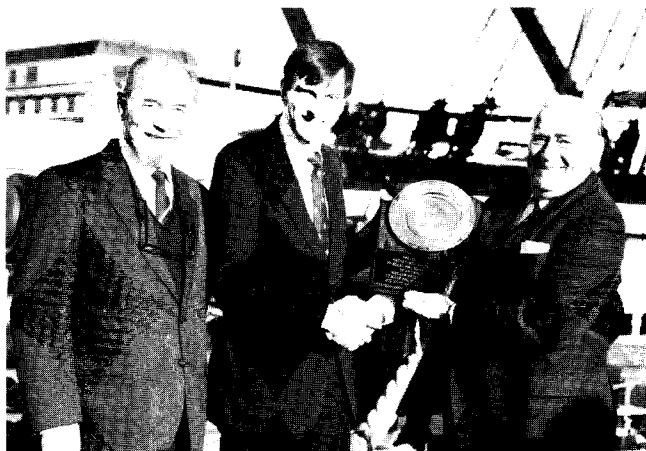
It is pleasing to hear that you too are helping the Society by keeping in touch with other members in your area.

I'm not sure that you should single out Leeds as being cloudy Mick. Surely it's been like that everywhere this year in the UK !

HMS WARRIOR

1860,

PRESENTATION



On January 19th, 1991 a presentation of the plaque given to GB4HMS by Brigadier Ibrahim Naser JY5IN, Director of the Royal Jordanian Signals and Communications Department to commemorate his visit aboard took place on the after deck of HMS WARRIOR.

The plaque was presented to the station manager of GB4HMS, Ray McLean by Lt Cdr T Biddlecombe, G3WAO,

Chairman of RNARS in the presence of Ron Baker GOLKO, Hon Treasurer RNARS, Rod Smith GOERS, Chairman of Fareham & District Amateur Radio Club, Alan Deerlove G1WZZ, and Captain Collin Allen, Captain HMS WARRIOR host to GB4HMS.

Ray McLean thanked Tom Biddelcombe on behalf of the FDARC who then presented the plaque to Captain Allen requesting him to accept the custodianship of the plaque on behalf of the FDARC, which he accepted.

Sent in by G0JVE - Ray McLean Station Manager GB4HMS



Top : Tom G3WAO presenting Plaque to Ray G0JVE on behalf of JY5IN

Bottom : Ray presents Plaque to Captain Allen for safe keeping.

The sinking of the minesweeper Vestal

One of four stories by Bernard Rooke
G3XYR/2134

After a few days in harbour we were off once more to join up with more ships and a fleet of deep sea minesweepers to clear the mines from off the coast of Chittagong. The force consisted of the battleship Nelson, the cruiser Sussex, the escort carrier Princess, two destroyers, two frigates and of course, our ship the assault carrier Ameer. Our job being to protect these minesweepers whilst they cleared the mines.

On the morning of the second day we had two Seafires from the Princess on fleet patrol when, at around ten o'clock that morning, three dive bombers attacked us. We hit the first whilst it was fairly high in the air and with oil and smoke pouring out of its engine which blacked out the pilot's windscreen, it plunged down to crash onto the deck of the minesweeper Vestal from which I understand there were only a few survivors. How unlucky they were occupying the one spot of the ocean that the dying dive bomber was crashing into.

The second dive bomber was hit. This crashed into the ocean hitting the sea flat and skidding across the water as a flat stone does when you throw it on a pond. It hit the side of the cruiser Sussex leaving a large paint blister on its side.

The third dive bomber seeing what had happened to his mates decided to run away. A Seafire from the Princess latched onto its tail. It came down to about fifty feet above the sea flying parallel with us on our starboard side. On our port side, running parallel with us, was the cruiser Sussex and on her port side, also running parallel with us was the battleship Nelson. Suddenly, there was a terrific roar as a large shell from one of the Nelson's big guns flew over our ship. They got the range and height right for when the smoke cleared both aircraft had been destroyed. But hard lines for the poor Seafire pilot !

The sinking of the floating dock

One morning when we were in the harbour at Trincomalee, I was working away on number eight gun when I saw a strange sight. Across the harbour was a small floating dock which I believe was built to accommodate submarines and I watched in amazement as they started to put a very large ship into the dock. The dock had been submerged and the ship manoeuvred into position.

They then started to refloat the dock after a short space of time there was a loud tearing crash which echoed across the harbour as the dock broke into two sections and sank.

No wonder - the ship they were trying to lift was the battleship Valiant !

I wonder what happened to the officer in charge ?



Bernard Rooke G3XYR - 2134
The younger !

The day we burned smoke

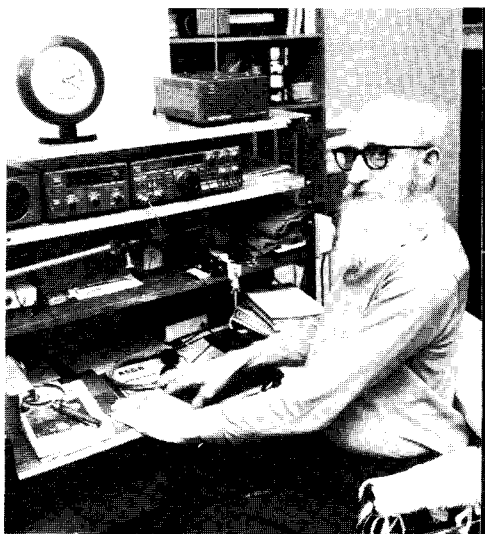
The assault carrier Ameer carrying a deck cargo of Beaufighter aircraft was on its way to the East Indies to join in the Burma campaign. As we were going through the Med the air raid alarm sounded. At that time I was up on the air defence position as an anti aircraft lookout.

The two destroyers immediately started to lay a smokescreen around us and our skipper decided to join in the exercise..

He ordered the two smoke pots in the fore well deck to be lit and soon a dark grey cloud covered the ship but it left the white superstructure and platform on which we were sitting out in the clear. Some twenty minutes later, with angry shouts coming from below deck, the two smoke pots were thrown overboard. Apparently the skipper in his haste to join in with the smoke laying, had forgot to close the ventilators.

On sick parade that evening, one hundred and sixty members of the crew lined up for the sick parade.

We never carried smoke pots again !



Bernard - The Elder !

The Would Be Smugglers

For the assault carrier Ameer, the war was over and at last we were going home. We left Trincomalee on a sunny morning heading for Singapore which was to be our last port of call on the homeward journey.

All the remaining aircraft were catapulted overboard. (?? II - Ed.) The hanger deck was cleared out of all aircraft spares parts.

We arrived in Singapore in the late morning and began to load up our cargo. These were a number of women and children who had been interned by the Japanese. These people were placed in the hangar deck. We also loaded up a deck cargo consisting of several large crates and a huge torpedo and in the early hours of the following morning we slipped anchor and set sail for home.

We were sailing off the west coast of Ceylon, it was a beautiful sunny morning. The captain was having a walk around the flight deck and he stopped to have a look at the large crates taking note of the labels. Noticing one that had only the words "Please unload at the first port of call UK" painted on its side instead of a proper label he immediately sent for the Purser to check the cargo lists but this particular crate was not listed.

Sending for chippy, the crate was opened and inside was an almost brand new American car, a black Cadillac Limousine.

A few minutes later, the Captain's voice came over the tannoy "Would the owners of this crate or anyone having knowledge of it report to the bridge immediately".

Apparently no one came for one hour later the duty working party was piped to assemble on the flight deck. The sailors then proceeded to drag the crate on to the catapult. A sling was placed round the catapult hook. The word was given and this beautiful car was thrown off the flight deck into the into the Indian ocean where it found a watery grave. It was rumoured that two young officers were trying to get the car into this country so that they could make a few hundred pounds each. I wonder if King Neptune found it and used it as a chariot to travel around his watery kingdom ?

A very special Certificate

A letter to Mick from Gerry VK2CGA reads

Framed on the wall of the shack is a very special Certificate. It arrived three weeks ago, having been sitting in a kind of hammock bin in the Narellan post office since mid January with our forwarding address missing. It was merely a chance conversation by the Post Master with a ham friend VK2FFH, Arthur which put things right again. So here it is. I am honoured and wish to thank all those concerned with the idea.

In fact, every VK member worked hard to put the NSW Chapter and eventually Snapper Island and VK2CC on the bands. Starting in my time, with dear old Dave ex VK2EO who introduced me to 40Mx CW and the G and VE members. Frank VK2BPV and Margaret's VK2QU net and their interest in an old clapped out Chief Tel (WT1).

So now I sit back and ponder the past hill from type 376 Tx large silicon bottles, which were repaired and reevacuated when sick and the type M series of TRF RXs, Oh to have one now! Then I get to wondering if there are any crew members of HMS Decoy of 1941/2 vintage, especially if on board, tied up alongside "Stuart" in Alex Harbour when "Decoy" was clobbered. Would be interesting to have a yarn on 14 with such an ex Inshore Squadron mate.

VK2CC is gaining strength both in communications and members due to great efforts of Casey VK2CWS and Eric VK2FYM with both serving members and retired. As you know Eric our President is soon to move QTH. I hope he can emerge with a tower and beam. These G5RVs etc are OK when condx are OK but lately that hasn't been the case with me anyway.

On the desk is a 3.5" disk sent to me by Steve VK2NPC with contents of RNARS members to be imported into a word processor, via IBM and ASCII. Sid GM4SID gave it to Steve and so far we cant get it past column one.

Haven't heard Sid since he returned from his happy visit to VK2 we did enjoy his company at our NSW Chapter meeting. I think there was some thoughts of conning John/2FUR (our ex limpid deposit man) of detaining Sid's vessel in VIS for a while. But then that may have been my Imagineeringation (new word for those who like me who have arguments with Commodore programs :-).

We have a meeting next Monday and maybe something will emerge. Like a letter to Sid Pleading "please 'protext us and tell us what to do" We old ex colonials may find it hard to get switched on (according to my progeny - anyway, hi!).

I am very happy with my latest certificate. AND having today at least broken through the lousy QRN of the last Summer, will get back on the air again, - seem to have heard that before !

Enjoy those wonderful spring days. 73s

By Editor

Gerry was awarded the Society's Certificate of Merit at last year's AGM. "For his hard work in the formation of the New South Wales Group of the RNARS and the establishment of VK2CC on Snapper Island. Also for hospitality shown when RNARS members visit Sydney.

Anyone remember HMS Decoy during WW2 ?

Did you hear the General Shwarzkopf joke, the one where he was addressing a group of USAAF pilots ?

"I just want to tell you that you're doing a mighty fine job out there, knocking hell out of those Iraqi troops from 20,000 feet. Keep it up".

However, one of his senior pilots said, "Well Sir. My flight's considering going in a 10,000 feet for more accuracy".

"My God, if you do that I'll see that that everyone of you gets a Purple Heart", was Norman's comment.

Not to be outdone, a junior pilot said "Sir, we're thinking of going in a 2000 feet and keep well below the cloud level".

Norman's reply was, "No, no lads. That's far too dangerous. I don't want you tangling with them RAF boys!"

Correction

Dave GM4ELV/0901 comments :

In the article "Looking over my shoulder". We did have instant coffee. It was called "Bantam Coffee" and cost 1/6d. One salt spoonful made a FB coffee, hi !

73s

Dave Douglas One of the survivors !

HMS SIGNAL SCHOOL AND HMS MERCURY

A Short History

The first Signal School was established in HMS Victory, then one of the accommodation hulks at Portsmouth in the middle of the 19th century.

The school moved into the Royal Naval Barracks in 1905 along with other accommodation and training facilities based in Portsmouth. It was at that time a Visual Signal School only and was joined in 1917 by the Wireless Telegraphy School from HMS VERNON.

In recognition of its position as the premier Royal Naval Signal School it was given the title of HM Signal School by King George V.

In the years immediately prior to the Second World War it became apparent that the accommodation in the Royal Navy Barracks was inadequate for the Signal School and its associated Experimental Department. Plans were therefore made to move both establishments to Stanshaw Camp when the War broke out in 1939.

Due to bombing it was soon realised that a move to a new site on Portsea Island during the War was unwise and therefore in 1940 the Experimental department was moved to Haslemere, with the instructional element remaining in the barracks.

In 1941 the barrack block was bombed and immediate steps had been taken to move the remainder of the Signal School out of Portsmouth.

A local survey of available buildings and estates suitable for use by HM Signal School showed that Leydene House was the only suitable building available. The Leydene Estate was therefore requisitioned and the Instructional part of the Signal School moved to its new location April 1941.

Training took place in Leydene House and for a time, trainees lived under canvas.

By the end of the Second World War, development of the site had added some 100 Nissen Huts and 50 Ministry of War structures. The intention was to return the site to its owners after the war.

In 1946 however, a study was completed which suggested that it would be cheaper for the Admiralty to purchase the site than to make good wartime alterations.

Considerable development took place over the next four decades to produce the Establishment of today. In 1977 the Navigation Training Section of HMS DRYAD moved to HMS MERCURY and the combined training facility became the communications and Navigation Faculty of the School of Maritime Operations. In this role HMS MERCURY trains officers and ratings in basic, continuation and advancement courses; NATO and other foreign and commonwealth officers Royal Navy Reserve and Royal Fleet Auxiliary personnel Commanding Officers of ships, Principal Wartime Officers and Officers-of-the-Watch.

In May 1978 the Special Communications Unit moved from Tangmere to become a lodger unit of HMS MERCURY. After the relocation of HMS MERCURY the unit will remain 'in situ' as a tender to HMS DRYAD.

LEYDENE HOUSE

Leydene House was completed in 1925 to the orders of Lady Peel, the wife of Earl Peel who was a member of various Governments before and during the 1914-18 war. Lady Peel had inherited her wealth from her father, the late Lord Ashton, who made his name in linoleum. The house and its surrounding grounds were therefore conceived on a generous scale. The link with the linoleum trade has been maintained through the layout of the Rose Garden, the design of which reflects one of the families best selling linoleum patterns.

AN UNUSUAL FLEET AIR ARM POSTING

Recounted by Alex E Davis and assisted by E
Keith Cullingham S/Lt's RNVR.

On completing the course for "Officer Like Qualities" at the Royal Naval College Greenwich in January 1944, we and a number of the 59th Observer Course, instead of a posting to flying duties, found ourselves posted to temporary invasion duties in Beach Signals Units preparing for the Second Front. The signalling equipment we were put in charge of was, what we think, the first practical use of a new and experimental radio sets using VHF to provide directional transmissions by use of a dipole aerial, to enable verbal messages to be transmitted with reduced possibility of interception.

We first reported to HMS Mercury for signal training and followed this up with practice in setting up equipment, sending and receiving messages on the flatlands of Chichester Harbour, operating from HMS Collingwood. The British Invasion Force was to have three beaches under their control, designated, Gold, Juno and Sword. Each beach-head was divided into Red and Green sections. A VHF Signals Unit was allocated to each area.

As 'D' Day approached we were allocated our jobs, either to go with the invasion force to the Continent or to stay in England as anchors for the units overseas. The anchor groups were at Eastbourne and Dover. Of the English group we think of McKay, Ferguson and Breeze, maybe Armstrong. Of the invasion force, Rusty Morrell, Taffy Davies, Hood?, Mason, 'Tiger' Bryan and we two. The names may not be correct or complete and we think that most of our course and others from adjoining Observer Courses found themselves in other units for the Second Front and in other non-flying duties.

In our set-up each FAA Officer was put in charge of a signals unit of seven men comprising a PO, Leading Seaman and other seamen.

The training continued with addition of landing practices on the beaches of the Isle of Wight.

The units were then dispersed to different concentration and sealed security areas prior to embarkation, depending on the beach force to which they were to be allocated. Each unit had three sections, a hand cart unit carrying a small power transmitter for shore to ship transmission, (these went ashore with the assault parties), a 30 cwt truck with a more powerful transmitter which would reach back to England and landed during 'D' Day, and a third unit with more powerful and sophisticated equipment installed in a 3 ton truck which followed three days later. The FAA Officers went ashore with the 30 cwt truck.

We sailed in Landing Ship Tanks, Keith from Felixstowe and Alex from Southampton and once we set sail were given sealed orders. Our vehicles were fitted with waterproofing and extended exhausts to enable them to drive off the LST's through deep water to the beach. Once on the beach-head Keith on Gold, Alex on Sword we made our way to report to the Naval Officer in Charge of that beach. There we set up our equipment connected to the land forces by land line to provide onward radio communication through our directional VHF sets, each time having to find high ground for our dipole aerials. When we first got through it was quite an exciting event.

With the arrival of the 3 ton truck, each unit was complete and was joined by a small Marine Unit for defensive purposes led by a sergeant and by a Technical S/Lt who was responsible for keeping the equipment operational. John MacDougall joined Keith, Bill Black joined Alex and another Technical Officer was Doug Ison.

After operating for about six weeks the land forces broke out from the bridgehead and some VHF Units were then disbanded and others moved up the coast to continue to provide a signalling service to the forces.

Unfortunately Hood was killed by a land mine during this time. Keith eventually finished up in Antwerp and Alex in Belgium when with the land forces moving East we were recalled to flying duties.

First a refresher course at HMS Condor followed by working up in a squadron of Barracudas at HMS Urley, but with the dropping of the Atom Bomb and V.J. Day, postings to the Far East were cancelled and we were released from service in June 1946.

When with the Signals in France our uniforms were a source of bewilderment, Khaki battledress and gaiters, Naval Headgear, S/Lt's Stripes, a signals flash, and Combined Operations flash and our Observers Wings gave us intro into any activity, and worked wonders.

Anyone out there remember these units and the men involved ?

Alex E Davis, Gatacre, 90 Beauchamp Road, Solihull, West Midlands, B91 2BV. Tel 021 705 3098

GBORN - HMS FEARLESS

The town of Scarborough recently adopted the warship HMS Fearless and to celebrate the first visit to the resort of this newly re-commissioned veteran of the Falklands War, the Scarborough Special Events Group, consisting of members from the RNARS, RSARS and RAFARS, were on the air as GBORN from 9th-13th May whilst the warship was at anchor in the bay.

The interest shown world-wide was quite

overwhelming, both at national level, with any families travelling to Scarborough to visit the warship after hearing about it over the air; and also at international level, with operators in many foreign countries asking for an explanation of a town adopting a warship.

Messages of congratulation were also received from Merchant ships at sea, stations of the Royal Air Force, the Royal Signals and the Royal Navy, with HMS Belfast in the pool of London and HMS Plymouth in Glasgow both making contact.

Greetings were also received from operation JUNO stations, set up to communicate with British Astronaut Helen Sharman in the MIR Spacecraft.

More than 1000 QSO's were made in the five day period, including 250 RNARS members in the UK and overseas.

QSL cards of Fearless have been dispatched to all those who made contact.

Photograph shows RNARS members in the Club Shack during the operation.

Left to right

Roy Clayton G4SSH(2770)

Jim Lynch G0NNX(3711)

Ernie Stankiste G4FCH(1921)

Geoff Pritchard G4ZGP(3652)



Royal Navy Amateur Radio Society

London (HMS Belfast) Group

London (HMS Belfast) Group Award

- 1 The London (HMS Belfast) Group are sponsoring this award to promote activity between Group members and other radio operators and short-wave listeners.
- 2 Start date is:- on and after the 1st September 1973
- 3 The award is gained by scoring points on the following basis.
 - a. For contacts with special stations GB2RN & G7HMS, 10 points each on each band worked.
 - b. For HF contacts with members of the Group, 2 points each.
 - c. VHF contacts with members of the group, 4 points each.
4. Four contacts have to be with London Group members; this is inclusive of contacts with HMS Belfast. the remainder may be made up of contacts with RNARS members which score 2 points each.
- 5 United Kingdom and European stations require a minimum of 30 points. Stations outside of Europe require a minimum of 20 points.
- 6 The award will cost £1.50 or it's equivalent to all claimants. Surplus monies raised will go towards the upkeep of the Amateur Radio Section aboard HMS Belfast.
- 7 For further remittance of £1.00, stickers can be gained for every extra 30 points European and U.K. stations and 20 points for stations outside the continent of europe. these are made up as stated in paragraph 4.
- 8 All claims in log form, date - time - mode - stations claimed etc. to be sent to :- J S Wilson
62 Wanstead Park Road, Cranbrook, Ilford, Essex IG1 3TQ
081 478 5303
- 9 The award will be issued free to blind and disabled claimants.
Please make cheques payable to :- RNARS (London Group)

CHANGES TO RNARS CALLBOOK SINCE SPRING NEWSLETTER

Roy	0062	GW3ITD	M R Davies	Hafan-Wen, Betws-Ifan, Newcastle Emlyn, Dyfed, West Wales.
Ian	0091	VK2UG	Cdr I M Fraser MBE RAN (Rtd)	25 Hartford St, Mallaubula, NSW 2301, Australia.
Reg	0105	G3EGJ	R C Hatter	Silent Rep.
David	0150	GI0PCU	D Waugh	Callsign addition, was SWL.
Buck	0223	G00YH	B Taylor	Callsign change was ZS1VP.
Tom	0506	G8AX	T Littlemore	2 Gleblands, Warminster, BA12 0ET.
Nobby	0542	VE3DAO	R O Halls	3033 Townline Rd, Unit 193, RR2 Stevensville, Ontario, Canada, L0S 1S0.
Chris	0611	G4AGC	C Wortham	24 Homefield Cl, Swanley, Kent, BR8 7JH.
Bert	0621	SWL	B Glass	2 Ellis House, 70 Mulberry Close, Cambs, CB4 2AS.
Doug	0626	G4BEQ	D Hatchkiss	4 Erica Cl, Tudor Wood, Locksheath, SO3 6SD
Reg	0637	G3YIG	R J Hathaway	7 Wood Lane End, Hemel Hempstead, HP2 4QY.
Ken	0705	G3ZTI	K Marshall	2 Keepers Mill, Woodmancote, Cheltenham, Glas, GL52 4QS.
Ken	0779	G3FTE	K D McInnes	116 Applegarth Park, Seasalter Lane, Whitstable, Kent, CT5 4BZ.
Bob	0804	G4CQF	R E Goss	24 Skyswood Rd, St Albans, Herts, AL4 9PG.
Jack	0859	G3YHH	J H Froud	Rejoined.
Bryan	0892	GW4EIN	D B Jones	Resigned.
Harold	0919	G3GVN	J H Butt	Silent Rep.
Ian	0981	G4DHA	I Forse	Resigned.
Viv	1016	G6SX	V C Slight	Silent Rep.
David	1151	VK5ADE	A D Evers	G3LQV, 38 Ilmax Ter, Skye, SA 5072, Australia.
Tom	1239	VK6TO	T Oakley	Resigned.
Club	1385	VK2BNR	HMAS Narimba RQ	Quakers Hill, NSW 2764, Australia.
Barry	1426	VK6OK	J B O'Keefe	Resigned.
Larry	1503	G4GZG	L A Stringer	2 Lion Cotts, Toothill Rd, Ongar, CM5 9QL.
Stan	1511	GM4CTJ	S E Potter	13 North Roundall etc KY11 3JY.
Peter	1528	VK1KEP	Lt Cdr P Ellis RAN, (Promoted)	
Manni	1548	DK8LW	M Sievers	Sebastianstr 152, 5482 Bad Neuenahr-Ahrweiler, Germany.
Frank	1598	ZL1BUV	F T Lewis	222 Glamorgan Drive, Torbay, AK 10, N.Z.
Dave	1665	VE3ESC	D Reid	Lakewood Est, c/o General Delivery, Rodney, Ontario, Canada, N0L 2C0.
Colin	1681	G4KLD	C Dewhurst	5 Ford Rd, Peasedown St John, Bath, BA2 8DG
Ian	1739	G4SOL	I J Bale	11 Maplewell, Coalville, Leics, LE6 3RE.
Colin	1740	G4LZE	C R Lugard	83 Aldrich Crs, New Adington, Craydon, Surrey, CR0 0NQ.
Alan	1866	G6SMT	A V Griffiths	Resigned.
Club	1944	G4FBS	Harndean ARC	c/o 8 Mavis Crs, Havant, Hants, PO9 2AE.
Ken	1974	G6JPN	Lt S N Green RN,	33 Brabefield, South Brent, Devon, TQ10 9PA.
Harold	2029	G6YBH	H G Newton	Silent Rep.
Egbert	2058	DJ1GX	E A Wienand	Resigned.
John	2186	G3GWW	J Holt	Silent Rep.
Terry	2195	G4PSL	T Grice	11 Durham St, Wallsend, Tyne & Wear, NE28 7RZ
Geoff	2293	SWL	G R White	38 The Limes, Hemsley, York, YO6 5DT.
Malcolm	2295	G8RWN	M McKenzie	26 Peppermint Way, Selby, N Yorks, YO8 0XQ
Roman	2343	DL8BE	R Mayer	Kohldell 14, D-667 St Ingbert, Germany.
Jim	2364	G0FAA	Capt J Flindell RN Rtd,	Pentley House, Marston Road, Sherborne, Dorset, DT9 4BJ.
Cyril	2367	G0EFK	C Stevens	Silent Rep.
Frank	2424	VK2FJW	F J Webb	Rejoined
Hugh	2518	VK2DHI	H Ivens	PO Box 45, Turranurra, NSW 2074, Australia
Don	2588	G4ZGA	D V Chaney	24 The Drive, Havant, Hants, PO9 2BY.

.... continued

John	2628	G4WVV	J B Powell	Silent Rep.
John	2648	G4SJY	J R Deamer	74 Montague Rd, Leytonstone, London E11 3EN
Ken	2700	G3KFB	K R Parkinson	Silent Rep.
Bob	2719	GW4PUX	R Cardwell	Rejoined
Colin	2741	GM4HWO	C J Wright	9 Corbiehill Ave, Edinburgh, EH4 5DP.
Henk	2867	PA3DNH	H A Van Wilgenburg, Goeman Borgesiusstraat 5, 5237 CT S Hertogenbosch, Netherlands.	
John	2901	G4TEN	Lt Cdr J A Burch RN	Rejoined.
Graham	2920	G4YJC	G A Thornton	115 High St, Studley, Works, B80 7HN.
Doug	2966	VK6AUK	D Edwards	62 Lake St, Rockingham, WA 6168, Australia.
Dave	2981	GW0OHJ	D J Workman	Callsign change was GW6EHC.
Dave	3000	G48EN	D R Price	Silent Rep.
Ken	3140	VK2CRN	K J Witchard	53 Albert Street etc.
Peter	3152	G0FRQ	P Charlesworth,	12 Larkfield Rd, Harrogate, N Yorks, HG2 0BT.
Steve	3160	G1SGB	S G Bryan	Rejoined.
Peter	3180	VK2EVE	P H Tweedy	Silent Rep.
John	3207	G0OFD	J F Gilbert	20 Rowners Lane, Gosport, Hants, PO13 0NQ.
John	3231	G0OVI	J W English	Callsign change was G1OXM.
Tony	3241	G1RSF	A A Dean	Post code change BA9 8HW.
Arnold	3263	KK4VN	A Pedersen	RR3 Box 221, Cumberland, VA 23040, U.S.A.
Rex	3276	VK4CAG	R L Shilton	Resigned.
Barry	3288	G0MPJ	B T Osborne	Rejoined and was G1BHG.
Bob	3289	G0BTY	R M Hearn	Silent Rep.
John	3291	SWL	J A Cosh	AP Postal 55-0511, Estafeta Paitilla, Panama City, Rep of Panama.
Edward	3295	G4FP	E R Price	The Lower House, Tardebigge, Bromsgrave, Worcs, B60 1LY.
Pat	3304	G0IWL	C P Lee	65 Claremont Ct, Blackpool, FY1 2RJ.
Rod	3312	WU4P	Lt Cdr J Kelley USN,	617 Parkwood Drive etc.
Alf	3345	SWL	A F Townend	Post code YO12 5ES.
Len	3353	G0OJT	W L Jenkinson	Callsign change was G1YAJ.
Dennis	3354	VK2DUY	D Reedman	3/44 Banks St, Monterey, NSW 2217, Australia
Jack	3360	G6ZP	J Ross	Silent Rep.
Jack	3379	G3HRD	J Ellis	9 Boscawell Terrace etc.
Peter	3417	G7DQC	P Anderson	54 Wilkinson Rd, St Budeaux, Plymouth, Devon, PL5 1DG.
John	3418	G7DQA	J A Hallin	60 Wilkinson Rd, St Budeaux, Plymouth, Devon, PL5 1DG.
Chris	3425	G0OWR	C J Howard	Callsign change was G12YDL.
George	3446	G7HHA	G G Hooton	Callsign addition was SWL.
Al	3451	W1JQ	A J Meunier	8006 Stargrass Ct, Jacksonville, FL 32210-4544, U.S.A.
George	3467	G4RNH	H A Robey	Silent Rep.
Dave	3473	G0NVC	D Stevens	Callsign addition was SWL.
Wallis	3478	G6RYQ	W Kidd	Rejoined.
Adrian	3501	G0BJN	A G Wright	Rejoined.
Colin	3529	G3WFB	C N Howard	Resigned.
Eric	3551	G0MRM	E Caigari	Callsign change was G7AWB.
Martin	3561	G4SMU	M D Howard-Dudley	Rejoined.
Alan	3581	G4AVF	A Fletcher	7 Milton Drive, Chadderton, Oldham, OL9 9RA
Paul	3603	ON6NF	P Dhont	Rejoined.
Nobby	3689	G0OPD	A F Clark	Callsign addition was SWL.
John	3703	G7JIS	J Snell	Callsign addition was SWL.
Tom	3728	G7DQD	T A Hyde	Resigned.
Club	3772	G6VJ	BRNC Dartmouth ARC, c/o Mr Parish G4LUB, BRNC Dartmouth, Devon, TQ6 0HL.	

NEW MEMBERS SINCE SPRING 1991 NEWSLETTER

Melvyn	3776	ZS5MF	M Slater	17 Rose Crs, New Germany, R.S.A. 3610.
Jim	3777	G0MVU	J A Ellis	41 Derby Rd, Talke, Stoke on Trent, ST7 1SG
Brian	3778	VK4BOW	B Winterburn	7 Hay St, Bowen, QLD 4805, Australia.
Peter	3779	G0OPT	P J Tennant	128 Devonshire St, Keighley, BD21 2QJ.
Bill	3780	SWL	W E Best	61 Gainsborough, North Lake, Bracknell, Berks, RG12 4WL.
David	3781	G4LUG	D Seabrook	Sebanks, Blinco Rd, Rushden, NN10 0DT.
Bill	3782	G0LAE	W G Thompson	158 Beech Rd, St Albans, Herts, AL3 5AX.
Ernst	3783	Y44QO	H Urban	3 Foreland Ct, Holders Hill Rd, London NW4 1LG.
John	3784	G7HMQ	J Jones	29 Coundon Rd, Coventry, CV1 4AR.
David	3785	VK1AR	D B Lyddieth	7 Hyne Pl, Fadden, ACT 2904, Australia.
Bruno	3786	HB9BHS	B Bajoni	Bueschiackerstrasse 3, CH-3098 Schliern, Switzerland.
Lionel	3787	G7GLK	L J King	148 Whyteleafe Hill, Whyteleafe, CR3 0AF.
Richard	3788	G0JFX	R Riley	Higher Ford Farm, Wembury, Plymouth, Devon, PL9 0DZ.
Norman	3789	SWL	N D Locke	97 Snoots Rd, Whittlesey, Peterborough, Cambs, PE7 1NL.
Chuck	3790	G13HNM	C E Davies	5 Longstone Ct, Dundonald, Belfast, BT16 0DZ.
Jan	3791	PA3AVY	J Hemelaar	153 Robert Kochplaats, 3060 JC Rotterdam, The Netherlands.
Ken	3792	VK1KT	K E Threlfall	13 Bundeela St, Narrabundah, ACT 2604, Australia.
Wayne	3793	VE7BVZ	W M Wagner	485 Sixth St, RR10 Nanaimo, B.C. Canada, V9R 6K1.
Des	3794	SWL	W D Butler	2 Farndon Ave Wallasey, Merseyside, L45 3JX
Nils	3795	L7GG	N J Opsvik	6200 Stranda, Norway.
Tommy	3796	G14ORG	T Groves	12 Brooklands Dr, Dundonald, Belfast, BT16 0PH.
Jochen	3797	DJ7JF	J Trudgen Fichtestr	8, 2940 Wilhelmshaven, Germany.
Barry	3798	SWL	B P Whitmore	309 Rosam Grove, Southgate, Runcorn, Cheshire, WA7 2XQ.
John	3799	G64ARJ	J W Ferguson	26 Cleuch Ave, Tullibody, Clackmananshire, FK10 2RX.
Matt	3800	G7IGI	WEM(R) M Barley,	Waiuku, Westgate Scotton, Gainsborough, Lincs, DN21 3QY.
Brian	3801	G3MBN	B C Gibbs	15 Moor Barton, Neston, Corsham, Wilts, SN13 9SH.
Bob	3802	SWL	R W Kirby	14 Bedford St, Bletchley, Milton Keynes, MK2 2TX.
Andy	3803	G7GWA	A Jakins	11 Abbott Way, Yaxley, Peterborough, Cambs, PE7 3YF.
Carlo	3804	VK4UE	C V Higgins	4/5 Alfred St, Woody Point, Brisbane, QLD 4019, Australian.
Mike	3805	G4UXC	M J Butler	16 Clevedon Green, South Littleton, Evesham, WR11 5TY.
Len	3806	G7GCM	L Johnson	35 Holmebank West, Ashgate, Chesterfield, S40 4AS.
John	3807	VE3RWB	J R Barnes	PO Box 77, Gores Landing, Ontario, Canada, K0K 2E0.
Dale	3808	VE5DMN	D M Neurauter,	PO Box 204, Christopher Lake, Saskatchewan, Canada, S0J 0N0.
Bob	3809	G0IFG	R F Tinkler	38 Barrett Rd, Fetcham, Leatherhead, Surrey, KT22 9HL.
Keith	3810	G0MMA	K Plumridge	1 Heatherway, Crowthorne, Berks, RG11 6HG.
John	3811	SWL	J J Barratt	51 Hilda Ave, Tootington, Bury, BL8 3JE.
Bill	3812	W0MWO	W G Pearce	Eagles Rest, 9 Knightsbridge Place, Pueblo, CO 81001-1734, U.S.A.
Bob	3813	SWL	R A Ewen	58 Royal Meadow Dr, Atherstone, CV9 3BW.
Les	3814	G3RCX	L H Gibson	7 Heycroft Rd, Eastwood, Leigh-on-Sea, Essex, SS9 5SW.
Ken	3815	W6NKE	K Johnson	1813 Moreno Drive, Simi Valley, CA 93063, U.S.A.
Andre	3816	F6GIN	A Cordier	4 Av Oceane, Nantes, France 44300.
Eric	3817	G4MXS	E Carver	29 Elm Dr, Cherry Burton, Beverley, Hull, HU17 7RJ.
John	3818	SWL	J R Randall	10 Colroger Cl, Mullion, Helston, Cornwall, TR12 7DZ.
Bert	3819	VE3IEG	B Searle	900 Armitage Ave, Fort Frances, Ontario, Canada, P9A 2J6.
Mike	3820	ZL1MH	M G Hutchins	c/o Taheke Private Bag, Kaikohe, Northland 0400, New Zealand.
Carsten	3821	OX3CS	C Schou	Box 84, DK-3920 Qaqortoq, Greenland.
Stephen	3822	SWL	S/Lt S Rae RN,	Wardroom, HMS Collingwood, Newcastle Ln, Fareham, Hants, PO14 1AS.

1990 WORLD WIDE INTERNATIONAL MARITIME ACTIVITY CONTEST RESULTS

The first three results in each group plus any RNARS placings, full results can be obtained with a SAE to G3LIK QTHR.

SSB				QSO	PER	BAND	BREAKDOWN	
PSN	CALL	RNARS	POINTS	80	40	20	15	10
1.	GW0JXW	RN3369	12288	11	25	16	-	7
2.	PA3EKD	MA 091	11797	16	21	10	-	6
3.	G0GPO	RN3230	7596	8	54	-	-	-

MIXED MODE

1.	PA3EYV	MA 164	141884	11	90	88	18	19
2.	DL0DAU	MF 450	100710	70	90	36	-	-
3.	K2FJ	RN1070	61268	8	17	29	23	42

CHECK LOG

GB4RN	RN0004	74	92	104	20	12
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CW

1.	DL5EBE	MF 460	223542	61	73	108	28	23
2.	DL0MFS	MF 600	199213	50	84	85	20	15
3.	G4LZB	RN2253	165362	74	64	77	16	6

8.	GM3BKC	RN2777	92435	39.	ON6WR	RN1282	31920
9.	PA3BFP	RN2455	91113	45.	VK2ALG	RN1196	25228
10.	EL6HD	RN3598	87464	46.	DL1JE	RN2657	22848
13.	G3MRC	RN0033	84500	48.	LA1IE	RN2072	21420
15.	G3AWR	RN1195	76041	53.	DL3ZBJ	RN3419	17248
17.	TA2BU	RN3618	70784	67.	G3WP	RN0236	9266
25.	ON4EX	RN1682	53361	69.	G3ZGC	RN0508	7770
30.	G3JWY	RN1127	47880	70.	OZ1IGT	RN3228	7696
37.	HB9ANE	RN3493	33540				

HERE AND THERE .. G3JFF

G3ZTK: Len is once again off on his annual pilgrimage to British Columbia where he will be in residence from 20 June to 1st September. He says that he will be active around 2115kHz 1600z to 1800Z and hopes that conditions will allow some RNARS contacts to be made.

A group of ex-Naval types have put together a book entitled "The A-Z of Royal Navy Ships Badges 1919 - 1989". This collection of beautifully reproduced colour plates of ships crests, accompanied by briefs on/pictures of relevant ships. Volume 1 and 2 are now ready and volume 3 is due to be started shortly. For further details contact Neptune Books, PO Box 61, Orpington, Kent England.

STUART HEYWOOD
RNARS 3470 RAFARS 2443 writes

Reading the article by Dave SWL 3315 in the Spring NewsLetter and the mention of St Kilda stirred a few memories.

During 1938 I was a crew member of the RMS Rototua passenger/cargo ship of the New Zealand Shippin Company. It had a unusual profile, being five masted, route New Zealand (coasting) via Panama.

The highlight of the trip for me was the stop at Pitcairn Island and meeting the descendants of the Bounty. They rowed out in lighters and boarded via rope netting thrown over the side exchanging wood carvings, pieces of coral etc. for anything of use to them food clothing etc.

I left the ship late 1938 probably due to an overdose of channel fever and dare I say it, joined the RAF as a WO/P May 1939 staying the course for 31 years.

The Rototua ended an illustrious career being torpedoed 110 miles of St Kilda sinking in 20 minutes taking with her 19 of her complement with the remaining 104 being saved by naval craft.

On this particular trip she was not carrying passengers.

I probably made the right decision joining RAF!

HERE AND THERE

by G3JFF

VK2AYD: In a recent letter Dave says that he is building a "Retirement" home up in the north of NSW near Port Macquarie. The weather will be warmer up North and he will have a few acres in which to sling up his UK Rhombic and other miscellaneous antennae. Dave says that he is not planning any UK trips for the near future (but that could change if he gets bored with his umpteenth time of retiring!). Activity is curtailed whilst he packs up in Sydney and gets settled up north. Dave is one of the original Telegraphist (specials) and would like to hear from anyone who was around circa 1949 to 1955 in that branch.

"CU on 14052 kHz in October chaps".

GMONXP: Robbie reports that he is all set to join the RN as a graduate engineer in September when he will join BRNC Dartmouth for the beginning of his long period of RN training through Dartmouth, Manadon and Collingwood. Time allowing Robbie promises to put G6VJ on the air as often as possible and looking forward to the future operating from the new HQ station when he gets to HMS Collingwood in several years time. Robbie is one of the Stalwarts of the HMS Plymouth (Glasgow Group) and will be surely missed up there.

G3WCX: Rumour has it that the RNEC Manadon Amateur Radio Club is about to be reborn under the leadership of Jim "Sticky" Green who is now in the we department of the college. Jim asks if any local RNARS member holding a class "A" licence would assist him to get the licence reissued for any RNARS members in Plymouth to come along and join in with the activities. Maybe this would go some way to lessening the loss our Guzz members feel since the moving away of HMS Plymouth.

Jim can be contacted on 0364-73904.6.

ZL1MH: Mike's current call hides the identity of G3JPQ/VS1LU/9M4LU and ZL1BLG. Currently resident in Kaikohe in North Island Mike spent 34 years in the Merchant Navy as a Radio Officer. Now retired he is developing a small Macadamia and Pecan Nut Orchard on his nine acre site. His main radio interest is now with home brew QRP equipment and antennas. He is a member of the [New Zealand Old Timers Club, G-QRP club and society of wireless pioneers and now the RNARS. Lets hope his signals make it through the QRM on 14052 KHz.

F6GIN: Andre joins the five other French members of the society. A merchant Navy Radio Officer with Fian France Oil Tankers he was retired early and now has time available for his hobby. Andre says that he is assisting with the work of transforming an ex French Naval ship into maritime museum at Nantes (what is her name and type of ship OM ?) and it is hoped to have an active Radio Station onboard. Andre would be pleased to hear from any member via packet through FFILEQ-1 and would be interested in a contact with our three UK museum ships - HMS Warrior, HMS Belfast and HMS Plymouth.

VE3RWN: Gore's Landing is the Ontario QTH of John who served in the Royal Canadian Navy between 1968 and 1973. During this time he saw service in their carrier HMCS Bonaventure and the destroyer Saskatchewan.

He became aware of the existence of the RNARS through a QSO with one of our Winnipeg members - Rob VE4HZ - during a QSO over the "Guides on the air" weekend. Introduced to amateur radio by his father (VE3PBR) he obtained his call as did his wife GWEN (VE3RSW) and brother Jamie (VE3RSJ) so making amateur radio a family affair !

G7GLK: Lionel served in the Royal Navy from 1957 until 1962 in the "Greenie" world - EX M 974146. Of completion of his basic training at HMS Collingwood he joined the frigate Torquay as an EM2 and saw the fleshpots of the Mediterranean. After a spell ashore he joined the frigate Cardigan Bay for more frolics - this time east of Suez. Then it was back to Collingwood for his Killick's course before a few months in the carrier Albion and then into civvy street. An interest in collecting motor cycles and the occasional stint in the garden complete with his time on the air. Members in the Surrey area may come across Lionel on the VHF bands (maybe on the London VHF net !)

Z55MF: Just down the road from our DI - Z55DC - comes an application to join from Melvyn who served as a radio officer in the merchant navy. His training took place at the NCWS Preston in 1945 from whence he joined IMRC and went to sea as one of their RO's. He sailed in MV's India Victory, Frumenton, Hopecrest, Clan Macaulay and the Clan Cumming before coming ashore in 1949. He lists his hobbies as Ham Radio (CW), woodworking and fishing. Maybe he will find the '052 nets and give us a shout soon ?

Shouldn't cause to much QRM to our DI down there !

VK5ADE: Our south Australia group has been joined by David who also joins our Elite band of Ex "Royals" - (Royal Marines to the uninitiated.) He joined up in 1946, and after his basic square bashing and initiation (CHX 4748) he joined the battleship Anson, he also saw service in Germany (Royal Prince) 53/55 and in our London flagship, HMS Belfast, from 1950 to 1953. He left the Corps in 1955. Before leaving for Oz he signed on the air as G3LQV. Now he is active on packet, SSTV on HF and VHF though he spends a lot of time constructing and less on operating.

WOMWO: A recent check in on the 28933 SSB net Bill hails from Pueblo. His USN service stretched from 1944 until 1986 in the aviation arm of the navy. On completion of his flying training he served in the seaplane tender USS Pocomoke in the Philippines, China and Japan.

A two year break was followed by the re-enlistment in the USN and then followed 4 years flying in support of missile tests and then a transfer to the Far East Flying Patrols of Red China and Korea. In 1958 he enlisted in the naval Air Reserve and served with several VR squadrons before finally retiring on pension.

G4KLQ: In a letter from Edd written on joining RNARS, he mentioned that he was at Leydene (HMS Mercury) when it was first opened.

Lighting was provided by batteries charged by a diesel engine in the old stable yard. There was an open air shower (!!) - Must have been cold in the winter.

Edd Joined up at St Vincent in 1936 as a boy telegraphist (244 class) and on completion of his training he went to the battleship Iron Duke for a short spell before joining the cruiser Glasgow in the home fleet. After the luxury of a big ship he then joined the destroyer Berkeley on convoy duties around the coast of UK before setting off on another big ship stint in the fleet carrier formidable in the Indian Ocean.

A nice "Number" manning a small radio station in Madagascar (at Tamatave) - fun in the sun - was followed by more sea time in the destroyers Myings and Agincourt before joining the signal school at Fort Southwick and then back to Leydene and Civvy street.

Edd says that he got into Ham Radio at the late age of 60 so has a lot of catching up to do but enjoys very much the comradeship of the ether.



WHO IS THIS THEN ?

(see page 37)

Pirates !! In Small Ships

de Barry/G3 UJA/0730

I joined HMS Impregnable on the twenty first of June 1943 to start my training as a Fleet Signalman. I found the Establishment was finely tuned for its job and a pleasure to work in. The hardest part at first was learning to march in a Squad pretending to be ships, and using signals as orders. For example, the Chief Yeoman would shout HQ or something like that, meaning weigh anchor, our hands would go up, down, he shouted, then G10, (speed in knots) hands up, down and off we marched. For right turn, it was Red Nine and so it went on.

We learned Flags and Flags, and Flags, or so it seemed, signal lamps, semaphore and something which I presume is now a museum piece, Mechanical Semaphore, large arms at the top of a mast moved by handles at the base. The following December we waited anxiously for our final exam results, the one thing we did not want to see against our names were the letters NSSS meaning not suitable for small ships. For some reason we all wanted to go to smaller ships. Luckily, there were only a couple with the dread letters and mine was not one of them.

In January we were sent to Glenholt Signal School outside Plymouth to await our Drafts. The rest of the class was drafted, I waited patiently. February came, I took the Sig's exam. The next Class came in and were drafted, I decided they were building my ship! March and I put in for the TOs exam.

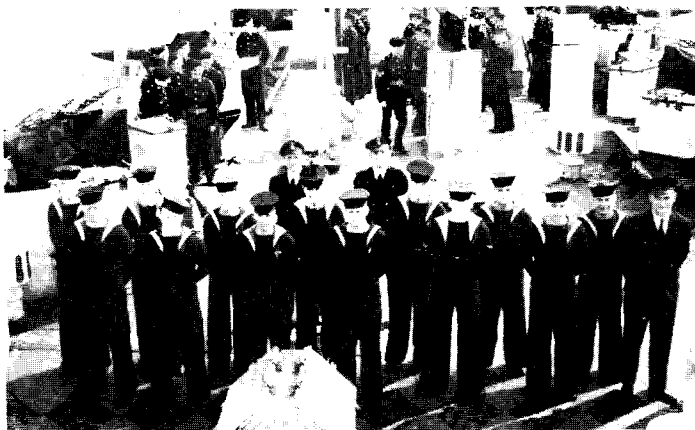
At the end of March I was drafted with a special party. We found ourselves in Weymouth. All on loan to Combined operations. The following day, (April Fools Day), I joined my small ship at Portland.

LCF 36 part of a Close Support Sqn consisting of LCFs Landing Craft Flak, LCGs Landing Craft Guns (Two Four Point Fives) and LCR's Landing Craft Rockets (seventy or eighty rockets).

We had a headquarters ship which was an LCI fitted with radar and all mod Comms. Imagine my surprise to find in a Naval crew of sixteen, two other sigs. and four tels. I soon found the reason, the Tels were needed to work the Command sets in contact with Beach Commandos, Army Etc. and the Sigs. Because of the amount of V/S from the HQ and the FO mistakes at the ranges we were working at, were not acceptable. The rest of the Naval crew were, Coxswain, Motor Mech Two Stokers, one Wireman, SBA and four seamen. The CO was a Lt RNVR and the First Lt was a Sub Lt RNVR.

The Marines were a Capt. A Lt. A S/Major, four Corporals and sixty men.

Originally built for AA work, LCFs were blended with LCGs and Rs for close support at Landings. (They drew four feet of water). Unlike the Gs we were like the old wooden walls, we would go along the beach firing our starboard guns, then turn to let the port guns have a go. On D Day it was a bit like sailing off Brighton Beach and having a go at the Hotels and Houses, the beach in between, looked such a tangle of men and machines that one would have thought it impossible to sort out. The sea around us crowded with craft making toward the shore.



A short time later in the great gale, we lost our CO checking the kedge cable, the carpenters block broke loose and smashed his leg. The Jimmy went to command a craft of his own, so we had a new CO and First Lt. I can't remember the CO's name, the first Lt was Lt Watterson. The photo of the crew was taken by him and given to us, the same photo, plus a couple more, are in the book *The War of the Landing Craft*.

After the gale, Support Squadron Eastern Flank moved off Oustraham, where in an Operation code named *The Trout Line*, each night we formed a line from Oustraham to about six miles out to sea opposite Le Havre, to stop the incursion of Midget Subs., explosive motor boats, frogmen, and what have you, that were trying to get through to the main anchorage.

We lost five L.C.F.s and five L.C.G.s in the weeks we spent here as Le Havre was not neutralised until September, and in spite of all the supplies going ashore, we sometimes only had ships biscuits and Cox, ns. delight (tinned soup etc.).

Our next foray was on November the first. The Island of Walcheren in the Scheldt Estuary, was held by the Germans, and stopping the use of Antwerp as a port for the Allies.

We supported a landing by the Royal Marine Commandos and the Army, a costly affair for the Squadron, but I suppose by this stage of the war we were expendable. We attacked without Air Support (fog in Britain), and with high tide at nine o'clock A.M., it was a late start.

The defences seemed to consider us more important than the men going ashore, and accordingly we drew their fire. I remember thinking that it looked like a film set, the Monitors, and Warspite, with their attendant Destroyers, the dozens of Minesweepers waiting for the job to be done, and the big white Hospital ship with her Red Crosses.

In the early afternoon, we (F36), went to the assistance of our Flotilla Leader (F38) which was burning fiercely. I was in the damage and control party sent on board to try to put out the fire, the Motor Mechanic, who was in charge of us, decided their was little we could do.

Survivors were taken off, and she blew up a little later.

Shortly afterwards, we ourselves were hit, and damage and control were busy, the Flotilla Officer now had to move again, he changes Craft a few times that day.

With a massive gash in our side we retired from the fray. Making our way we passed by Warspite, and I was able to compare the small ship I had wanted, to the Big ship I might have been sent to.

We made our way to Ostend, two days later as we headed down the Channel in a corks convoy, we ran into a storm and were soon taking water badly, the C.O. asked for permission to put in at Newhaven. Permission was refused, he then asked that ships stand by to pick up survivors, within half an hour we were heading into Newhaven Harbour.

Some time later the C.O. was awarded the D.S.O., and the Motor Mechanic the D.S.M..

I finally left F36 and Combined Operations in May 1945 just before my twentieth birthday.

Back to General Service and Glenholt, I worked in the Telephone Room in Drake for a time, then I volunteered to be a Guinea Pig at Cambridge, (that's a good story sometime) finally in September 1945 I was drafted to a fleet Minesweeper, H.M.S Minstrel, newly built in Canada, I joined her in London Docks where she was lying with her sister ship H.M.S. Michael en route for Singapore and the 11th M.S.F. After the L.C.F. it was like going on board a luxury liner !

But, yet again, that's another story. To explain the heading of this article. On board the Sweeper, and receiving a day's sixteens for a minor dress of the day misdemeanour, the Officer of the Day could not resist saying "You're no longer a pirate in Combined Operations you know !!"

Matelots of Marines, Pirates we may have been, but we were bloody good pirates !

Change of EDITOR

After four+ years in the office, I am handing over the task of Editor to Dick Grindley GOMNL.

I do this in the clear understanding that the general production will be similar or better than of late and that the use of a desk top publishing package together with the revised design of the product, will remain.

May I express my good wishes to those taking over, and thank those of you who have helped me in the past. Bob Jennings G3NXY/0139

MORE ELDERLY AIR ANECDOTE

by Ken G4PZR

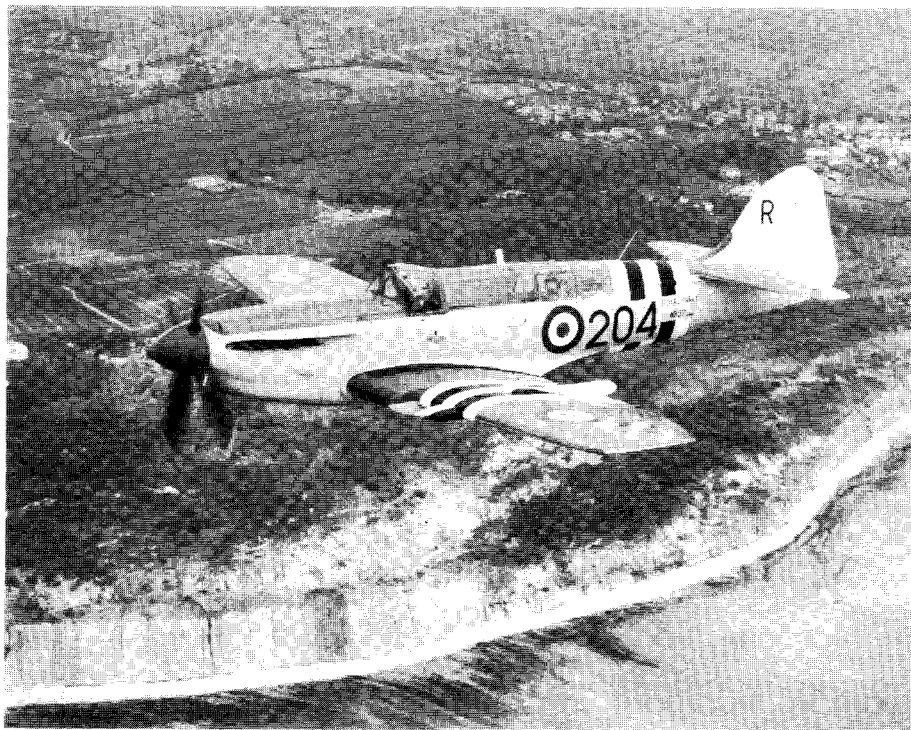
Since the last air waffle got past the editor he has told me, whilst seeminly of sound mind, that another issue, as was threatened is welcome, so this is to you lucky people.

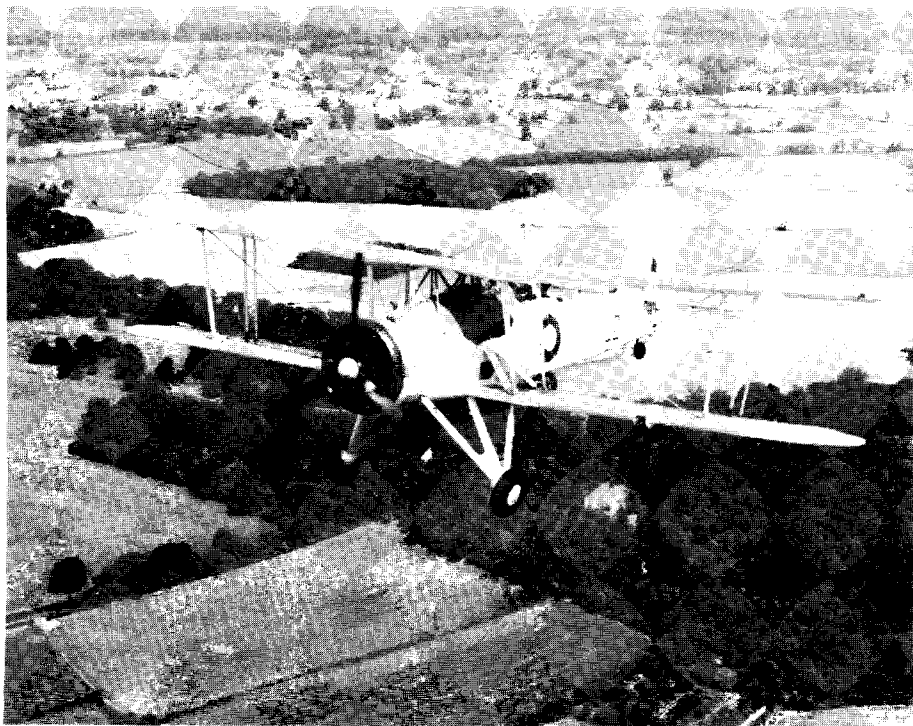
First off, we hope for a veteran overfly at our 1992 Rally which will be the last in MERCURY, having been again excluded from the 1991 Historic Flying programme though lack of airworthy aircraft. However, the second swordfish, which Charlie Cantan obtained for the flight, is currently in Brough, Yorkshire, and is being restored to airworthiness, and there is a good chance of its joining the flying programme next year.

Next, there was only passing mention of the Firefly which flies regularly in the season but which, even so, and understandably considering her age, does have its moments of temperament.

A year or two back it did the same as the Sea Fury and for a reason only she seemed to know, refused to put its wheels down. The pilot, Don Sigourney, told me this afterwards and my comment was the same as one can make when one's rig gets a crumb in it i.e. get out the handbook and start on page one. "That's exactly what I did", he said, "and flew round and round with the book on my knee until I found some clue on what to do next". Anyway it worked out, and apart from a total engine refit the old crate has behaved well since.

Those of us who were in Korea will recall the carrier-based Firefly squadrons which were called into strike at targets identified by the likes of the writer from seaward whilst on patrol up the yellow sea coast. I think that Admiral Sir Desmond Cassadi was one of the Firefly pilots in that campaign for he certainly flew that type for some time.





Since the report in the last NewsLetter it appears that all is not lost as regards Sea Furies, as one or two have been discovered in foreign parts. The problem will be persuading an owner to part with one, having agreed a price which will probably be astronomical, and having firstly organised the money supply and assessed the "restorability" of the aircraft concerned. Defence cuts start close behind the front line and are not influenced by sentiment, so the deal may be some way off as yet.

The veterans are not confined only to the World War Two generation for the Fleet Air Arm Museum boasts several machines from World War One which still fly. There is a replica of Baron von Richtofen's Fokker "Tripe" which is flown regularly by its owner and which many members will have seen at various displays. It is an indication of "life as it then was" when the pilot clambers out after landing here, picks up the tail end and trundles the machine away to its stand in the museum, sometimes quite a long haul and often unaided. There is also a Sopwith Pup which flies, a German Albatros, with an American Continental engine in it, which also flies, and a Sopwith Camel.

I am not sure whether this one does fly but it looks in pretty good nick.

Coming back to more modern times there is also a Seahawk in the Historic Flight hanger which can be considered, one supposes, to be the first veteran jet, as types like the Hunter, Buccaneer, Phantom and so on are still very much in commission in spite of their antiquity.

Whilst on the subject there are about a dozen Hunters at Yeovilton which fly for the Direction Instruction Establishment and for fleet exercises in the channel and suprisingly put in a busy and very regular programme week after week. I can remember four Hunters doing formation aerobatics at an open day at RNAS Brawdy in 1966, so they haven't done badly all in all.

The only Hunter "mishap" in the last four years at Yeovilton was when one developed an engine failure immediately after take-off and in a relatively dangerous position being still over the village of Ilchester. The pilot, Dave Braithwaite, remained in the aircraft until he was sure it would not crash into either of the two schools in its flight path before ejecting.

As a result he was on the end of his parachute for two seconds only before hitting the ground, and though unwounded was badly bruised and shaken, but was restored to airworthiness in a matter of weeks. The aircraft hit the deck, slid across the main road and finished up in a slurry dump, from which it must have been a stinking job, in every sense of the word, to recover.

The RAF still have Buccaneers in squadron service, but our chief naval relic of this type has recently been spruced up before being returned to the front of the F.A.A. Museum, and a very good impact it makes on approaching visitors. It was taken away whilst they took the end wall off the Concorde 2 hangar to insert the original "Flying Bedstead" and other items, and for which they had to build on an extension anyway.

As regards Phantoms there are two in the museum, and thereby hangs another tale. When RAF Phantoms came to Yeovilton two years ago one broke its undercarriage doing a non-standard (to say the least) landing.

No spares available so one of the museum ones was put on stilts and had to have its under carriage removed and fitted to the casualty so it could go away!

I don't know if the bits have come back yet!

There used to be four four-engined prop-driven "Heron" aircraft at Yeovilton. They were known as the "Heron Flight", for they operated out of HMS HERON too, and one of them was known as "the barge" as it was the Admiral's own transport and was suitably painted green with the Admiral's flag painted on either bow. The other three were the dogsbodies and did all the to-ing and fro-ing for the Fleet Air Arm Headquarters station. These have been gone more than two years and the pilot of the barge, a VIP pilot and ex-flag Lieutenant to the Admiral has just retired from the service at the end of his commission. These aircraft have been replaced by two, only, Jetstreams which are modern and good, but unlike their predecessors not part of this veteran business.

For now its a case of "that's your lot" but if and when the veteran scene changes I'll send a short (!) note to the editor, hopefully with a supporting photo.

Oh yes! As I finish this story, the stringbag did its pre-season circuits-and-bumps act this morning, being flown by a Sea Harrier pilot from 899 NAS.

I thought the landings seemed a bit "careful"!

David VK5ADE

ex G3LQV/1151 writes:

Retirement is wonderful! No longer at the call of someone else! Only "She who must be obeyed"! Time to do all the things one dreams of, when one wants to, as one wants to, peace and freedom at last!! Shock awaits you.

I joined the Royal Navy Amateur Radio Society in the late 70s. I know that now because I live in Australia and retired. Listening one evening on 80m, I heard some slick morse and started to listen. It was the Australian branch, NET of the RNARS and when the controller invited any further contacts I went back and introduced myself. The end result - my application to rejoin RNARS. I remembered being a member earlier and searched some boxes unopened since arriving in Australia some nine years earlier for some possible reference to my earlier association.

To my undying shame, and this is the point of the story, I found an unopened envelope, complete with three newsletters, Winter 1977-78, Winter 1978-79 and Spring 1979, my badge, still attached to the left hand corner of the letter defining The Constitution and Regulations, a certificate certifying "Arthur David Evers G3LQV is a corporate Member No 1151 of the RNARS" dated 29 March 1978. But more importantly letter headed "HMS Belfast Activity Period". It was for the period 00.01 13 April 1979 to 22nd April 1979 2359Z. I never replied. I feel terrible for I had served onboard HMS Belfast 1950-1953 and I could have participated. I can now only apologise to G3HZL then the Vice Chairman of RNARS, D J Walmsley for not responding. I am now retired. I have time to respond to such requests and will do so. It would be of great satisfaction now if I could be allocated my original number. I would be happy to make good any adjustments that may be necessary and required by the society.

Finally is G3VIT still a member. We had many contacts from the RM barracks Eastney years ago. I would love to hear from you. Also fellow boy bugler of Chatham Division, named Waring from Hull I think, may be an Amateur. I last saw him in 45 Commando in Malaya as a radio operator in 1951.

My best wishes to all members of the RNARS. I look forward to now many years of activity within RNARS.

By Editor: Message from Bob G3VIT "Welcome back to the fold, Dave"

A Note of some Significance

**Stan Crabtree, G3OXC, 3700 recalls the days
when radiostations ashore and at sea all had
voices of their own.**

Since the start of marine wireless telegraphy at the turn of the century, the tone or quality of received Morse characters has undergone a vast change. The range extends from the barely recognisable clicks of the Morse inker armature to any note of the operator's choice produced by the setting of the beat frequency oscillator (BFO) of the modern communications receiver.

Although early ship wireless installations used the Morse inker it soon became the general practice to connect a pair of headphones across the receive relay. In the case of the early spark transmitter the wave train frequency of the spark was in the audio range and a corresponding tone, albeit decidedly rough, was heard in the earpiece. Operators also found that by adjusting the distance between the gaps of the spark transmitters the resulting wave train and note could be changed. In this way many operators and ships were often instantly recognisable when they starting transmitting.

Spark, in its various forms, was used for many years. The note was marginally improved from a sound resembling bursts of noise to the 'bacon sizzling' effect of the quenched gap transmitter.

In 1907, Marconi invented the disc discharger and this system gradually appeared on the larger passenger vessels in the following years. Although operating on the spark principle, it was the first continuous wave (CW) transmission, or so Marconi like to think. After modification the transmitted continuous wave was broken up and the first interrupted continuous wave (ICW) emissions were found to provide a distinctive musical note in the receiving station headphones.

When valves came into general use on ship stations the standard transmitter, using a single triode was designed to operate in either CW or ICW mode.

The power supply was usually obtained from an alternator running usually at 500Hz, supplying a transformer. For ICW operation the iron-cored choke and smoothing condensers were simply switched out of circuit. The DC supply to the anode was thus modulated at the frequency of the rectified HT supply, 1000Hz.

ICW provided only some 70% of the CW range in medium wave working but, in general, was the mode preferred by seaboard operators. Textbooks outlined the advantages of ICW at HF by counteracting 'selective fading' - defined as the result 'when different frequency components of a modulated wave fade independently of each other'. With no crystal control and the aerial coupled to the triode valve grid it is understandable that a CW signal at HF would often drift and if not retuned, slowly disappear at the receiving station. In the 1930s, CW only was used on the 143kcs long wave channel as, at this frequency, the bandwidth of an ICW transmission would have been prohibitive.

Up until the late 1950s, coast stations on medium wave were often recognisable by their transmitted note. A writer in the 1930s comments on the 'plaintive, chilly cry suggesting fog and icebergs from VCE' (Cape Race); 'a bleating, sheeplike note from FFU' (Ushant) and the 'cheery, sunny, musical note of Monsanto CUL' (Lisbon). He also reports that XSG (Shanghai) 'chattered and spluttered like Chinese New Year firecrackers'.

The UK was no exception. Until the late 1950s, GCC (Cullercoats at the mouth of the Tyne) was instantly recognisable by ships in the North Sea by a pronounced chirp - almost representing a Tyneside accent!

The raucous tones of GLD (Lands End) with their unusually low note frequency were welcome sounds to those vessels with no HF equipment who were returning home from the South or West Atlantic or perhaps 'turning the corner' at Gibraltar.

Further afield I can remember the squeaky, over-fast keying of IGJ, somewhere in Sicily, who always seemed to impose a sense of urgency and self importance on 500kcs that cannot have been substantiated by the amount of traffic he was handling. Again, I wonder how many can re-call the slow, chirpy, laid-back sending of SUQ (Ismailia) as he sent out lists giving the order in which ships were to pass through the Suez Canal. I suppose that's handled by VHF telephony nowadays.

Spark transmissions on ship stations could not be ignored and it is perhaps for this reason that they continued in use as an emergency mode until the early 1950s. The range of transmission, in the words of our 1930s writer, 'extended from the low, bubbly mush and dull roar to nerve jangling snarls, sizzlings and high pitched whines'.

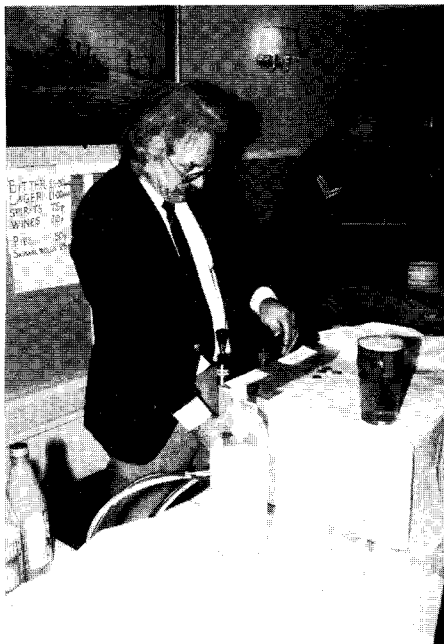
Even with very loose aerial coupling, a spark transmitter's bandwidth was considerable and, on MF, a nearby spark transmission would be heard, albeit faintly, right across the marine band. In 1927 a question was in fact asked in the House of Commons about the interference caused to broadcast reception by ships in the English Channel.

In the late 1940s, new transmitters appeared on the scene. The Marconi Company's 'Oceanspan' series used a valve modulator circuit with a sinusoidal output producing the purest MCW note. On a good super-het it was like tuning in a clarinet on 500kcs! The CW emission was also extremely stable with no trace of a ripple. The HF frequency bands were crystal controlled. This equipment gradually replaced the earlier installations of 381 and 533 transmitters and were a joy to operate and copy.

The Queen Elizabeth and Queen Mary (GBSS and GBTT) were not 'Marconi ships' and continued to use transmitters with a very distinguishable note. Like other International Marine Radio (IMR) vessels of the time (Caledonia/GCKS and Ascania/GKNJ to name two) they used a very low note frequency. When hearing them for the first time you couldn't tell whether they were emitting ICW or poorly designed CW with possibly insufficient smoothing of the HT supply. Then in the late 1940s the new Cunarder Caronia/GYKS appeared on the scene - still with the raucous note - and I realised that it must be intentional. From an operational point of view it certainly made these vessels stand out which may have been the intention. For some reason the Mauretania/GTTM was a Marconi vessel and being fitted with 'Oceanspan' plus amplifier, was the only large Cunarder not to have the characteristic low note-frequency transmission.

Nowadays of course there is little CW activity on 500kcs and even on HF, the key only appears to be used as a preamble to telex and telephone calls. There is little difference today in the notes of any HF coast station and you have to wait for the call sign before it can be identified. Most have a super-stable CW emission that is as sharp as lightning. Progress I suppose but there was a certain romance about the old ways of working.

And you could call yourself a true operator if you were able to first find EQZ (Abadan) on HF/CW and then copy his traffic list as he started to drift one way, while your TRF receiver drifted in the opposite direction !



Nik - OE8NIK, sends in these photographs of the late Bob G0BTY - BELFAST's former Station Manager.

Nik says that Bob is a 'good ghost' on Belfast these days !

WRANS

1941-1991



50th ANNIVERSARY

1941-1991

This year, the Women's Royal Australian Naval Service celebrates it's 50th anniversary. To those of us who have been part of that small piece of history it is time to cast our minds back to the beginning.

England had had the WRNS during the first world war, but the suggestion that women join the RAN was met with all kinds of opposition. Officialdom however, did not reckon with the determination of one Mrs Florence McKenzie (Mrs Mac) OBE.

Mrs Mac had been training a group of young women in the art of wireless telegraphy long before the outbreak of WW2. They were unable to join any service but helped to train thousands of men from many services and countries. In 1940, Mrs Mac wrote to the Minister for the Navy suggesting that her WESC (Woman's Emergency Signalling Corp) be permitted to join the RAN as telegraphists. This suggestion was met with much opposition, (Women in the Navy!?, dear me NO!). However, in 1941 their proficiency at W/T was tested resulting in the recommendation they should be employed. Navy Board agreed, but it wasn't until April 1941 the Minister reluctantly approved 12 telegraphists (plus two who volunteered to be cooks) be sent to HMAS HARMAN with the proviso that there should be no publicity about this break in "tradition". On the 24th April, the 14 girls were sworn in, and on the 28th April, arrived at HMAS HARMAN accompanied by their mentor, Mrs Mac in their Hunting green uniform, thereafter to be known as WRANS.

In due course, women entered most branches of the service, as cooks, writers, transport drivers, coders, dental mechanics, cinema operators, gunnery range, degaussing, etc - 22 categories plus numerous special postings, but were not allowed to go to sea.

After the war, the service was disbanded, but in 1947, Govt decided to reintroduce women in the three services, and that the WRANS should be made a permanent part of the RAN.

Married women were ineligible. Conditions and accommodation improved slowly from re-enlistments in 1951 (Oh! those Nissen huts at FND!), and in 1959, Govt decreed that womens services were granted permanent status in lieu of the original four year engagement.

Conditions have continued to change, members may now remain in the service after marriage or may return as Reservists - they can now take maternity leave if they wish. With modern technology, WRANS can be found in the Electronics Comms. branches, as linguists, and so it goes on.

In 1990 it was announced the WRANS would go to sea in any ship except submarines. With combat related duties, sea postings for women are estimated to be numbered 500 by 1996. The WRANS make up 12.1% of the service. Ships they have served on include HMAS's Jervis Bay, Success, Tobruk, Cook, Flinders, Mermaid, Moresby and currently 6 WRANS (including R/O's) are serving onboard HMAS WESTRALIA on duty in the PERSIAN GULF. These days when you see a Naval Guard of Honour, the WRANS will be there, wearing white webbed belts and scabbards, bayonet tipped rifles at their sides. I takes a bit of getting used to I admit, and its a long way from those fourteen girls who paved the way fifty years ago this April.

UNIFORMS OF THE WRANS

First uniform was the Hunting green of the Women's Emergency Signalling Corps worn by Mrs Mac's girls.

When general recruits joined in 1942, the only "uniform" available was an armband bearing the letters WRANS. Being the smallest of the three services, it was apparently difficult to find contractors to fulfil orders. Eventually a navy blue suit with navy felt hat for winter dress, and khaki skirt/blouse for summer dress were available. During the early discussions on design, a certain Commander commandeered a frock owned by his wife, the design of which was eventually adopted.

This was navy blue with white belt and bone coloured naval buttons. It was not popular at first, but as a change from the khaki it gained in popularity!

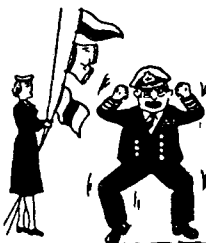
In 1944, cap badges were changed to hat bands or tally's showing the name of the Depot/Ship. This apparently also caused a stir, but soon the pride of identifying with ones own ship overrode initial feelings - besides they could not then be mistaken for a VAD or other such service!

Over the years, the uniform has remained basically unchanged - a fact we ex-WRANS appreciate. There have been additions to the kit, and the summer dress is now white. The Navy felt hat of the 40's gave way to a soft flat version of the matelots cap in the early 50's, and now the girls (apart from Officers from PO up) wear the high rigid matelots cap.

This then is a very brief history the women of the Royal Australian Navy - there is a lot to be told. I was proud to be a part of this history for four years - I'm proud to be still using the skills of wireless telegraphy I learnt at Signal School. I always get a feeling of great pride when I see the WRAN of today, ever smart in the familiar uniform - was I really that young once? I know that the spirit of Mrs Mac will be with us, as always, during the 50th anniversary celebrations to be held in all states in April - we will drink a toast to that very special, determined lady who took on the RAN and won.

**WELL DONE GIRLS -
HAPPY ANNIVERSARY**

de Margaret VK3QU/RNARS



Mrs Ruby Boye - Jones BEM

Ruby Boye-Jones was a WW2 Coastwatcher - the only woman in the field.

Ruby was appointed an Honorary 3rd Officer WRANS - the only person so honoured.

Her uniform was dropped to her in New Guinea (where she lived) by parachute, in the hope that, if she were captured by the Japanese, she would be treated as a POW under the Geneva Convention.

Ruby Boye-Jones learnt Morse Code from a book, initially to send weather reports after the timber company operator returned to Australia to join the RAAF.

King George VI presented her with the BEM in 1943.

An accommodation building at the Defence Academy, Canberra is named after her - BOYE HOUSE.

Mrs Florence McKensie

OBE ASTC (Elec Engr)

Some of the highlights of Mrs Mac's distinguished life.

First licenced woman Ham Radio Station - callsign VK2FV.

1930 Formed Electrical Association for Women (Aust)

1934 Made JP

1939 Formed WESC

1941 Persuaded the RAN to accept trained WESC as WRANS.
First 14 sworn in on ANZAC DAY 1941

1948 Member Society of Engineers

1950 Awarded OBE

1955 WESC continued to train air pilots, later Merchant Navy men, finally closed in 1955

1957 9th Fellow Institute of Navigation

1964 Became Patron of Ex-WRANS Associations

1969 WESC records lodged with Naval Archives War Memoria-Canberra

1979 Awarded Life membership of the Royal Naval Amateur Radio Soc.

Postscript:

To those who know my other hobby is Scottish Country Dancing - in a paragraph from the book "WRANS" -

"the re-establishment of the WRANS happened to coincide with an upsurge of naval interest in Scottish Country Dancing".

Photographs of early entries include some surprising studies of a WRAN playing a bagpipe while her colleagues, clad in the (then) working rig of blue shirt and navy skirt (1950's), danced on the well manicured lawns of CEREBUS*

I don't remember seeing any, but did I have some latent desire for this dance form, when I started only five years ago - Hil

73/88s

de Margaret VK3QU

Calling all Philatelists

It would seem that we have quite a few members who pursue this hobby.

I always hesitate to ask if one is a Philatelist because of a humorous incident over the air some time ago. A fellow Ham mentioned that he was a collector of postage stamps. I replied 'Oh, you are a Philatelist'. He answered 'No, I don't collect Butterflies, just stamps'.

I was a collector way back in the 20's as a young lad in Grimsby. It started with give-away stamps every week in the twopenny bloods bought at the local news stand. Colourful stamps from Africa. Stamps with Giraffes, Elephants and other exotic animals.

I gave it up when I joined the Royal Navy in 1938. While in the Med on an LST we picked up some allied soldiers recently released from captivity held by Rommel's forces. One British soldier offered me two German stamps issued to the Africa Corps in exchange for some cigarettes. I later read that these stamps were quite valuable. But I had misplaced them. This got me going again and I have never stopped.

During a visit to the UK in 1967 I renewed an old acquaintance with a school chum who had become a postmaster in a sub post office. During the late 60's and all the 70's he provided me with British stamps as they were issued. At the same time one of my workmates here in Johnstown offered to keep me in US issues if I could help him with UK stamps.

It worked fine until my British Buddy retired, and my workmate died!! Since 1980 I have been fending for myself. The net result of all this is that I do have many UK issues (Mint) and several US issues (Mint) that are duplicates and just sit in my stock book. I now collect UK, USA, and specialise in Winston Churchill. I have many gaps in both UK and USA that cover the period early 1900's to 1950's. Churchill is far from complete.

If anyone is interested in a few swaps or any other deals, please let me know via the nets or write direct. If there are any other Churchill collectors out there I would like to hear from you.

Perhaps we could help each other.

73 Don Rayner W3CTR/0597

Dear RNARS

and old shipmates,

... so starts Jon Benson G0MVL, and goes on

Being a very new member and I might say with great pride, Don't really know how to address this subject. I have been reading the spring 1991 newsletter and see where a lot of ex-sailors are trying to find their mates from the past. Well if I could be so bold, I would like to add my two cents. I'm looking for information on my father who was in the First World War on several ships. I have already contacted the Marine Museum and the old photos department at the museum but could only come up with one picture of one of those ships that I am looking for. So if there is any one out there who can shed some light on the list that I have listed or who may know anything about them or who knew my father, please contact me at the following telephone number or write to me at the address at the end of this letter.

My father was...

Name	Newman Benson
Date of Birth	20 March 1896
Place of Birth	Grates Cove, Newfoundland

Served his entire hitch in England

HMS Briton	01 Sep 1916 - 14 Nov 1916
HMS Vivid	15 Nov 1916 - 11 Dec 1916
HMS Victorian	12 Dec 1916 - 19 Apr 1917
HMS Idaho No. 68	26 Apr 1917 - 20 Jun 1917

Well that's it mates, any of ye out there know of this GOB so his family can track him down, please let us know and we will be ever so grateful. I'd like to add that he passed away 3 years ago and we want to create a nice family memorial for him. He had 7 sons and all were in the navy except 1. Now his grandson is in the navy carrying on the family tradition.

Thanks mates

Jon Benson (G0MVL)

12 Ashwin Close

Brackley

Northants

NN13 6LZ

Well reading all the interesting articles in the RNARS - newsletter, bringing back memories and experiences, when I joined the seafaring fraternity, I decide to let you have my story.

It actually happened one day in 1960 ...

I arrived at Cuxhaven, on the Northsea coast, with nowhere to go and not much to loose either. My trip from Berlin was rather uneventful and I was down to my last 100 or so mark and so I booked in at a small Hotel-Pension, not far from the station.

I came from Berlin with the intention to go to sea and here I was, in Cuxhaven, just 16 years old and breathing in the fresh sea air, with a distinct flavour of fish. Ah, yes, that should have told me something.

Next day I made my way to the 'Nordsee Reederei', a big shipping company by the quayside in the harbour. The staff there were very friendly, and assured me, that there was a job for me on one of their vessels. But first I had to get a 'Seamans Book' from the local 'Seaman Registration Office' (Seamans Amt). I went over there with my Passport and some photos, and within an hour I had my 'book'. Next morning I was eagerly rushing back to the shipping company, proudly presenting my new 'Seamans Book' with a big smile on my face. Well as it was going to be my first trip they gave me a job as assistant to the cook. We agreed on my 'Heuer' (wages), which would be DM250. - plus .4 percent from the auctioned haul. Now, for the first time I was taken outside to see my ship. What an impressing site, there it was - huge - well, it would be for a boy from Berlin - enormous and across the bow I could read the large, white letters 'BIELEFELD'. By now I realised that I was going out on a highsea fishing vessel. The funny part is, that I do not even eat fish, arghhh !!!

I was taken out on board and introduced to some of the crew. My boss, the cook, seemed to be alright. He was about 23 years old and told me, that he was already 6 years with the firm. He took me to my quarters, a cabin with four bunks, which I had to share with three other.

The next two days I spend purchasing the necessary gear from a store for my trip. Everything went on the book, as the company paid the bill later from my first 'Heuer'. Gerd, the cook, came with me and made sure that I purchased only what I needed.

Afterwards we went for a drink and he told me quite a few stories about the life on the sea.

On the third day the lines came off the bollards and slowly we moved away from the harbour area. The big diesel engines were humming away, underneath our feet, giving me a powerful reassurance, that I was quite safe on the 'Bielefeld'. The crew of 21 (some looking quite rough) were busy getting the ship ready for the high seas. Gerd told me, that we will be away for about 23 days, before returning to Cuxhaven. He also told of the routine of my job. Preparing veg and meat, also of course washing up and cleaning the pots etc.. One of my functions was to serve the meals to the officers in their mess. On board we had the 'Skipper' with three officers and the chief, who was incharge of the engine room.

Leaving the harbour, a whistle call through the pipe from the 'Skipper', summoned me up to the bridge. Gerd gave me a mug of coffee to take up to the skipper. The ship was heaving slightly and I made my way slowly up to the bridge, balancing the skippers mug of coffee. I knocked on the door and a muffled voice ordered me to enter. One sailor was standing by the wheel, one was sitting in a swivel chair on the right hand side, looking out. Next to him, dressed in a black uniform, was standing the impressive 17 stone statue of the skipper. He watched me as I balanced the coffee over to him. Just, as I was going to offer the mug to him, the sailor in the swivel chair took the coffee from me. He looked at me with his blue eyes and his weather torn, bearded face started to smile as he said: "Ah, me jong, lets have a look at you, me jong. Mhm..., you are quite big for your age, haehhh?" At once I realised that he must be the skipper. "Now", he said, "no need for you to knock on the door, when you come in. We are not here at the 'Hilton', you know." Then he questioned: "It's your first trip then, me jong?" I replied, that it was my very first trip to sea, and as I came from Berlin, I never had seen ships as big as this one. He laughed and said: "You have seen no big ships yet, me jong. Now go over to the wheel and get hold of it, somehow we will make a sailor out of you. Joerg here, our 'Steuerman' (first officer) will tell you what to do. Me jong." With that remark he got out of his chair, swallowed the rest of his coffee and left the bridge.

I went over to the wheel and the other sailor told me to keep an eye on the compass and to keep the needle on 270 degrees. He was grinning all over his face, as he went to take up a look out position.

There I was, rather nervous, looking out over the bow of the ship as were leaving the shore. "Watch the compass", the steuerman said. Without realizing I drifted ten degrees off to 'Backboard' and quickly turned the wheel to 'Steuerboard', of course overdoing it and by the time the ship was responding to the rudder, it was moving over to steuerboard with an alarming speed.

He came over, took the wheel and put the ship back on a steady 270 degrees course. He said: "See the compass, when the ship starts drifting to either side, turn the rudder against it, but gently. It's not like a car, it takes time for the boat to respond to the rudder. See that dial there on the wall? That is the rudder indicator, telling you in what position the rudder is." I looked up, and right in front of me, almost touching the ceiling of the low bridge was the ten inch dial.

The steuerman went back to his chair and I could make out, that he and the sailor on the lookout were chuckling to themselves. by now we had reached the open waters and the ship started to heave and roll in response to the waves, which to my luck were not all that big. But the further we went out the more the ship increased its roll and heave. I started to feel somehow funny and realised that it was the start of seasickness. Was that the reason they both kept watching me all the time? Well, I decided they should not have a laugh on my account. After all, I am a Berliner!

So I kept my eyes fixed on the sea and checked the compass from time to time. Slowly I got the hang of how to handle the wheel and started to relax a bit. Both were still watching me, expecting from to get sick at any moment. But although I felt peculiar and not at all okay, I was still a long way off being sick. The steuerman had started a conversation and soon I was telling them what was going on in Berlin, and why I wanted to go to sea. The look out introduced himself as Dieter and told me, that he was a leftover of the German Navy, from the last war, and went straight back to sea again after the War finished. He said, that he was over 50 years old and never married. A real sailor, he said, is married to the sea.

Soon the word came around to the subject of girls and women. "Ahh, yeah", the steuerman contemplated, "there were some good times, yeah." His head bobbing up and down in appreciation of his memories. Dieter came over, and with a broad grin on his face and offered his packet of cigarettes round. Then he started: "Last year, when I was in Hamburg - St. Pauli of the 'Reeperbahn',

I met that girl Dagmar, corr, was she big and I mean big", his hands describing the outlines of Dagmar, "we had some fun, when we slept all night at ...".

With the conversation flowing freely the time was passing quickly and it was not until the steuerman sent me down, that I realised that I were standing at the wheel for four hours.

Gerd the cook was not amused with my absence, but when I told him that the skipper kept me on the bridge and that I nearly gave the coffee to the steuerman instead to the skipper, he laughed. "Ah yes, I should have told you, der Alte (the old man) is okay, he kept you on the bridge, because that's the best way to overcome the seasickness. I tell you what, once we are at the fishing grounds, he will not get out of his clothes for ten days we are fishing. Also neither will we." With that remark he gave me the tray with the dinner for the officers and sent me to the officers mess.

I settled in quite quickly and for the next six days, as we were 'steaming' up north, passed iceland, I got used to the daily routine. But still I was called up to the bridge every morning, turning the wheel from about eight until twelve o'clock.

Then one morning the bell was going and everybody was jumping out of their bunks getting hurriedly dressed. I looked at my watch, it was three in the morning, what's going on? One of the deckhands said, that we arrived at the fishing grounds and that the net had to be lowered away.

I went to the 'Kombuese' (Galley) and made myself a coffee, watching the activity on deck through the galley's bulleye.

Soon the crew settled into the fishing routine. Every three hours or so the net was heaved in, and the catch of one or two tons of fish were dumped on deck. As the net was repaired and then lowered away again, the fish was sorted, gutted and put on ice under deck. Sometimes, when the crew just finished on deck, the bell would go and the next 'haul' of fish dumped on deck.

By now I understood what Gerd was telling me the other day, about the crew not getting out of their clothes. they had hardly time to have a mug of coffee before the bell went again. Only on occasions, sitting in the mess or laying on their bunks, they could catch an hour sleep. All during the ten days of fishing alcohol was strictly forbidden. The skipper was constantly on the bridge and only the steuerman gave him the occasional break.

I was busy in the galley with Gerd, supplying food almost on demand. Breakfast alone consisted of steak, fried sliced potatoes with mushrooms and other trimmings. The food was certainly first class.

Obviously the, strain and stress on the crew provoked them to all sorts of unusual actions. I can remember seeing the steuerman chasing a sailor all over the ship, wielding a 'Moker' (sledgehammer) at him and roaring: 'I'll kill that bastard, I'll kill that bastard....'. On one of the other trips the skipper went over the top and chased the deckhand with his revolver. Only the quick action of the steuerman, taking the skipper in a bear - hug and taking the gun off him, prevented serious trouble. The life on a fishing trawler is certainly not dull and therefore highly recommendable for youngsters looking for adventure. Even Christmas and New Year we were out on sea, fishing in the 'Davis Straight' off Greenland's west coast. Snowstorms and heavy seas with very low temperatures gave us severe problems with 'Black Ice'. Several times all hands were called up on deck, to knock off all the accumulations of ice on the metal structures of the ship. So we were glad, when on New Years day the skipper decided we had enough fish, and could 'steam' home. 'Der Alte' hit the bunk, the steuerman was in charge and the New Years party begun. As we were on our way home, the lockers with the alcohol stores opened up and soon the party was in full swing. After a while even the steuerman joined us and we were singing and drinking into the night. I was in the galley preparing some more food, the steuerman by now pretty drunk, was standing in the doorway with his left arm holding a big 'Kumme'(bowl) containing potato salad and several 'Hamburgers' and with a fork in his right stuffing his face. Suddenly the ship shook violently with a groaning, screeching noise. The steuerman keeled over and with his fat belly landed in the bowl with the potato salad. Several deckhands rushed up to the bridge, to find, that no one was on the bridge. The autopilot was set to a certain course and the ship was 'steaming' in that direction with no one on the bridge. The 'Old man' came in, swearing like hell, demanding to come to the point, what happened was, that no one was on the bridge, when the ship hit one of the big floating iceblocks as it was 'steaming' through an area of floating ice. Inspecting the damage it was found, that the 'backboard' side of the bow displayed a huge ten metre dent. Luckily the hull was holding tight and not taking any water.

Anyhow, that gave us all ten days off in Cuxhaven, when the ship had to go into dock for repairs. Normally we would only stay for 48 hours in harbour, before leaving again for the next trip. So all our moneys were normally spend in this 48 hours. So, we had a pretty good time on shore and certainly did not sleep much, if at all.

I spent a few years on fishing trawlers and although life on them is hard, I preferred it more than scraping rust off other merchant ships and swinging the paintbrush all the time.

So this is my account how I went to sea at the age of sixteen. Don't ask how I managed to get to sea at this age, because this is another, delicate story!

What really mattered to me at this age, was the adventure of going to sea. And there were plenty of incidents giving that certain spice to the word 'adventure', which only going to sea can supply.

Like the incident, when we were steaming through the 'North Sea' in dense fog and watching the radar, a vessel was heading from backboard strait at us. Sounding repeatedly our foghorn made no difference at all. The vessel came closer and closer, with us hanging out the bridge, trying to make out the approaching ship. Then suddenly a trawler bow appeared out of the dense fog, about 250 yards away. As we gave another blast, the trawler turned 'steuerboard', passing very close to 'achtern'(afterdeck). By the way it was ..., yes, you guessed right, a British trawler, probably testing our stamina. Any other vessel would probably taken taken early, evasive action in this situation. But our skipper was just grinning, when he sighted the other trawler.

Now at the age of 46 years, looking back at my time at sea, I have to admit that it, was the best time of my life, no matter what. Certainly highly recommendable to any youngster.

I hope my account was of some interest and hopefully will find it's way, with the approval of the editor, into to the next RNARS NEWSLETTER.

As a proud member of the RNARS I wish all members and specially John, GOKOH who introduced me to the RNARS, all the best 73.

Yours truly Max G7BLH

P.S sorry about my English, but after all I am German, and so a bl.... foreigner who has to battle with the English language. 73 Max.

It comes to him who waits, Max - you're in the Newsletter, and don't worry about your English, you could, probably. give lessons to others ! - Editor

THE AIR TRAINING CORPS - CONGRATULATIONS with some nostalgia

A recent telephone conversation with an old friend, still living in the Midlands, revealed the fact that it was 50 years ago that the Air Training Corps was formed. His old squadron (2030) had celebrated the 50th Anniversary by having a dinner, hosted by the manager of Birmingham Airport (Elmdon). Just incase my old squadron (484) doesn't celebrate the event I thought it would be a good idea to at least record my appreciation of an organisation which has withstood the test of time in providing a responsible, excellent training ground for young people who are interested in aviation - I hope the following will not prove to be too boring.

My Air Training Corps certificate shows that I enrolled on 12.8.41, as Member No 149, in 484 Squadron A.T.C. (HQ. Stately Grammar School). The reverse side of the certificate, duly signed, states that I was preparing myself for service in the Royal Air Force; the option of service in the Fleet Air Arm/Royal Nav

The 'y' has been crossed out but what is most surprising is that there is no mention of the Army - where did the Army hope to get its glider pilots from? Incidentally, some of my Squadron colleagues did become Army Glider Pilots.

After a few weeks in mufti, attending parades on Sunday morning plus two evenings a week, I was issued with a uniform. I was soon attending classes studying Navigation, Airframes, Engines, MET, A/C Recognition Morse and of course the usual square bashing. We even spent time studying the heavens during many crisp winter evenings. Of course, the most rewarding times were those spent on RAF bases during annual camps with inevitable rides in bombers/trainers. One most outstanding event was watching a gaggle of Lancasters taking off for a night time raid from RAM Syerston; I think the ground staff took more risks that the air crew on occasions, especially those who rode pushbikes and swinging torches in order to show the Lancasters round the perimeter to the holding point.

For some 21 months, I pressed on with the requirements in order to gain passes in the ACT proficiency test. My first reward came when I was accepted for pilot training in the Fleet Air Arm, under what was called the 'Y' scheme, with a start date of April '44. Meanwhile, I had been recommended to attend an ATC Gliding course within travelling (pushbike!) distance. By early October 1943 I found myself cycling some 12+12 miles from and to home to attend a gliding course every Sunday for some ten weeks. The gliding site was a small field bounded by a canal and two roads being the main Knowle/Warwick Road.

In one corner of the field was a large wooden shed (hangar?) containing the goodies: Two small motor assisted gliders (Drones) a Dhagling primary glider, a Balloon winch and an Austin Seven Tourer. Apparently this site had been the venue of the Solihull Gliding Club before 1939 and of course "grounded" whilst the war continued. Nevertheless it was now the home of the 41st Elementary Gliding School, with F/O Taylor as C.F.I. The power assisted gliders were never used except for an unofficial trip by an instructor.

The general routine was to manoeuvre the balloon winch into a remote corner and attach the cable to the Dhagling. A pupil was strapped to the bucket seat of the Dhagling with instructions to keep it straight and level whilst being dragged over ground - this exercise was called a "slide".

After 20 such slides, each one being marked on a scale of 5 points maximum, I progressed to a "Low Hop" exercise then a High Hop. Of course, the cable was released whilst making a "Hop". One had to learn to signal to the winch driver and to retrieve the glider with the Austin Seven. Circuits were reported to be taboo so we had to satisfy ourselves with "Hops" and to never see the field from a circuit. After some 32 trips the course was completed but we were invited to take the winch and the Kadet to a real grass airport at Hockley Heath.

After travelling in convoy, round the back lanes, we arrived at the home of an Army Glider Pilot Training School. The Army used Hotspur Gliders with Miles Masters as tugs. Sunday was a day of rest for the Army Trainers so we had the airfield to ourselves, with the added pleasure of being able to see for the first time, the inner end of the balloon winch cable and a chance to see the Kadet a 1000' above the ground. After our instructors had completed a circuit each I was invited to complete my first circuit - flying at least - some 800' above the ground solo!

Returning to normal Sunday Squadron routine was a bit boring after the Gliding Course, still I had only, hopefully, to wait another few months before the real training started.

One last highlight was a weeks "camp" at the local RAF Aerodrome, Castle Bromwich. I managed to get plenty of practise in the Link Trainer and one flight in an Oxford with a Polish pilot, who I upset by informing him of another aircraft on finals whilst taxiing to the take-off point. He then proceeded to "frighten" me by heading straight for a hanger on take off! Of course, during that week at Castle Bromwich I was able to observe Alex Henshaw and his staff working ("The sigh of a Merlin").

My start date for the F.A.A. was delayed until July '44. So after three years in the A.T.C. I returned my uniform and thanked those who generously helped me reach my target. On July 19th 1944 I reported to H.M.S. St. Vincent, Gosport, for training - therein lies another story.

I am grateful to Ken Darby/3499 for this article which brings back memories to me although of Castle Donnington (now East Midlands Airport) and RAF Coningsby (if I close my eyes, I can still see the Boston Stump and the fields of mustard).

I too had decided that the RAF was for me and on my call up at Derby Assembly Rooms, I was asked what service I wanted, I quickly replied "RAF Air Crew". "Sorry! No vacancies for Air Crew" this reply from the Recruiting Officer threw me and as someone had said that ground crew was a boring job, I suggested "Fleet Air Arm". I never did find out whether the reply "You'll have to join the Navy first and then transfer" was entirely truthful but in those days, I could readily get sick in a rowing boat on a pond - Not that's not for me, I thought.

"Army" sprang to mind, but No I, hadn't my Uncle spoke of the Poor Bloody Infantry, and I desperately searched around the room for inspiration. "Come on, We haven't got all day" and it was then I saw a full size picture of a Bootneck in No: 1 Blues. "I wonder what they do" - I was an ignorant country bumkin in those days! Using an expression of today, the photograph looked macho and - there was no doubt in my mind - just for me. No Navy, No PBI, Yes, that's it, the Royal Marines! If I concentrate, I can still see the look of surprise in the Recruitment Officer's eyes, "Yes my lad, you've chosen well, but you might find it a bit different to the RAF."

HE KIDDED ME NOT !

S.W.L SECTION

by Ron New G2PE2X

When I typed out my lat SWL section, dated the 18th of March, I stated that it was from a very wet and wind Plymouth, but now on the 28th of May, I can say that the lush green grass is now rapidly turning brown after a long dry and hot spell of weather, so now we are wanting some rain to freshen up the gardens.

The latest SWL's to join the ranks are as follows :-

No 3789 Norman, 3798 Barry, 3802 Bob, 3811 John, 3813 Bob,

3818 John, one other nearly got away, No 3794 Des.

Before I start with the latest news, I must apologise to Brian Sykes for his photograph of the Kranji rugby team, not being inserted in the Spring Newsletter.

No 3794, William Desmond Butler, 2 Frandon Avenue, Wallasey, Merseyside, L45 3JX.

Tel. 1943/46 HMS Royal Arthur, Skegness 1943.

HMS Cabot, Weatherby 1944, HMS ?? Aberdeen 1944.

HMS Scotia, Ayr 1944, HMS Glenholt, Guzz 1944/45.

HMS Blackmore, 1944/45, HMS Illustrious 1946.

Des gives his hobbies as Gardening, Cycling, Walking and Badmington.

No 3798. Barry Paul Whitmore, 309 Rosam Grove, Southgate, Runcorn, Cheshire, WA7 2XQ.

Petty Officer S.C.C.T.S. Ashanti, Runcorn.

Hobbies Electronics and coin collecting.

No 3802 Robert William Kirby, 14 Bedford Street, Bletchley, Milton Keynes, MK2 3TX.

Ex RN. RO2 1953/62. HMS Ganges, HMS

Concord, HMS Vigo, HM Dark Agressor, HMS Mauritius, HMS Redoubt, HMS Mercury. Hobbies, Ham radio /CW etc.

No 3811. John James Barratt, 51 Hilder Avenue, Tottington, Bury, Lancashire, BL8 3JE. Ex RN Tel (TO) 8/2/43 to 5/7/46.

Details to others not to hand at the moment. There is one item of news, concerning Dave Dhuglas of Glasgow, who was GM4ELV, who stated in a letter to Mick G3LIK, dated the 30th March, that in future he would revert to a SWL so welcome to the listening ranks, Dave. In a PS, he said that he had managed to get WAS, WAZ (CQ), DXCC (ARRL), all QRP in the last few months. Plus he worked all European Regions Class 1 Award, second in the world (all QRP). that entitled working all the DOK's, Counties, Laans etc in Europe. There were 1547 of them in 57 countries.. It took him eight years of blood, sweat and tears, Hi!!

38 The Limes, Helmesley, York, YO6 5DT.

Dear Mick

I keep saying to myself that one of these days I must write to Mick and tell him where I now live - this must be one of those days, so Hi Mick, hope you and Doreen are fit and well and not too busy.

I'm not sure whether it was the old 2½ year commission itchy feet or that Humberside just didn't really feel like Yorkshire!! Neither I suppose but we do have a daughter and family living at Pickering which is just a few miles down the road and we did feel a bit off the beaten track in Cranswick, then one day, just by chance we saw this bungalow and decided on the spot to buy it.

Helmesley, as you may know, is an attractive little market town just on the edge on the North Yorkshire moors - lots of fresh air in the winter and lots of tourists in the summer! Apart from the fact we are at present in the middle of a very muddy building site it is very quiet and pleasant - though what with the snow and rain of recent weeks an improvement in the weather would be welcome. I've got a fair sized garden to knock into shape - once I get rid of all the builders rubble and rubbish!

This will be two new gardens in less than three years - must be a glutton for punishment, it keeps me busy though - even on rainy days it's just reading gardening books. However, by the time we are well into the summer I hope to have

something looking a bit more like a garden. One thing about retirement you can make the most of any good weather - when it comes!

I have to admit that I don't do much SWLing these days though I have heard you a couple of times on a Sunday 1100/7020 CW net. I have seem to have settled into life of fresh air and pottering about in the garden on good days, reading when I can't get out and about, and I have to admit to too much of that occupation of watching TV in the evenings - must be getting old!

Anyway I hope life with you is good Mick and you are still doing your bit to recruit all those good youngsters to the old Service. You must now be getting close to being pensioned off though. It is difficult to believe that it is 30 years since we were 'working up' in Centaur and at least we helped to deter Kasin from his thoughts on invading Kuwait.

What changes there have been since then and after all this time 'Mercury' is to close - a sad day for Communicators but I suppose that's progress. There must be lots of people like myself with many happy memories of the 'Signal School' as we once knew it, from my first visit in '42 for the Killicks course (W/T3 as it was) to 68 and pension.

So much for the past, my main concern at the moment is to get my new address to you in time for the Spring Newsletter (a little too late for that Geoff) - which I look forward to so much. Even though I don't take a very active part, the Newsletter is worth every penny of the subscription and the Editor and various contributors are to be congratulated. Well I'm just about out of time - please pass my regards to M.M. and anyone else I may know. I must make an effort to get down to the re-union this year - last year I was in the middle of selling the other house. For now Mick all the very best to you and family.

John Milburn, Garden Flat, 11 Lawn Road, London, NW3 2XS.

Dear Mick & Doreen

I find it hard to realize that another year has gone by and Easter is upon us with subs due for which I enclose cheque for £5.

I hear you most Sundays on the net and gather you are keeping well which is always nice to know. I like to keep up with the latest news and was very sorry to hear that Reg G3EGJ is no longer with us.

I am sorry to have to tell you I will not be on 'Belfast' this year. 1990 was not the best of years for me. Early in the year I got very short of breath at times, eventually late in September I was sent to hospital and it was confirmed that I had Emphysema and chronic Bronchitis. You may recall that I had trouble last year after climbing the ladders on 'Belfast'. Since leaving the hospital early October I have hardly left the flat but hope to do so when the WX improves. Enough of my problems, HI!

I have had a phone conversation with Ray G4UOX and gather that Jack G4BCJ had the same complaint and is unable to manage Easter activity. Although I am unable to attend I will continue to belong to the 'London Group'. Ray will visit me after the activity week, which I am looking forward to. If any of my old friends come past this way and have time I would be pleased to have a chat.

Please give my best wishes to all on board, the regulars I meet, Ian 3 APO, Sheila 4PSA, Roger ON6WR, Martin PA3EAG etc.

Hope to see you one day, meanwhile my best wishes to you both, Best 73, John RNARS 1525.

2 Fardon Avenue, Wallasey, Merseyside. L45 3JX.

Dear Mick

My friend and neighbour Dave G0HPB RNARS 3248, suggested I write to you. I'm very interested in joining the RNARS and would like details from you. I've no equipment at the moment but with the help and advice of Dave I hope shortly to buy a SWL set. I probably will stick to SWling and not transmit.

I retired last year so I have time available to enjoy your Society

I was telegraphist RN from 1943 serving on 'Blackmore' a Hunt class destroyers and later on the Illustrious! For about a year I was based at Trinco with the Blackmore.

Could write several pages on my service but my first priority is to join the Society. Dave has lent me several back copies of the Newsletter and I've really enjoyed them. May be at some future date I will write more fully of my time in the RN - I think some of the items would be of interest of members.

Regards and very best wishes

Des Butler (D/JX 673901)

Many thanks Des, more following from your mail to me plus the story of the Aberdeen photograph, HI. Ron New

The following is the letter Des sent to me, but I'm sorry that the photograph of class 62B (Aberdeen) will not appear in the Newsletter (explanation by letter Des),

Dear Om Ron

Many thanks for your letter and all the news there in. I feel quite strange starting the letter OM but no doubt I will get used to the radio operators abbreviations in time. I found your QSL cards very interesting. (I'm glad some one does, HI). I'm afraid the Mersey and the docks around also no longer have a wealth of interesting ships. I remember as a boy I used to enjoy walking around the docks and looking at all the ships in the Birkenhead area. For many years I could recognise all the shipping lines by the colour of their funnel. Now and again I would manage to get permission to go on board and look around, as long as I promised the rating on watch that I would be a good boy and behave myself: All the liners anchored in mid-stream in the Mersey or tied-up alongside the landing stage.

Those days were so exciting and interesting to me - what a shame they have all now disappeared, but that's progress so they say.

Now on to my progress in getting a receiver, or rather lack of it. Dave G0HPB is making contact with various operators to see if he can pick one up for me, failing that we will then try one or two local suppliers like Stephen James of Leigh. I'm not really in any great hurry Ron, as I'm busy getting other things ship-shape in the house and the garden. Now that I'm retired I have got the time available. I did find the winter months of January and February a bit of a bind, what with the wind and cold - it's here I am sure I will get most pleasure when I'm finally fixed up with all my gear.

My wife and I have also joined one or two retirement clubs so hopefully this will while away the winter months.

I would dearly like to obtain a reasonably sized photograph of the 'Illustrious' that I could frame. Have you any ideas Ron re: a possible supplier.

I'm enclosing a photograph of class 62B taken in Aberdeen there are one or two interesting facts to it.

Looking at the photo left to right, I'm on the extreme right of the middle row. I can hardly recognise myself after all these years: I was in Aberdeen for 16 weeks and really had a great time. We were housed in civvy billets and my oppo was a chap called Arthur Lewis, he's on the back row extreme left. Needless to say I had my own wee Scots lassie and we were friends for 3 years or more.

The chap second in from the left on the back row next to Arthur is Telegraphist French who later made a name for himself on HMS 'AMETHYST' bringing it down the Yangtze River. He was later awarded the D.S.M. The skipper Cdr Caerns was awarded the D.S.O. Strangely he was our skipper on the 'Blackmore' a few years before.

The chap on the front row second from the left was Telegraphist Chetham from Salford. I think he and I were the centre of an amazing coincidence. We met on Crewe station on our way to join the RN at HMS 'Royal Arthur' in Skegness. We stayed together for the whole of our service. From Skegness to HMS 'Cabot' to do six weeks square bashing. Both decided to become Tels and were drafted to Aberdeen - from there to HMS 'Scotia' Ayr, a Butlin's holiday camp.

Then down to Glenholt, on the Northern outskirts of Guzz, drafted to HMS 'Blackmore', then back to Glenholt. Both of us to the 'Illustrious' for about 9 months. Because it was a 'Big Ship' we were demobbed from her, only having to go ashore to be rigged out in a civvy suit etc. and then we travelled back home together on the same train and said our goodbyes on Crewe station - amazing.

If you can let me have the photo back some time, I would be grateful. I've had to switch on the gas fire for the past couple of days as it's been really cold and miserable. Never mind, Summer is on the way - we hope.

Finally Ron, may I thank you, Mick G3LIK and Des G3LCS for your very warm welcome extended to me. I'm sure that once I get my RX and I am set up, I will thoroughly enjoy my new found hobby.

Best 73 to you Ron, Des SWL RNARS 3794.

Dear OM Ron

Just a short note, Tomorrow I'm going over to Liverpool to see if a particular shop has the type of receiver I want. Just a thought - would any member have one for sale from time to time and if so how would I get to know about it.

Don't be insulted, but I'm enclosing a Self Addressed Envelope just to help keep your costs down.

Best 73, Des SWL 3794.

220 West Princes Street, HELENSBURGH,
Dumbartonshire, G84 8HA.

Dear Ron

Many thanks for your interesting letter received yesterday, it was nice to hear from you. I will pass your cheque to the Treasurer at the AGM on Saturday 18th May and of course we are very pleased to have you as a member of the Scottish Group.

The rumours regarding the "Plymouth's" movements still abound the latest being that it is thought she will stay here for at least the rest of this year, but who knows?

Yes as soon as I heard the results of the Plymouth local election's it occurred to me that a Labour council might be more inclined to find money for a permanent berth for the ship. I think we all agree that Plymouth is the correct place for the 'Plymouth'.

However, while she is up here we will make good use of her. There is a lot of enthusiasm in this area and alot of it is young blood (which of course our own society and the hobby in general must have if it is to survive) Robbie GMONXP (our current chairman) and John GMOOPS do a lot of work on board, as do others of course.

You mentioned the price of QSL cards and I agree they are getting expensive. I like to have my 'old ships' on mine and I enclose a couple in case you haven't had them before. One of the 'Mighty Brum' (the old one) and the other of the 'Shailford' (a Seaward Defence Boat) both happy ships.

Once again, thanks for the letter Ron, I'm sure will bump into each other at the RNARS AGM again one of these years.

73 and good listening,

Barry, GM4GIF/RNARS 0852

The following short note will be of interest to our Guzz members who knew Bert when he resided here and was a PRC stalwart

Bert Glass, RNARS 0621, 2 Ellis House, 70 Mulberry Close, Cambridge, CB4 2AS.

Dear Mick

Just a line to let you know my new address as I have had to go into a warden controlled Flat as I am losing the use of my legs. I suppose you can expect some trouble at 84 years of age. Still it is quite nice here and near to my sister.

Hope doreen is OK, 73 to Mike 3JFF when you see him.

73, Bert SWL 0621.

Well friends that seems to be all the correspondence this time, as usual not a great deal. I think many more of my flock could make the effort to put pen to paper and give a little of their history whilst in the service. Once again I'm sorry that certain photos have not appeared in the Newsletter and that goes for this issue, but not all the fault is mine. The photo mentioned by Des Butler has been returned, and he will be surprised to receive the FB copy also, which unfortunately was reproduced too large to send to the printers for inclusion in the Newsletter, however I hope Des will like the reproduction which like others is very clear.

Cheers for now, until the next time, and I hope that all OM's who were able to attend the Mobile Rally at 'Mercury' plus their YL's and XYL's had a great time and that the WX was as it always has been for the get together. Hope to see some of you in October at the AGM.

Best 73 to you all, bon chance de, Ron New, G2PE2X, SWL0183

John travelled a distance equivalent to London-well past Moscow to say hello to us Sydney members. It was a delight to meet John and put a face to the key.

We were a bit disappointed Terry's (VK2ALG) submission regarding the annual activity was unsuccessful. We know how much work Terry has put into the paper. A pat on the back from the fellow VK2 members, Terry.

The island wireless museum has been started with the donation of several sets - such as B29, B40 and an Eddystone receiver especially built for the Admiralty. The Cadets are receiving regular instruction in Radio Theory, Morse and Regulations to prepare them for the Novice Exams.

John VK2FUR is the driving force behind the teaching - a different job on a nice summer's day with the boats in the water. The young lads' attention is hard to hold the class-room subjects.

Snapper island is now QRV on all WARC bands - also on 2m, so any overseas visitors with a handheld can QSO us (on Saturday only) on the Heathcote Repeater.

Gerry, VK2CGA, is now well established in his new QTH, Eric, VK2FYM, is in the process of moving to a new QTH, Dennis, VK2DUY, hopes to back on the air in the near future from a new QTH in the Northern part of New South Wales, Dennis, VK2EMF, has fled the big smoke and is also well established in the North (beaut spot, Dennis), Gerry, VK2NX, our treasurer, is constantly on the prowl for the new VK2 Chapter members and successfully so!

From Snapper Island

Casey Schreuder VK2CWS - Secretary to the VK2 Chapter of RNARS writes ;

At the end of a typical (warm and dry) summer the VK2 chapter can look back at a successful period. Highlight was the return of HMAS SYDNEY from the Persian Gulf which we celebrated with one-only QSO with VK2CC for the HMAS SYDNEY Award and yes, we contacted several G-calls on that day.

Anybody who worked VK2CC on that day only has to submit a log extract plus the equivalent of 5 Oz dollars and he or she will receive the (hand-coloured) Award.

On the 5th January we welcomed John VK6HB from West Australia. To overseas folk it is just another VK but it might be interesting to note

Les, VK2ALH, is back at his flying and we hoping to work him one day "aeronautical mobile" from the

C47 he flies around in.

Wishing all RNARS members good health and property with plenty of sunshine to warm the old bones!!!

CU all on the air,

Who is this then ?

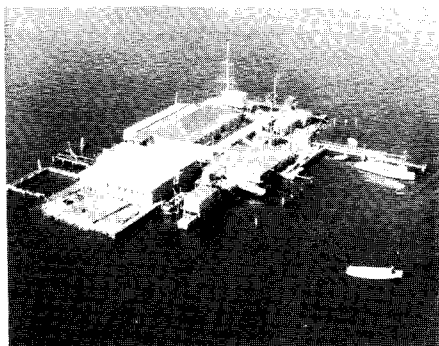
Ron - G3SGQ - is responsible for sending in this photograph of Bill Cross - G0ELZ.

You're to be forgiven if you did not so recognise such a pretty child, after all, it was taken a few years ago !



Top

Snapper Island Cadets - civvy members are L to R: John VK2FUR, Mick VK2NBF (baseball cap), Steve VK2NPC (beard RAN serving member) and Casey VK2CWS.



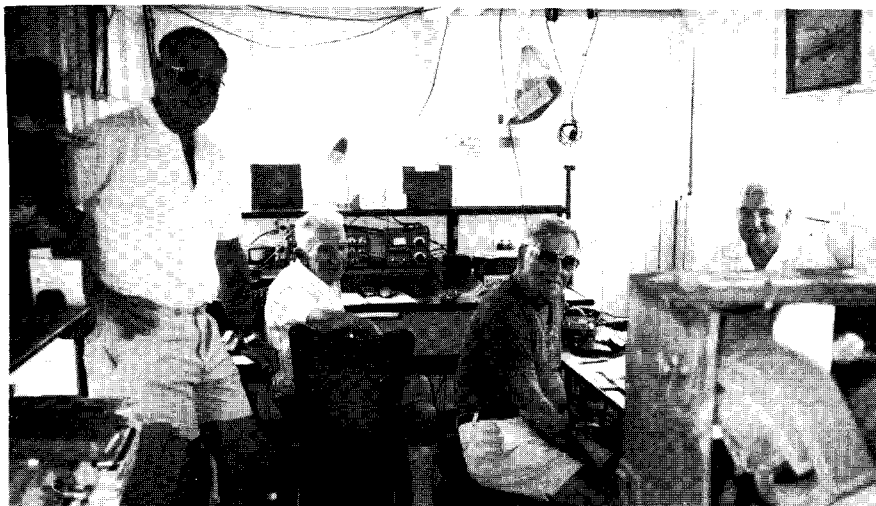
Middle picture

Snapper Island - home of VK2CC

Bottom

Visit by John VK6HB to Snapper Island

L to R : Casey VK2CWS/3385/15, John VK6HB/3038, Dave SWL/3574, John VK2FUR/3448/19



SWANSEA AMATEUR RADIO SOCIETY RALLY

SWANSEA LEISURE CENTRE
SUNDAY APRIL 21ST 1991

Here we are again, on parade and off to Swansea ARS in the Swansea Leisure Centre on Sunday the 21st of April 1991. Very many thanks to Roger Williams GW4HSH and all his staff and management of the Society for the free space provided in the multi-purpose hall, particularly as it appears that the rally was over subscribed, space being very limited this year.

After picking up Syd GW7HTT/2733 at about 0800 hrs we trundled off with all the kit in the back of the Vauxhall Cavalier for the 40 mile trip in reasonable weather conditions it is pleasing to say.

Arrival at the Leisure Centre car park about 0900 hrs found us unloading the car, and wending our way into the multi-purpose hall to find our space. Our table was flanked on our left by none other than Pop (Reg) Cashmore RAFARS/1613 GW4SRO, with those dark blue fellows in the form of Les Horne GW0JTE/3181, ie the Senior Service RNARS on our right.

Setting up the stand kept us busy, though as we could not hang up the flag we had to have this on the front of the table. It is pleasing to say that just a few days ago we had a very nice visitors book arrive from Bryan "the Stores" G4LSL, unused it must be said, so we were the first to get our names on page one. Thank you Bryan for all your assistance with stores etc and may we add, the extra membership forms, it is thought that COP Syd is on the prowl and that "our Ken" GM3WKM/0261 may have some extra work.

Yes folks, after some four years we have caught that elusive GW4SUN who signs Bale

Carpenter in our (joining soon) visitors book and has done so since page one March 1986. Also got two other renewals both on the way to Ken from GW4OJX and GW2OP a total of £12.00 in all, though store sales were not that good this time, however, the cash has gone to Bryan G4LSL.

At opening time both halls were packed but this cleared during the day with some 20/30 signing in. Nice to see again Glyn Bevan an SWL who has now picked up the number 2829 since we last saw him at Bridgend last year, you will find him in Mercury page six March 1991.

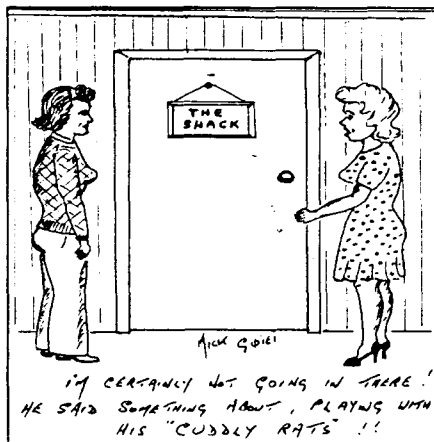
Thanks for signing in Ray Rees GW4PUC/2076 though his "better half" was not with him this time. Roland Brade G3VIR/0224 managed to sign in but was very busy with his stand in the other hall.

The President of the RSGB John E Case GW4HWR also signed as RAFARS 1383 and he notes in the visitors book "best wishes to all members and friends", Thank you Sir from all of us - a lot of us wear two hats.

Many have travelled a long way such as David Sugden G4CGS from Middlezoy/0264 Somerset together with O D Jones GW3DRV/0769 Aberaeron, A J Williams GW4OJX/1747 Pembroke Dock among others, thank you all for calling to see us, it makes our trip worth while.

We regret to say that the British Telecom Rally is not on this year due to it appears, to lack of support from its members so we will be at the Blackwood event on the 6th of October 1991, then up to Llandudno over the 1st/4th November with GB4RSL. The last event will be Bridgend 17th November, see you all soon.

Dennis GW4EKE/1916, and Syd GW7HTT/2733



Copied from FATHOM, the US Navy safety magazine.

Has it lessons for the Royal Navy too ?

TEN COMMANDMENTS OF ELECTRICAL SAFETY

I Beware of the lightning that lurketh in seemingly uncharged capacitors, lest it cause thee to bounce upon thy buttocks in an unseamanlike manner and cause thy hair to stand on end, thereby exceeding regulation length.

II Cause thou the switch that supplieth large quantities of juice to be opened and thusly tagged, that thy days may be long in this earthly vale.

III Prove to thyself that all circuits that radiateth and upon with thou worketh are grounded and thusly tagged, lest they lift thee to radio frequency potential and causeth thee to radiate with the angels.

IV Tarry thou not amongst those fools that engage in intentional shocks, for they are not long of this world and are surely unbelievers.

V Take care thou useth the proper method when thou taketh the measure of high voltage so that thou dost not incinerate both thee and thy test meter, for verily, though thou are not on charge and can be easily surveyed, the test meter is, and as a consequence, bringeth much woe unto thy supply officer.

VI Take care thou tamperest not with interlocks and safety devices, for this incurreth the wrath of thy department head and bringeth the fury of thy commanding officer on thy head.

VII Work thou not on energized equipment without proper procedures, for if thou dost so, thy shipmates will surely be buying beers for thy widow and consoling her in certain ways not generally acceptable to thee.

VIII Verily, verily, I say unto thee, never service equipment alone, for electrical cooking is a slow process, and thou might sizzle in thy own fat upon a hot circuit for hours on end before thy maker sees fit to end thy misery and drag thee into his fold.

IX Trifle not thee with radioactive tubes and substances lest thou commence to glow in the dark like a firefly and thy wife be frustrated and have no further use for thee except thy wages.

X Commit thou to memory all the words of the prophets which are written down in the first chapter of thy bible which is the weapon and electrical engineering practice (BR2553) and giveth out with the straight dope and consoleth thee when thou hast suffered a ream job by thy division CPO.

EDITOR : I'm indebted to Bill Richardson G4WMQ/3660 for this article who goes on to say , "I am a member of the RNXS Newcastle Unit and while attending last night discovered the enclosed notice. I feel it may be applicable to most of us and at least bring a smile to most faces. Although I have not seen service in the Andrew other than the RNXS I would just like to say how much I enjoy reading the experiences of those members who have, so please keep the Newsletter as it is."

FREEDOM of the PRESS

From Jim Terry G4GEU/1378

On receiving the Winter issue of the NewsLetter I sent you a couple of pages of comments and suggestions which I had thought about after reading the two letters from two members, namely Eric G3DKH and Brian G3MHN. These concerned the removal of the HQ Station and donations to various causes.

When I collected my NewsLetter at the NEC I noticed my letter had not been printed, I happened to mention this to someone on the RN stand and I was told that all contributions to the NewsLetter are "vetted" before being included in the Mag, if this is so, what price the Freedom of the Press.

On reading the NewsLetter I got the impression there were a couple of answers to my queries contained in both the Chairman's letter and the one submitted by Don G3HZL, which means someone must have read my contribution. If I have offended or upset anyone then I'm sorry, but I was only voicing my opinion and making what I thought were more practical suggestions to save our Society quite a few quid, after all it is our money, isn't it.

EDITOR - During my stewardship, I can honestly say Jim, that I have not 'vetted' any letter although I have sent copies to the Mick or Tom when letters have been addressed to me but require Committee comment. Furthermore, I've only 'altered' letters to make them more readable.

However, help to worthy causes and the impending move to Collingwood - which, understandably, has been stoutly defended by the Committee - has brought about more than a passing interest within some members hearts.

Apathy (I once saw on a men's loo wall "The trouble with this world is that too many people are apathetic" and the "wit" has written underneath "And I, for one, couldn't care less") can kill off a Society or Club but, of late and as a direct result of these two subjects, members seem to be stirring with Eric G3DKH and Brian GW0DX being but two who have allowed their names to go forward on the Committee selection list. I do not suggest that the Committee has been wrong, but 'new blood' ne'er did any group of 'oldies' any harm!

Being my last edition, perhaps I can suggest that the Committee looks at establishing more Club stations throughout the UK, then those who never have a reason to go so far South as Mercury, can have the opportunity of using prime 'state of the art' gear comparatively local to them.

If the Hon. Treasurer has any qualms, I would point out that with over 2 1/2 years of membership fees in Building Societies and £3871 surplus on last year (allowing for the £400 loss on the Dinner) we seem to be more of an investment company than a Society.

However, here I am, never on the air, yet bleating (it's said that one gets a 24k gold printed QSL card from NXY whenever he's heard), but having reached the age when the State is now paying me, you might hear me back yet!

SPECIAL EVENT CALLSIGN GB50ATC

I hope you don't mind me dropping you a line about the article which appeared in the Spring Edition of your RNARS Newsletter, under the heading of Help Recognised.

As you know this article was in reference to the special event that the Air Training Corps is holding under the callsign GB50ATC, the callsign is held by RAFARS, but as I am the ATC Wing Radio Officer for Lincolnshire, and the initial instigator for the call, the RAFARS asked me to issue this to any ATC Squadron who wanted it.

Among the Squadrons who applied was the 2309 in Plymouth and I issued them with it for use for four days starting on February 6th. In the article it was stated that they were the first Squadron to use the call, this is not so, the first station was in fact run by myself for the 1st two weeks of the year for 1237 Sqdn North Hykeham in Lincoln, followed by 332 Sqdn High Wycombe, followed by the 1165 Sqdn in Oswestry, and the fourth was then the Plymouth one.

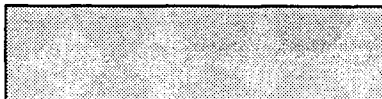
As the article has caused a little ripple, may I ask that in your next edition a few words could be included to say that, although 2309 Plymouth Sqdn were privileged to use the callsign, they were in fact not the first to do so.

Many thanks for printing the article, in fact the write up has given a little more advertising for the ATC within the amateur world.

Ray Degg G0JOD

EDITOR - Glad that the RNARS Newsletter has been some help Ray.

If, in the future, you have a need for more publicity, write to us after all, the worst we can do is nothing!



Special Event Station during July

From P A Delaney, GW0HPQ
67 Haven Drive, MILFORD HAVEN
Pembrokeshire, SA73 3HW

I am pleased to announce that the Pembrokeshire Radio Society, will be running a Special Event Station for the, Cutty Sark Tall Ships Race, to be held for the first time on the Milford Haven Waterway, Pembrokeshire, here in Wales.

The Milford Haven waterway is one of the most famous in the U.K. having the distinction of seeing the second natural deep water anchorages in Europe. Also having three oil refineries, two docks and several marinas, all in and around the waterway to mention just a few. It also has one of the oldest histories, dating back to the Megalithic era of around 2000 B.C.

The Cutty Sark Tall Ships Race runs from the 9th - 14th July 1991 with a proposed sail past of all the entrants on the Haven on the 14th July before a heading out to sea for the start.

The ships should start arriving from the 7th or 8th maybe even before. We are hoping for some 60 ships to be in the Haven, from some 18 countries.

The Cutty Sark committee are expecting almost a million visitors over the period, so it will be a big thing down here.

Our station will be run from the 1st July for 28 days under the callsign GB2TSR (Tall Ships Race). And should be great fun to run, and to take part in.

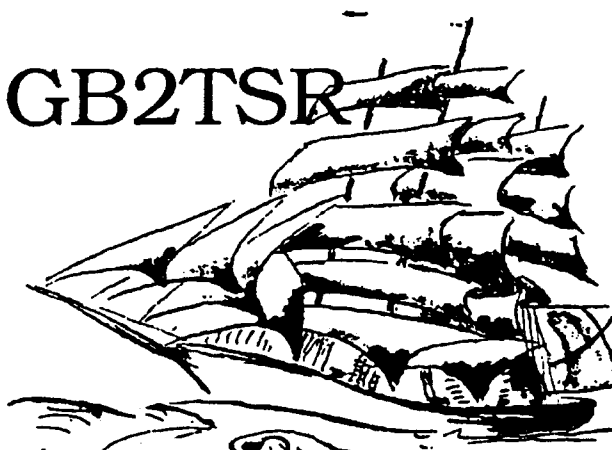
The station will be from a caravan in the lower car park of the British Legion, Hamilton Terrace, Milford Haven. Which will give us a great view of the haven, both up and down stream (as it were).

We would like as many contacts as possible on all band and modes. So give us a call on the air, or if you are in the area, please call in.

We are hoping for a good Q.S.L.card, sponsored by the Preseli District Tourist Council and Dowty Precision Seals which are being negotiated.

CUTTY SARK TALL SHIPS' RACES 1991

GB2TSR



DOWTY SEALS.

**PRECISION
ELASTOMERIC
MOULDINGS.**

Thornton Trading Estate,
Milford Haven, Dyfed.

SA73 2RS.

Tel (0646) 690395

Pembrokeshire Radio Society

Desert Shield and Desert Storm

In a letters addressed to the Editor, Lick 3LIK
and Mike 3JFF, Tom - WD4CQY - writes :

This "book letter" is sent to each of you in the hope that, in your several channels of RNARS authority, you will give its central thought the widest possible dissemination.

That thought is a heart felt "thank you" from my son, WA4UMT, and from me and the rest of the family "stateside", for the actions of the many members (only some of which are listed below), in trying to put him and me at contact, during Desert Shield and post-Desert Storm.

Some of the members who actively assisted us were:

WA1HMY, VE1IM, SM7BDB,
WB6CBJ, VK2PU, PA3EKD and GOJWX.

Further I would remiss if I were not to comment on the many stations that DID NOT TRY TO "HELP", giving the rest of us a clear channel. "Those also serve...", etc."

WA4UMT and I truly appreciate the assistance and many kindnesses granted by the RNARS fraternity. THANKS TO ALL!!

First published in "The Communicator", after my commission on the Kenya. "Nobby" Alock and I were PO tel's at the time of this run ashore.

writes Ron "Bagsy" Baker G0LKO

Its a Fact

You've all read books, novels and twopenny thrillers depicting the life of crime in America, the howling of police sirens, the screaming of tortured tyres, and pages crammed with bloodthirsty killings, shootings and rape.

But do you believe it ? Not really. It can't be true, it's just two fantastic for words. How wrong you are; it is not only true, but happens every day. I know, I was there and have seen it.

My adventures happened in Houston, Texas, a fine city to look at; but just get beneath its surface and follow the law around. Maybe you're in a smart police car, with flashing red lights and wailing siren, or like myself in one of the unobtrusive under-cover cars; no matter which, the radio gives you the same story, in a continuous tirade of reports:

"Shooting 271 OB Canal Street on 51st, 1236 am Car 130."

"Stolen automobile, description reported 1238 am."

"Suicide on 62nd street junction 4th Avenue 1240 am Car 31."

"Abduction, 10 year old negro female, suspect description 1242 am."

"Shooting Aberdere Hotel on 49th 1250 am Car 117"

"Car 117, that was us and away we went. It was a good thing that the city was fairly empty because we were soon travelling at 100 mph. I just held tight and prayed.

the driver's name was Jack Jokes, also called "The Great Pretender" on account of his being an ace under-cover man. but someone got there before us and they had the killer, a frightened little Mexican who didn't look like a killer; but the big man on the floor was dead, which wasn't surprising considering he had six forty five slugs in him. Everything was in hand, so we continued on our way.

You're with the vice squad so this is no time to be squeamish. A tour round countless back streets, a stop for coffee, and back on the road. then came our next call:

"Cars 117 rendezvous Car 29 acknowledge"

"117 Roger.

After a hair-raising drive to the suburbs we met three more under-cover cops and made ready for a raid. A large rambling house darkened and silent was our target. With a discreet knock and a few hurried lies, we're in. By now Jack is in a new role, that of a RAF officer. The lights are blue and low, with couple shuffling the floor to the wail of a two bit band. Others lounge in the shadows. In the corner was a bar where you could order what you want, even though mixed or straight drinks are against the law.

The occupants were mainly co-eds from the nearby university.

Remember the cry. "This is a raid"! That is friend Jack saying it. You're in the midst of it, the rush to the door, the initial panic; but it doesn't help at all because the exits are blocked by brawny cops with solid looking guns in their hands.

The lights come up and the line begins, men in one line and women in the other. The former are frisked for guns, knives and anything else which might be used as a weapon. To keep up the pretence you're in the line up too and look appropriately apprehensive of the outcome.

With the exodus of all the culprits to jail the mask is dropped. The first raid is over and the time is 3 am and it is time to get back to the ship for a much needed rest.

On the next day Jack Jones told me of the outcome of the haul-illicit liquor, a dope pedlar, a procurer, a fixed dice gambler, and numerous girls of doubtful morals. A pretty fair haul for my first raid.

So the next time you read of America Crime, remember, "It's a fact".

Levkas, Ithica, Cephalonia, Zakynthos

Without fail, every time I receive a new copy of the NewsLetter I read something that causes nostalgia!

I have just received my Winter 1990 edition and on the back page is a sailing holiday in the Ionian Islands.....memories.

In September 1953 the Ionian islands were struck by devastating earthquakes. Lord Mountbatten, then C in C Med, decided to lend a hand and offer support with navy vessels that could provide search and rescue, medical and food aid.

At the time I was newly married L/Tel (S) at Ricasoli, working mostly with ACSWS at Dinli with occasional sea venture to try out a few new ideas that the EW department had created.

We were also the "spare crew" when communications were required any where in the Med.

HMS Superb was then the largest vessel in Grand Harbour and she was made ready for passage to the Ionian islands in quick time, which included having two helicopters tied to the top of her gun turrets. The (S) team (10 of us) were also told to make ready and join it immediately. This entailed a quick ride home to Sliema on the open air bus (windows were never shut), pack a case and get to the Custom House steps to join the cruiser. We sailed that afternoon.

During the trip we were given our assigned duties. Mine was to join the helicopter crew and set up a radio base station for them. It was called PEDRO BASE. Later I wrote a book called "Pedro Base" based on the experiences of the two months we spent in the islands. However it was never published. One day in the future when I've retired I'll re-write it, but this time as fiction as no one would ever believe the truth!

Our first base was on the Island of Zante. There was initially a crew of around eight led by Lt.Cdr Patterson. The crew included two pilots, a chief A/C Artif, P.O. Elec, two air crew, cook and yours truly and sometimes the fleet photographer. As one of the air crew was also a sparker we shared duties which was a new experience for me being able to see the Islands from the air.

The events that took place over these two months were just unbelievable. Every day had its excitement. the objective was to get of the ground at sunrise as the quakes were occurring around 7 a.m.. We flew sorties into the mountains to find out the death rate, etc. In those days there were no telephones and very little radio communication equipment around.

To get the films that were shot that day, back to mili ia and then to London for newsreels, entailed delivering them to HMS Superb who would arrange onward transportation. These were lowered in a bucket by the helicopter winch.

On one occasion the AB on the deck let the bucket go without signalling and it caught around a stanchion. Unbeknowing the pilot pressed the up-winch button and you can imagine the result. The helicopter was trying to lift to quarter deck of the Superb up! The cable snapped and shot up into the rotor blades. The chopper only just made the shore. Later the captain of Superb sent a signal saying he didn't need the stern lifted as the ship's bottom was quite clean!

After a couple of weeks at Zante we moved base to Argostoli where damage was much more widely spread. We continued to fly daily missions around the Island...which brings me to the little town of Fiscardo. Touching down on a small mound the chopper was hit by a ground wind and turned over. Panic. Its a long story just how communications were made, but thanks to the radio staying alive and an over-flying "Speedbird", Pedro Base was advised and eventually a Greek LCT arrived to take the wreck off.

The night in Fiscardo was very memorable. I believe we had found "SHANGRAI-LA". Here it appeared you did nothing all day and rested in the evenings! The men seem to park themselves outside their homes, pull their hats over their eyes and sleep. As the evening came the women would appear and lay up a table. All young girls were locked in the house because they had heard of the western ways! Well not quite! No! I don't want to return and see it in its modern day concept, I prefer to live with the memory I have.

As I said earlier, every day had a story. Some were just too crazy to believe. Thanks for bringing me the nostalgia. I wonder what the Spring 91 edition will remind me of.

Best regards

David Pilley VK2AYD/G3HWL/N3AFU/0013

EDITOR : Zakynthos is the other name for Zante which is also the name of its largest town. I doubt very much if David would recognise Zante now since it's a place well 'infested' with tourists most of the year, not like 1953.

Fiscardo on Cephalonia is, indeed, still the place David would remember and whilst the women are not now locked away, evenings are for those that wish to take it easy. The harbour - probably the safest one in the Ionian - retains a great deal of its charm and manages, somehow or other, to resist the invasion of hordes of small boats - some in skipper lead flotillas, some as bare boat charters, and just one or two of us who fly the undaunted Blue Ensign.

Probably the biggest change has been the construction of roads - since joining the EEC - and now, instead of having to rely on a boat, one can get from fishing port to another by road. However, another significant change is 'mini markets' selling just about anything one can but here and tavernas providing chips with anything - kalamari, mousaka (Italian style with macaroni), lamb chops, pork chops and lobster (crayfish to be precise).

Gone are the days - less than ten years ago - when it was imperative that you had some kind of refrigerator or cool box on a boat, one can buy fresh food pretty well anywhere and prices of around £12 per meal per party of four - about to change now that the Greeks have had VAT thrust upon them.

Yes, you could do worse by having a sailing holiday in the Ionian but, then again, I'm prejudiced since I'm usually found there in late May and early September (when its like a good Summer here), leaving the 'hot' months to others!

Increase in Award Fees

Mercury :- £1.00 for UK

£1.50 or equivalent for overseas

Hampshire :- £1.00 for UK

£1.50 or Equivalent for overseas

This brings these awards into line with Kaleidoscope and World Wide Awards, and will keep awards cost effective. First increase since 1980 and postal costs have trebled.

RNARS Annual Activity Period

After approaches from our DX members it has been decided that there will be a few changes to the scoring system for the year long activity period.

Dates will be as usual:- 1st August to 31st July every year.

Revised scoring:- contacts within own country (UK counts as one country) score one point per contact per band, contacts with other countries in same continent score three points per contact per band, contacts with stations in other continents score five points per contact per band. For the purpose of scoring the call areas of VK, ZL, ZS, W and VE, will count as separate countries (except that contacts between VK1 and VK2 will only score one point), ie VK2 to VK3 three points per contact per band.

Hopefully this change will even up the points scoring and give our DX members a greater chance of making a decent score. Maritime Mobile contacts score 10 points per band per contact.

Bonus of five points for five or more bands.

AWARDS

Plaques will be awarded to the leading contestants in the United Kingdom and in each continent of HF.

Plaques for leading VHF station in UK, Europe and DX (if entries are received).

Plaques for leading SWL in UK, Europe and DX.

Plaque for leading Maritime Mobile entry.

Certificates for second and third places if sufficient entries received.

FORMAT : It is preferred that entrants list contacts in alpha/ or RNARS number order. It does help the adjudicator. I prefer alpha because it makes checking via my computer so much easier.

Entries to Don Walmsley G3HZL by 31st August.

Nik/OE8NIK can always be relied upon to find some good pictures of :

Easter Activity HMS BELFAST



"Well it's got me stumped "

PA3EAG - Martin & G4IFF - Jack



"No. We'd not heard that one before !"

G3SGQ - Ron, PA0VLA - Jo, G4TDA - Jim
ON6WR - Roger, PA3CTK - Harm, PA3DKZ - Gerard



"What the 'ell ?"

G4WWP - Derek



"Cheese"



"Just leave me alone, I'm alright !"

G4PSA - Sheila



GM4GIF - Barry, G0HVS - Dave
G3PQH - Bob, VP8PP - Vic

and on the left,

"Can I have a go ?"
(goes with the one on the left)

PA3EAG

We're indebted to Mal G4ZIV/2122 for this report reproduced by kind permission of
The Dorset Evening Echo

"Larry the Lamp"

G4JRN/1541

Ex-Commando saves woman from sea

The principal keeper of Portland Lighthouse, Mr Lawrence Walker, has been awarded a testimonial on parchment by the Royal Humane Society for rescuing a suicidal woman from the sea.

The 47-year old former Royal Marine Commando braved a force five sea, battling for 20 minutes during the rescue.

He saved the unconscious woman only yards away from the treacherous tidal currents of the Portland Race, near Portland Bill.

"It was an occasion when I didn't think of the consequences. The woman had to be helped as she was in no position to help herself", said the unassuming father of four with 16 years lighthouse service behind him.

The alarm was raised by a young boy as Mr Walker and his wife, Mimi, were showing a teacher, Mr David Roberts, around the lighthouse last June.

Whilst others stood and watched by Pulpit Rock, Mr Walker secured and tied a rope around himself, swam 50 yards out to grasp hold of the woman after repeatedly losing sight of her in strong waves.

He joked, "It was when we got ashore that I realised I hadn't taken off my glasses or my watch."

Mr. Roberts, who helped haul the pair to safety onto the rocks, received a certificate of commendation from the Society.



The Headquarters Station

A letter from Eric Mortimore G3DKH/2612

I am pleased to note that the Committee's original intention to utilise the whole of the Association's funds in order to effect the transfer of the HQ station from Leydene to Portsmouth has been finally abandoned. Why on earth the idea was ever contemplated I shall never understand.

I think that we should remember in the future that so far as the majority of our members are concerned, The HQ station is but of little importance in that few of us have the opportunity of using it and as the so called 'flagship' of the RNARS, its use does not merit the importance attached to it, nor the money spent on it.

It would appear that any item of equipment is invariably sanctioned by the Committee regardless of cost eg. a new ATU replacement for use with a 1.5kW linear amplifier at a cost of £350. This sort of money, together with that spent over the past two years plus the cost of maintenance and repairs simply cannot be justified.

I am reliably informed that neither RAFARS nor RSARS HQ stations have such a multiplicity of equipment at their disposal and, apart from pleasing the Admiral when he does the inspection, I don't think we need it either! A less ostentatious shack would do the job just as well and would cost a darned sight less to run.

Much importance is placed on the fact that having a HQ station at an RN establishment enhances the recruitment of Service personnel into our Association. Regrettably, a study of the RNARS call book give little credence to this wistful thinking in that the percentage of service members listed is minute.

I would emphasise that I have no "axe to grind" with any Committee member or Officer of our well organised Association, but I would also emphasise that we are - first and foremost - a body of ex-Naval (and to a lesser extent) serving Naval communicators and, albeit in an indirect way, with 'old ships' and old friends.

As the Area Representative for the South Midlands, I have submitted my name for consideration to serve on the RNARS main Committee. Now that I am advised that travel assistance is available to Committee members journeying over 30 miles to attend meetings, perhaps others may be interested thus making the Committee more representative of the membership as a whole.

and from Brian GW0JXW

At the last AGM, two points were raised ;

1. That the Shack was essential at a Navy Establishment for the use of members of the Society that are still in the Service and cannot establish a home Shack. I understand that we have few serving members and I have yet to hear one on the air from HMS Mercury in the 2½ years I have been a member.

2. A member stated from the floor that the Committee had been elected to decide these matters for the members, so why not let get on with the job. However, I've never been asked to vote for a member of the Committee since I joined the Society so I ask, "When do elections take place". There seems little point in members travelling to Mercury from all parts of the country at great expense, if they have no say in the running of the Society - they may as well stay at home and read in the NewsLetter what has been decided for them.

from a reply to this letter by Mick - our Secretary ;

"Each year, normally in the Easter NewsLetter Secretarial Scrawl, I ask for volunteers for the Committee that commenced in October following. According to the number of names received, I put it to the vote at the AGM.

The Committee consists of SEVEN in number each year, in addition to the Chairman (who is selected by the Committee), Secretary (subject to volunteers) Treasurer (as appointed from selected volunteers) and Ex Officio.

In the past few year there have not been enough volunteers to put to vote and that is why no voting slips have been sent out to the membership.



ROYAL NAVAL AMATEUR RADIO SOCIETY

BALANCE SHEET AS AT 31 MARCH 1991

1990	ASSETS	1991
£		£
5,230	Station Equipment as at 31.3.91	5,669
400	Typewriter and Computer	250
1,884	Stock of Commodities at cost	3,292
	Investments - Portsmouth Building Society:-	
4,725	Account 'A' - Life Members	5,065
20,829	Account 'C' - General Account	<u>20,871</u>
		25,936
<u>910</u>	Cash at Bank	<u>516</u>
<u>33,978</u>		<u>35,663</u>
 LIABILITIES		
	Accumulated Surplus & Grants Received :-	
20,769	Balance at 1.4.90	24,850
4,081	Add Surplus for 1990/91	<u>3,871</u>
4,392	Depreciation Reserve at 1.4.90	4,455
63	Add for 1990/91	<u>(833)</u>
2,980	Life Memberships at 1.4.89	3,235
255	Add for 1989/90	<u>-</u>
<u>1,438</u>	Sundry Creditors	<u>85</u>
<u>33,978</u>		<u>35,663</u>

FOOD for THOUGHT

1. Building Society interest of £2,383 last year, reflects the high interest rates currently available. The sobering thought though is that if we had been a charity, this item could have been better off by nearly £1000. !!

2. The additional cost in NewsLetters over 1990, still does not carry the true cost of preparation before the printer's work since none have been made. With the very healthy state of the account, can we not afford to post all UK members, rather than attempting to use regular events and hand them out to those that attend ? The GPO's Mailsort 3 gives a 30% saving on postage.

3. There seems to be a belief that Life Membership creates its own special account which has to remain sacrosanct. Since such will never be paid back under any circumstances, is this really necessary ?

Are all those that paid Life Membership still alive ? i.e. Is the figure printed meaningful ? (On the subject of Silent Keys, can't RRs give us a 'pen-portrait' of them for inclusion in the Newsletter ?)

INCOME AND EXPENDITURE ACCOUNT FOR THE YEAR ENDED 31 MARCH 1991

INCOME			
1989/90		1990/91	
£		£	£
9,423	Subscriptions		10,725
	Activity Results :-		
253	Surplus - Commodities	325	
703	- Rally		
(195)	- AGM Social	<u>(395)</u>	(70)
-	Sundry Income		16
<u>1,777</u>	Building Society Interest		<u>2,383</u>
<u>11,961</u>			<u>13,054</u>
EXPENDITURE			
5,611	Newsletter (3) all inclusive		6,533
	General Administration :-		
597	Stationery	623	
505	Postage	649	
151	Insurances	<u>252</u>	1,524
75	Radio Activity		24
444	Station Equipment - Repair & Maintenance		277
52	Donations		72
85	Audit Fee		85
-	Sundry Expenses		261
<u>297</u>	Travelling Expenses		<u>407</u>
<u>7,817</u>			<u>9,183</u>
4,144	Gross Surplus		3,871
	Charges against Surplus :-		
-	Depreciation of Shack Equipment		-
63	Depreciation of Computer Equipment		-
<u>4,081</u>			<u>3,871</u>

22nd May 1991

Mr R Baker - Hon Treasurer

I have examined the above Income and Expenditure Account and annexed Balance Sheet with the books and vouchers of the Society and have received satisfactory explanations where required and I certify that the accounts are correct and that they give a true and fair view of the state of the Society's affairs as at the 31st March 1991.

28th May 1991

D J Grist - Certified Accountant

OUR PRESIDENT

Captain P R SUTERMEISTER, Royal Navy

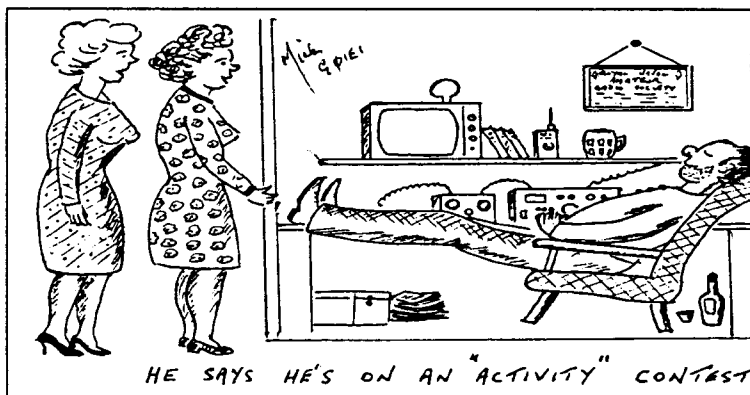
Captain Sutermeister was born 20 July 1940, educated at Oldershaw Grammer School Wallasey and joined BRNC Dartmouth direct from school in September 1958.

On leaving Dartmouth in January 1961 he served in Minesweepers in the Mediterranean, the Amphibious Warfare Squadron in the Persian Gulf and a destroyer squadron in the Far East. This latter appointment included time ashore in Command of Naval Party Mike during the Borneo confrontation. Later appointments include service in the Antarctic, the Fishery Protection Squadron and Command of the Minesweeper HMS Burnaston.

Captain Sutermeister attended the Long Communications course at HMS Mercury from September 1969 to July 1970 followed by communication appointments as Squadron SCO in HMS Pheobe, Royal Cypher Office in HMY Britannia and SCO and first Lieutenant to Flag Officer Gibraltar. After an appointment as First Lieutenant of HMS Zulu, he was promoted to Commander in June 1976 and served in the Ministry of Defence, COMIBERLANT, Portugal and Executive Office of HMS Neptune. He commanded HMS Penelope from June 1983 to May 1985 and was promoted to Captain in July 1985.

In this rank he has served in a Ministry of Defence Communications Staff appointment and as DA Nassau and NA/RNLO Caribbean.

Captain Sutermeister assumed command of HMS Mercury in March 1991 and will be the last captain of the Royal Navy Signal School at Leydene which is due to close in 1993.



Homebrew Magnetic Loop for HF

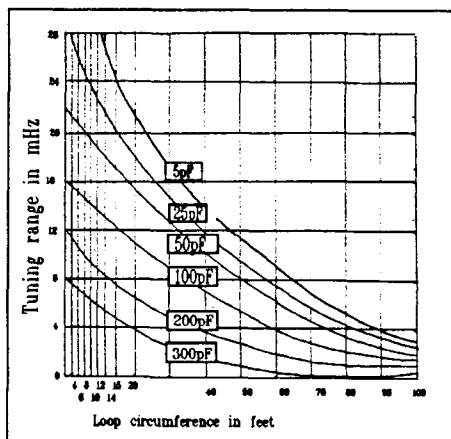
by Bill Cross G0ELX/2278

The Magnetic Loop is suitable for many locations where space is at a premium and is a good compromise between efficiency and size.

The loop can be made from 3/4" diameter pipe as used by plumbers and, if you use elbows there is no need to bend the pipe. This gives an octagonal loop with only a slight reduction in performance.

The loop is tuned with a WIDE SPACED capacitor since there is high voltage at this end which readily causes arcing.

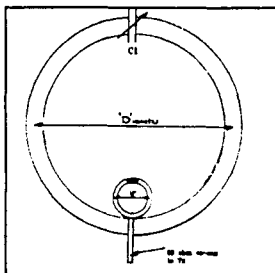
The capacitor can be motor driven or may be tuned by hand. I use a 50:1 reduction slow motion drive which allows me to 'peak' on receive yet still enables a quick QSY. However, if this is more than a few kHz, there is a need to re-tune.



My capacitor is a Cap Co 250pF spip stator wide spaced variable with each stator connected to each side of the loop and the rotor common to both stators. This cuts the capacitance to 125pf but overcomes the need for a wiping contact to the moving plates.

$$\text{Coupling loop diameter ratio is : } \frac{D}{d} = \frac{5}{1}$$

The loop is half of an ex MN DF loop 2 3/4" diameter brass made from 3/4" diameter material with a 3" gap at the top and 5pF capacitor and 8.2ft loop circumference.



It works well on both 14 and 21MHz with a worst case VSWR of 1.6:1 and a best of 1.2:1.

To date, the total stations worked is 25 countries and 15 QRP CW mostly on 14 but some on 21MHz and this

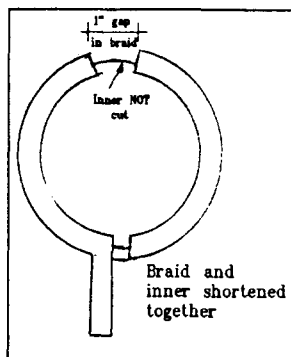
with the loop indoors and only 3" above ground level.

The most important construction need is to make all joints as low resistance as is possible through the use of soldering or brazing. Remember that the connection to the tuning cap needs a piece of braid from heavy co-ax.

The coupling of the loop to the transceiver is via a single turn Faraday coil made from a short length of co-ax cable.

Details of the coupling coil and loop are detailed herewith and a graph is given correlating loop circumference, frequency and various values of tuning capacitor.

It would be foolish to suggest that the loop is as good as a dipole but the performance is not far short and makes a 'hole' in the band even with QRP - I've had a 599 from HB9DBA with just two watt output - and have worked most of Europe with no problem.



Many thanks to Jim G3DKQ/3248 and Ron G3SGQ/0264 for their help and encouragement.



BELFAST and more pics from Nik OE8NIK

ABOVE

"It was the first one I'd had"

G3APO - Ian and G4JLW - Wally



ABOVE

"It's alright for you to laugh"

G3HZL - Don and VP8PP - Vic



LEFT

"I never say cheese only HALLELUJAH"

G4LIK - Len (with G1LKJ - Philip in background)



ABOVE

"Have you got the coffee on ?"

The MARAC TEAM

PA3DKZ - Gerrard

PA3CTK - Har

PA0VLA - Jo

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RNARS NETS AND FREQUENCIES ±QRM

UK: ALL TIMES LOCAL

Monday - Friday	1130 - 1330	7052/3740
Monday	1900	3740
	2000	144.350 S14
	2000	144.240
	2045	145.350 S14
Tuesday	1900	3520
	1900	1965
1st of month only	2000	3520
Wednesday	1900	3740
	2000	145.400 S16
Thursday	1845	3660
	2000	1845
	1400	3740
Friday	1900	10117
Saturday	0900	3660/7088
Sunday	0830	3660
	1000	7088
	1030	145.400 S16
	1100	7020

The "Bubbly Rats"	G3JWY
North West RNARS SSB	G0KNA
London Group VHF Net	G4PSA/G4WWP
Teeside VHF CW	G4ANL/G4JXR
Teeside VHF FM	G4ANL/G4JXR
RNARS CW Net	G3HZL
Top Band SSB net	GWQJXW
Code Proficiency run/News	GB3RN
RNARS SSB Net	G4SFO
Stand Easy net	G1HHP
NE UK RNARS SSB	GWQJXW/ G3AWR
Top Band CW Net	G4OKL
INTER-SERVICES SSB NET	G3HZL
RNARS CW Net	LA1IE/F6IIE
RNARS NESAT Net	G4FCH/ G4AXF
RNARS SSB Net	G3LIK
Northern RNARS SSB Net	GM4SID
Cornish RNARS* VHF Net	G8JML
RNARS CW Net	G3WP/G4TNI

DX: ALL TIMES ZULU GMT

Daily	0600	14052
	0800*	14303
	1230*	7025
	1800*	14303
Monday 2nd & 4th	1000	3615
	1100	3620
Tuesday	1030	3527
	1800*	3740
Wednesday	0900	10140
Thursday 2nd & 4th	0800	3527
	1900	3740
Saturday	0700*	3566
	0800	14052
	0900	21052
	1230*	14060
	1430	21360/28933
Sunday	0430	7090
	0700	3770
	0700*	7025
	0800	3740
	0800	14052
	0900	14140
	0930*	3550/7020
	1000	21052
	1030	28410
	1230	14355
	1430	21360/28933
	1800	21052
	1900	14132
	2000	14284

RNARS DX CW Net	G3APO/VK2ALG
HF Maritime Mobile Net	G8OS/G4FRN
INORC CW Net	I2BVS
Maritime Mobile	G8OS/G4FRN
VK RNARS 556 NET	VK5RAN
VK6 RNARS SSB Net	VK6DV
VK RNARS CW Net	VK6RAN
MARAC SSB Net	PA3DKX
VK/ZL DX SSB Net	VK6DV/VK5RAN
ZL RNARS CW Net	ZL1BJC/ZL2JK
MARAC SSB Net (Summer)	PA3DKZ
MF RUNDE CW Net	DLOMF
RNARS CW Net	G3APO
RNARS DX CW	G3APO
INORC CW Net	I2BVS
DX SSB Net	G3JFF/WA1HMY/ZSSDC
VK RNARS SSB Net	VK5ABG
MF RUNDE SSB Net	DLOMF
INORC CW Net	I2BVS
MARAC SSB Net (Winter)	PA3DKZ
RNARS DX CW Net	VK2ALG/G3APO
VK/ZL SSB Net	VK6DV
MARAC CW Net	PA3CWG/PA3EBA
RNARS DX CW	G3APO
VK6 RNARS SSB	VK6DV
Isle of Man DX	OE8NIK/GD3LSF/9H4R
RNARS DX SSB	G3JFF/WA1HMY/ZSSDC
Canadian CW Net	VE2DOH/VE4FA
Canadian SSB	VE2DOH/VE4FA/VE7FKK
Nth America SSB	WA1HMY/WD4CQY

* For RNARS

RNARS "Scene of Action" frequencies are designated ;

VHF FM	145.400 S16
VHF CW	144.035
HF CW	1845, 3520, 7020, 10117, 14052,
	18087, 21052, 24897, 28052
SSB	1965, 3660, 7052, 14335, 21360, 28933

NET CONTROLLERS Please advise Mike G3JFF of any change, addition or amendment.