

The Newsletter of the
Royal Naval Amateur
Radio Society
Spring 2014



Article on page 36

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Chairman's Chat

Welcome to the spring edition of the Newsletter. As I sit down to write this, the rain is beating against the window and life in general feels a little dreary. However by the time you read this spring will be with us, the rally season will have started and daffodils will be in full bloom with the promise of better weather to come; I hope.

With luck, and good health, I shall already have visited the Harwell Rally and given Dave, G4JBE, a hand on the RNARS stand. This gives me the opportunity to ask members when visiting a rally, where there is an RNARS stand, please offer your help. Reliving the stand holder for the odd twenty minutes, allows him an opportunity to either have a quick look round or attend to more personal needs. It will be greatly appreciated.

I would again remind you to check your arrangements for paying the correct subscriptions to the Society. If you have taken the opportunity to receive your Newsletter electronically in glorious colour then the fee is now only £5, so please amend accordingly. Every year Wally our membership secretary has to spend many hours sorting out mistakes made by members renewing their subs.

Might I also remind you to visit our web site frequently? Our web master, Joe G3ZDF, keeps it right up to date and there is always something new and interesting to be found.

Preparations are well in hand for the next HMS Collingwood Open Day. If you live locally we can always do with the extra hand. For those further away do not forget to visit us via the Internet as we stream all activities worldwide using this mode.

Finally, have a thought for your editor, Colin. He puts a great deal of time and effort into producing the Newsletter. He is always in need of articles for publication. He appreciates advice and accepts constructive criticism but can do without petty moans and unhelpful comments. I would also point out he is not responsible for inaccurate data supplied by members, nor the fact that you have not received your hard copy Newsletter. DougGOMIU is the person you need to contact if you have delivery problems. You have of course informed him of your change of address?

73 Doug. G4BEQ

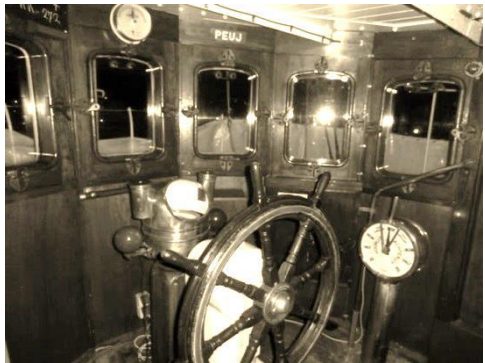
Salvage Tug Hudson III

Completed in 1939, sea going tug Hudson III was at sea in May 1940 when the Netherlands were drawn into World War Two. MSLB Hudson was soon in use by the British and did most of its work in the Mediterranean, NW African coast, Irish Sea and the English Channel. Her best known escapades were her dramatic escape from the Vichy port of Dakar, towing HMS Resolution for two days after torpedo damage, taking part in operation Dynamo and towing caissons for the Mulberry harbours in Normandy.



Captain Ben Weltevreden and most of his crew stayed with the ship until October 1945 when they returned to their home port of SMIT Internatioale Sleepdienst, her owners at the time were Maassluis. The ship and crew had been away for sixty-six months. I am not sure, but RN communications personal may have been on the ship for coding.

Hudson continued in service until 1964 and renamed Ebro in her final year when she was sold for scrap. The breakers yard then sold it to a company to make industrial ice for fishing vessels in the port of Stellendam. In 1989 it was sold again for breaking up, but at the last moment a group of former sailors of the original owner and ship enthusiasts managed to raise funds to buy the ship.



As an ice making plant, all the original machinery and accommodation had been removed. With the help of several shipyard and many other companies, volunteers restored the ship so it could become a museum. It commemorates and explains about Netherlands / Dutch shipping during WW II particularly about the tugs of which little is known by the general public.



Sadly the original engine has been removed; however the engine room is still a display area. Other parts of the ship have been rebuilt as they would have looked in 1939. The radio shack now looks as it may have done after 1945 using surplus equipment which was repainted and serviced by Radio Holland, the Dutch marine radio installer. In the picture you can see a BC 348 RX, BC 375 TX (MF/HF) and a RDF Marconi Lodestone. The Racal RA17 is extra and was never used on Dutch merchant ships.



Hudson is berthed in Maassluis, a small working harbour adjacent to the national tugboat museum along with, tugboat Elbe (1959), salvage vessel Bruinvisch and former pilot vessel Rigel (1949). This little harbour is therefore referred to as Museum Haven.
<http://tinyurl.com/ogl4qnm>



If members want to visit Maassluis it is the first port open to shipping on the north bank of the river “nieuwe Waterweg” leading to Rotterdam.

Motorzeesleepboot Hudson III

Lengte over alles	37.55 M
Lengte loodlijnen	35 M
Breedte spanten	7.40 M
Holte hoofdek	4.15 M
Constructie diepgang	3.50 M
Engine	Smit-Burmeister & Wain 600 APK
Roepnaam	PEUJ

I know of only one other WW II ship, the mine sweeper Hr Ms Abraham Crijnsen now moored at the RNLN Museum at Den Helder.

I hope the story of this small ship might be interesting to members.

Huib PA3DSJ 3164

Me & My Shack

My thanks to Huib PA3DSJ who supplied the above article and picture of himself below left. Huib was recovering from a broken ankle when he sent in the article; hope your ankle has healed up now Huib?



I also received a picture from Bernie HB9ASZ (centre). Bernie is a keen collector of marine radio equipment and has promised to send in a few pictures of his collection for the Newsletter. And finally our new Australian manager; Robert Dew VK1DE / VK1RAN sent in a mug shot; welcome aboard Robert.

More pictures for “**me and my shack**” are most welcome, send them in as per the details in the editorial. A facial picture always helps put a face to a voice, so let’s see what you look like.

Holiday Tale - With A Difference

Late last year Maggie and I did a trip on the West Highland Line out of Glasgow. It was a three-day holiday and came complete with a tour manager. At the same time as we were there, so too was Mac G4OEC, staying in a place on the west coast of Scotland.

One of our day trips was a coach tour of the Isle of Skye. We arranged with Mac and his wife Margaret to meet us at Dunvegan Castle. It was so nice to see them both again after so long.

Mac is still active on the HF bands with CW and can frequently be heard on 80 metres in the morning and on 24MHz and 28MHz at other times working lots of DX.

We were lucky with the weather because the day we arrived in Glasgow it was cold and wet but the next day when we set off it was an absolutely glorious day. We can thoroughly recommend the West Highland Line and the surrounding places like Skye, Fort William and the Royal Marine Commando Memorial at Spean Bridge, not far from Fort William.

I wouldn't guarantee that you would meet any of your old mates up there unless it was planned like ours, it all happened to come together quite nicely for us all.

Bill Mahoney, G3TZM



My start in amateur radio - continued.

I left off my last article on this subject after describing my beginnings as a short wave listener, experiments with a spark transmitter using a motorcycle magneto followed by nearly blowing up a school classroom with an incorrectly wired home brew valve receiver.

I sat and passed the RAE when I was seventeen on a short spell of leave from the MN, only two opportunities to sit the City & Guilds exam back then; May and October. Pass I did, and acquired the call-sign GM6HGW following the May exam at Dundee Technical College.

At the top of my parent's garden was a secure wind and water proof shed that Dad used as a workshop, so it became my shack. The village of Strathkinness sits on a ridge overlooking St Andrews and North Fife with amazing views of RAF Leuchars, across to Dundee, Arbroath and as far out to sea as the Bell Rock light. Clearly a good take off for VHF.

In anticipation of passing (confidence of youth) I'd acquired an Icom 24G (VHF FM) with a faulty receiver which was easily repaired and built a Slim Jim aerial. I'd also made a wave meter to remain within the confines of the regulations which I still have. The mast that supported my aerial was an old yacht mast secured with guys. Armed with my new call, I fired up the radio powered by a large twelve volt battery from a vintage tractor and called CQ on 145.5 MHz, and had my first of many contacts with Jim; GM2FVR in Forfar. I was spoilt during my first summer on the air; several very good tropo' openings to Norway, Germany and Denmark. I think my best DX on VHF FM was to Poland on a few watts. I soon discovered that I could work VHF DX long before others on the Scottish East Coast due to my advantageous location.

Within a few months I'd built my first linear amplifier; five watts in with nearly thirty out. I'd also built a five element yagi and acquired a second hand TRIO for VHF SSB that needed a tweak or two as well as building a homemade forty amp power supply. After a glorious long hot summer, when winter came the band died, so I chatted with new found friends via repeaters in Perth, Aberdeen, Edinburgh and Newcastle Upon Tyne.

As I've already explained, the village of Strathkinness is on a hill and the OS map shows the one hundred and eighty meter contour running right through the garden. About two miles to the North West is Balmullo Hill, the top of which until the advent of digital emergency services communications housed a police VHF repeater. Fife Constabulary's VHF communication system like many others had inputs to their repeaters in the band 146 – 148 MHz and output between 154 and 156 MHz, what's this to do with amateur radio; read on and all will become clear. The semi-duplex channel the police used in my area was 146.1125 in and 154.1125 MHz from the repeater. So the input was only a few Hertz away from the FM portion of the two meter band and I was line of sight and only two miles from the box.

I was home on leave on a cold January night and chatting away to a couple of locals when the field telephone I'd rigged up between the house and shack burst into life, it was Mum; there was a phone call for me. The female voice introduced herself as a police officer at St Andrews police station and telling me in fairly terse tones that, I was transmitting on "police wave bands". "Don't think so" I replied. "Oh yes you are" was the sharp reply, "we know it's you by your voice and you've just given your location as Strathkinness". I have to confess I was known to this officer. Previously she'd refused to give me an application form for a firearms certificate as she understood you had to be over eighteen to be granted one; not so; and following my successful application, being the type to hold a grudge she often pulled me over when I out on my motorbikes to try and win back the point she'd lost. However, it wasn't just another point I was about to score, but game, set and match.

Thinking she could pull a trump card, went on to say that she would close me down and remove my licence. This was like a red rag to a bull as far as I was concerned. In ever such polite condescending tones I pointed out that only the Secretary of State for post and telecommunications or his appointed representative could shut down an amateur station or revoke a licence. My politeness in telling her in other words to get lost really angered her and she continued to aggressively argue otherwise, however I agreed to stop transmitting for the night and suggested that she inform the police radio technicians, as I believed the fault was with their equipment, not mine.

The following night after an hour or so on the radio Mum buzzed the shack phone; the police were at the front door wanting to speak to me. My friend, the tall, well built, red headed, hot tempered female officer was at the front door and arrogantly insistent that she had come to close my station down and if necessary have me apprehended and placed in police cells! Fat chance of that I thought. With licence in hand; I pointed out the relevant sections and again advised her to contact her own technicians or the radio interference section of the GPO. Remember the old style licence, printed on sheets of foolscap? By now with her raised voice and a police Ford Transit van parked outside, curtains were seen being flipped back by inquisitive neighbours. I remained calm and continued to point out in polite condescending tones that she was not in a position to shut me down or apprehend me.

However not wishing to upset the more responsible members of the local constabulary I again volunteered to close down for the rest of the evening. Any reader who has served or had anything to do with Fife Constabulary would easily identify the now retired officer concerned from the above physical description, but just in case, her initials are TT.

The following morning I contacted Fife Constabulary HQ and asked to talk to a radio technician. I was put through to the communications manager, Duncan Laidlaw and explained the problem. He sounded surprised and intimated that he'd not been made aware of the interference involving the equipment at Balmullo Hill. I also agreed to a little test where I put out a test call on a number of frequencies as he monitored the police repeater by fixed line from police HQ in Dysart. There was indeed break-through that needed to be investigated.

He also suggested I write a few lines to the Chief Constable as there were clear guidelines requiring officers to report interference to technicians and as in this case, the instructions hadn't been followed. Reading between the lines I got the impression that he needed help from a higher authority to reinforce this breach and stop individual officers investigating a matter for which they had no authority or expertise. And I wanted to get one over on you know who.

My letter to the Chief Constable highlighted the exchanges I'd had with the officer and the threat of imprisonment, I also made mention of the unusually high frequency of occasions I'd been stopped by the same officer over the last year or so when using my motorbikes. The subsequent reply was apologetic in tone and assured me that the matter had been dealt with appropriately. I was also thanked for my patience and for reporting the matter to Mr Laidlaw.

To my relief the road side checks on my bike, licence and insurance documentation ceased. I also received a phone call from Duncan Laidlaw a few days later explaining that the technicians had discovered damage to the insulation of the coaxial feeder which had allowed water to ingress and run down and damage the filtering circuit.

So no more rude phone calls or visits from the police concerning my radio activities, and no more roadside pulls. But two months later I witnessed a nasty road accident just outside St Andrews. While I was giving my statement at the side of the road to one of the police officers, the squelch on his radio spluttered opened a few times. He apologised and said; "that'll be that bloody radio amateur in Strathkinness again, dam nuisance, we'll get him closed down". "Err, excuse me; I think you are jumping to conclusions. I'm the only radio amateur in Strathkinness, all my equipment is switched off and I'm talking to you, so it can't be me!" Next morning, another letter to the Chief Constable followed by another apologetic reply, game, set and match; twice.

Colin



RFA Service – Bad for your dental health

I was a Fireman in the RFA, one trip I had was not what I was expecting. It was on RFA Green Ranger on a run to Malta where I was transferring to RFA Eddyfirth.

In the meantime we were also doing ship to ship refuelling in the Bay of Biscay, it was a bit rough at the time and our ship was only about 1500 Tons, so we were tossed around like a cork. I'd also had developed tooth ache which was giving me hell. Later we pulled into a French port and the carrier HMS Bulwark was in at the same time.

My Skipper sent me over to Bulwark, had I known what I was in for wild horses could not have dragged me off my ship. I got down to the dental surgery only to be greeted with the dental officer having a barny with a CPO over something I never did get to know about. Then my problems started, I was thrown into the chair the injection he gave me to numb any pain went right through and out of my jaw, all this time the officer and the CPO were at it hammer and tongs.

The dentist yanked out one tooth, and said "bugger, wrong one", then another tooth disappeared, and I'm wondering what else could happen to me? I soon found out, he finally got hold of the right one only to crush the hell out of it. On the way out I asked him had I offended him and he just looked at me. I decided hanging around for an answer was the wrong thing to do, so I disappeared sharpish. For about five weeks I was spitting out bits of my crushed tooth that had worked its way through my gum. I suppose I'd been on the wrong ship at the wrong time.

When I got back to my ship minus three teeth and finally able to talk, I told them what happened and they just laughed their heads off and did not let up until we got back to Plymouth. That was the worst voyage I had ever had.



According to my discharge Book this was January 1955. I discharged in Malta on the 31st January and joined RFA Eddyfirth on the 1st February 1955 then back to Plymouth.

Tom Waters GØGQJ 3571

Thanks for an interesting few lines Thomas, in view of your service in the MN, RAF and Army, I'm sure you've a few more stories to tell.

Wireless Telegraphy On board “Europa” Commander EP Statham RN

The following article appeared in the August 26th 1899 issue of “The Navy and Army Illustrated”.

During the recent Fleet Manoeuvres, Marconi’s apparatus for sending messages without the aid of a continuous wire was fitted up on board three vessels in the Reserve Fleet, in order to test the efficiency of this method for the purposes of Naval warfare. The vessels so fitted were the “Alexandra” battle-ship, carrying the admiral’s flag, the “Europa”, first-class cruiser, and the “Juno” second-class cruiser.



The experiments proved to be of the greatest interest; but before describing the manner in which they were carried out, and the practical results arrived at, it may be well to give a brief account of the principles of the invention, and the apparatus required to work it.

In ordinary telegraphy the current of electricity-*to use the popular term*-is conducted from one place to another by means of a wire; and without this channel to hold it, there is no possibility of communication. Cut the wire, and you are done. The current is confined to this conductor, and can only reach the spot aimed at by its means.

Wireless telegraphy, on the other hand, depends entirely upon the communication of a series of waves to that mysterious and impalpable medium which is known as “ether”, these waves spreading on all sides like the little ripples caused by dropping a pebble in a pond. It sounds very impracticable, for how, in the first place, are we to set the waves in motion? And how is the receiver of the message to catch them in any particular place?

The manner in which the “splash” is caused is simple enough. The apparatus required consists of a battery and an induction coil, the primary wire of the latter being connected to the battery with the

intervention of an ordinary key, which leaves a gap in the circuit. On pressing the key, the circuit is completed through the primary wire, and this induces a powerful current in the secondary wire, or, rather, an extremely rapid series of currents, caused by a “make and break” arrangement which works with tremendous speed, producing the well-known buzzing sound of the induction coil. One end of the secondary wire goes to earth, the other to a brass knob, causing what is, in fact, a little flash of lightning. The second brass knob is in connection with a wire receiver, hung up aloft as high as possible; and the tension of the electricity being very high, it spurts off this receiver in little discharges at inconceivably small intervals. And here is our “splash”; we have dropped in our pebble and set the ripples going.

The higher the receiver, the further the waves will extend, becoming weaker as they near the outer limit; and in order to utilise this current in wave form, there might be somewhere within the effective radius a receiver, suspended aloft, precisely similar to the one which gives out the waves. This condition being fulfilled, we may imagine a succession of these almost infinitely rapid discharges reaching our friend’s receiver, and traversing the wire attached to it. The rapidity of these disruptive discharges is so great that, if we write down the figures at which they are approximately calculated, they convey but little meaning to the mind 800,000 per second! No wonder they should appear to us in the form of a continuous current, and the spark between the brass knobs of the induction coil as a thin line of fire.

Now we have got our electricity into our friend’s receiver and down the connecting wire attached to the little instrument which really forms the most important link in the whole chain. This is the “coherer”. It consists of a little glass tube, containing two silver plates very nearly touching, and having between them some exceedingly minute filings of nickel and silver. The wire from aloft comes to one plate, the other is connected with earth, passing on its way through the primary wires of an induction coil. So we are shaping for a complete circuit, only interrupted by that little space between the silver plates.

Now the tiny filings come in and do their part. The tremendously rapid but feeble waves cause the filings to cohere and decohere with

corresponding rapidity, thus producing a sort of sympathetic wave-action among them, resulting in the passing of a practically continuous current between the silver plates and so on through the primary wire of the induction coil, inducing a stronger current in the secondary wire. This current, however, is still far too feeble to work a telegraphic recorder and is, moreover, unsuitable for the purpose, consisting as it does in reality of a series of disruptive discharges; so a well-known expedient in electrical apparatus is introduced. The weak current, by the interposition of delicate electro-magnets, puts on a stronger battery, which, in turn works the recorder.

Such, very briefly stated, is the general principle of the Marconi apparatus. There are some obvious drawbacks as regards its practical employment. In the first place, its sphere of action extends on all sides; anyone situated on or within the circle reached by the widest ripples, and being possessed of an apparatus with a receiver in sympathy with that of the sender, will take in the message as readily as the person for whom it is intended. This defect is certainly being tackled, and it is said that in some instances the effective arc has been reduced to a mere segment of a circle; but as yet it must be taken, as a rule, to be nearly 360-deg. Again, the height of the receiver is a very important factor; and, so far as can be seen at present, in order to communicate over any great distance – say hundreds of miles – the receiver must be carried at a height which would be quite impracticable afloat. Another drawback is the comparatively slow speed at which it can be worked, making a long message a tedious process. This is said to be due to the coherer, which cannot convey the wave-currents quite as fast as they reach it.

The first-mentioned is obviously the most serious defect. It is true that, in order to take in a message, the receiver must be precisely similar, and there may be a vast variety of receivers. Still there is always something more than a possibility of the enemy possessing a similar one; and even a cypher is not always a safeguard.

However, the apparatus as applied for practical purposes, in peace or war, is in its infancy, and there is but little doubt that vast progress will be made in the next year or two. Meanwhile, the outcome of the practical test at sea is encouraging in the extreme.

When the Reserve Fleet first assembled at Torbay, the "Juno" was sent out day by day to communicate at various distances with the flag-ship; and the range was speedily increased to over 30 miles, ultimately reaching something like 50 miles. At Milford Haven the "Europa" was fitted out, the first step being the securing to the main topmast head of a hastily-prepared spar, carrying a small gaff, or sprit, to which was attached the receiver, the wire from it being brought down to the starboard side of the quarter-deck through an insulator, and into a roomy deck-house on the lower after bridge which contained the various instruments.

When hostilities commenced, the "Europa" was the leading ship of a squadron of seven cruisers despatched to look for the convoy at the rendezvous. The "Juno" was detached to act as a link when necessary, and to scout for the enemy, and the flag-ship, of course, remained with the slower battle squadron.

The "Europa" was in direct communication with the flag-ship long after leaving Milford Haven, the gap between reaching 30 or 40 miles before she lost touch, steaming ahead at a fast speed.

Reaching the convoy at four o'clock one afternoon, and leaving it and the other cruisers in charge of the senior captain, the "Europa" hastened back towards another rendezvous, where the admiral had intended remaining until he should hear whether the enemy had found and captured the convoy. But scarcely had she got well ahead of the slow ships when the "Juno" called her up, and announced the admiral coming on to meet the convoy. Now the "Juno" was at this time fully 60 miles distant from the "Europa", and the news could consequently be communicated in a minute or two over 120 miles of sea. A cruiser steaming 18 knots would take over six hours to get within signalling distance, in the clearest possible weather.

Now imagine a chain of vessels, 60 miles apart; only five would be necessary to communicate some vital piece of intelligence from a distance of 300 miles, receive in return their instructions, and act immediately, all in the course of half-an-hour or less.

This is possible already. Doubtless a vast deal more will be done in a year or two, or less; and meanwhile the authorities should be making all necessary arrangements for the universal application of

wireless telegraphy in the Navy. The outfit is not expensive; £120 would probably fit up any ship, and it is sure to become cheaper in time.

It might be imagined, from the manner in which the current, so to speak, is conveyed, that any solid substance directly interposed between sender and receiver would seriously interfere with, if not altogether destroy, the practical efficiency of the apparatus; it would not be surprising, in fact, considering the curiously intangible nature of the link connecting the two stations, if a gale of wind or a thick fog were to constitute a formidable obstacle.

As a matter of fact, these curious waves are not in any way affected by such trifles as fogs or gales of wind; indeed they appear to revel in a fog, and give remarkably good results.

It has further been ascertained recently that four or five miles of solid cliff make no sort of difference to these waves. Like their first cousins, the X-rays, they decline to recognise the existence of solids, and so long as the height of the receivers is duly proportioned to the distance, they ripple merrily in all directions, and "call up" anyone within range. It is not a matter for surprise, among those who have worked at this science, that this should be the case, as the more deeply the characteristics of electricity are investigated, the more clearly does its marvellous adaptability and universal presence come out.

Some humorous faddist has been trying to prove that the earth is flat, from the fact that two ships 60 miles apart can communicate by this means; it is rather an old joke, but this apparently incongruous communication by wave-forms through a considerable slice of ocean affords a good peg whereon to hang a revival of the theory.

A curious illustration of the great tension of the current, as carried from the induction coil to the masthead, was noticeable in the induced current in the wire backstays. When the operator was at work sending a message, on looking closely at the backstay a little spark could plainly be seen playing between the wire and the small tarred rope which protects it from chafe.

Help Please

Our Newsletter is becoming quite popular for requests to trace friends, family or research nautical matters, so here are a couple of appeals that we've received. First request was sent to Joe Kirk our general secretary.

Dear Mr Kirk,

I am an amateur naval historian researching the loss of HMAS Sydney II in 1941. I have accessed many Navy signals from the Australian archives from WW2 and have gleaned a lot of useful information but I am being greatly hindered in not being able to decipher the Address Indicator Group codes used to identify warships etc in the signal distribution list fields.

You'd think that information on these codes (which must have been regularly updated during the war) would not be difficult to obtain but I have found the exact opposite to be the case. I have a concern that this information was disseminated in booklet form and wasn't archived?

The majority of archives from the allied (British) Navies have not been digitised and so looking for material is a very cumbersome affair. So I'm contacting you in the very slim hope that someone within your Society may be able to assist me?

Many thanks, *Jon Laird*

New South Wales, Australia

E-mail address: ayecaranya@gmail.com

Next is a plea for help from **Nick Gilder**

I had the great pleasure of meeting your Chairman Doug and Secretary Joe at the Kempton Park rally. During a very interesting discussion it occurred to me that the RNARS may be able to help me with some of my family history.

Nick is trying to find out more about his wife's grandfather, Reginald William Watts who served in the Royal Navy "from 1915 (as a "boy II") until 1928 (head? Tels)".

He then apparently joined the Naval Shore wireless service somewhere unknown. In 1940 he was posted to Cupar in Scotland to "run the wireless station". Whilst there he was awarded a BEM which according to family legend was for his involvement in the sinking of the Bismark. He moved to Flowerdown around 1946 finally retiring from there as a fairly senior civil servant.

Nick supplied a photograph which he thinks was taken at Flowerdown, with three other radio operators, which may jolt someone's memory.



*1st Lt. Cox. Sr. Radio Officer
A. Austwick. Sr. Radio Officer
E. Thomas. Mr. R.O.*

Picture and caption on the rear of the photograph supplied by Nick

He added: "If anyone can give me the names and correct spellings of the names on the back that would be great. Indeed any help, no matter how trivial it may seem, will be gratefully received."

If you can be of any help, please get in touch with Nick direct. His e-mail address is: ncgilder@tesco.net

Dear Mr Kirk,

I have recently been talking to Mr Massey of the Exeter Flotilla who has suggested I get in touch with your organisation regarding the following.

I am currently restoring Vosper MTB 219, a veteran of the channel dash, with the aim of displaying her as a museum piece. I am therefore interested in obtaining radio / communications systems

from the WWII era, that don't need to be serviceable as they would be for display purposes only.

Do you or any members RNARS have anything that would be appropriate; or do you know anyone that would? Could you also give me any leads towards acquiring electrical/lighting switches from that period? Any help you can give me would greatly appreciated.

Many thanks, *Paul Childs*
39 Bayford Road Bridgwater
Somerset TA6 4QW
Paul's Mobile: 07980 029938
Gay Archer Association: 01278 429233

A meticulous naval signal - 21st December 1914

Vice Admiral Sturdee's signal to the Admiralty following the Battle of the Falklands Islands 8 December 1914

2014 is the centenary of the naval Battle of the Falkland Islands in December 1914. Much has been written about this sea battle; on 8 December every year there is a church service in Stanley's Christ Church Cathedral followed by a military parade commemorating the battle. This commemoration is known as *Battle Day*. During 2014 there are special events and exhibitions in the Falkland Islands planned to mark the centenary.

Tucked away amongst the millions of records in the National Archives at Kew in London is a slender file containing a meticulous five page naval signal from Admiral Sturdee commanding the victorious British Fleet to his masters at the Admiralty in London. Reading through this file you are immediately struck by a singular fact that lies behind the story of gallantry, gunnery and naval warfare – namely the enormous loss of life, both on 8 December 1914 off the Falkland Islands and also at the battle that preceded it off the western coast of South America at Coronel on 1 November 1914. In total the two sea battles claimed the lives of more than 3,800 lives – including two Admirals.

The naval battle off Coronel, Chile, was a major disaster for the Royal Navy. The destruction of the South Atlantic Squadron,

including the death of its commander Rear Admiral 'Kit' Cradock, by the German East Asia Squadron, under the command of Admiral Von Spee, was a major shock to a country and a Navy that considered itself the undisputed master of the high seas. It was the first time since the Battle of Trafalgar in 1805 that the Royal Navy had suffered such a setback.

The city of Coronel is located at 37°S and is almost exactly at the centre of the long country of Chile. Off its coastline on 1 November 1914 a German naval squadron under the command of Vice-Admiral Graf Maximilian von Spee defeated a Royal Navy squadron commanded by Rear-Admiral Sir Christopher Cradock. At the Battle of Coronel, not for the last time, highly accurate German naval gunnery and the deployment of technologically more advanced German warships sank slower and less well-armed Royal Naval ships. Cradock's squadron consisted of HMS *Good Hope* (Cradock's flagship), HMS *Monmouth* HMS *Glasgow* - plus three other light cruisers, the old (and slow) pre-Dreadnought battleship HMS *Canopus* and the converted liner HMS *Otranto*.



Admiral Cradock

Admirals Cradock and Von Spee were contemporaries and old friends. They had met during the naval participation in the suppression of the Boxer Rebellion in China between 1898 and 1901. Cradock was described by one of his fellow officers as one 'who fought hard and played hard and did not suffer fools gladly'. He was unmarried and his constant companion was his pet dog. He was a fearless extrovert who was utterly devoted to the welfare of his men and to his King and Country. Cradock understood well that he would have to fight to the death. Von Spee was more remote and austere than his British rival. He was a deeply committed member of the Roman



Admiral Von Spee

Catholic Church and was a strict disciplinarian. One author has written of Von Spee: He held himself erect his great height made him immediately distinguishable on the bridge of his flagship. His hair, his beard and his moustache had all turned a steel grey – even his bushy eyebrows his deep set blue eyes suggested a fit man with instant reactions and a decisive mind. In battle he would clearly be a formidable antagonist.

Cradock was well aware of the odds against him and that he faced the almost certain destruction of his ships. During his time at Stanley, shortly before the battle, Cradock had confided to the Governor, Sir William Allardyce, his forebodings. He gave the Governor his medals and a forwarding address for his personal effects, with the words 'I shall not see you again.' On the last Sunday, before the ships left harbour, the Chaplain of HMS *Good Hope* came ashore and conducted worship in Stanley Cathedral. The church was packed with both islanders and ship's company. One person present at the service later commented: 'The sermon was most touching and I was not the only one who wept.'

At Coronel the British naval Squadron were out manoeuvred and outgunned; highly accurate German gunfire sank both *Good Hope* and the *Monmouth* – almost 1600 officers and men were lost. There were no survivors from either ship. *Glasgow* (the ship sustained just five casualties) and *Otranto* both escaped. (Because of her reported slowness Cradock had left *Canopus* behind to guard the colliers. When the battle took place *Canopus* was 300 nautical miles (556 km) south of Cradock's squadron. *Canopus* returned to Stanley, arriving there on 12 November 1914).



On 3 November, *Scharnhorst*, *Gneisenau* and *Nürnberg* entered Valparaiso harbour and their crews were welcomed as heroes by the German population. Von Spee refused to join in the celebrations. When presented with a bunch of flowers he commented, "these will

do nicely for my grave" At a celebration dinner given at the German Club in his honour he refused to join in a toast to the "Damnation of the British Navy." Von Spee rose to his feet and toasted "To the memory of a gallant and honourable foe". The German Admiral then picked up his hat and walked out of the dinner to the stunned amazement of the assembled company.

The battle at Coronel had cost Von Spee dear. There were only a few German casualties but his ships had expended a large part of their coal fuel and also much of their ammunition. Von Spee's squadron had sailed vast distances across the Pacific and he now decided to make for Germany as best as he could. He knew well enough that after the British defeat at Coronel: The inevitable consequence was that the might of the British Navy would bring overwhelming force to bear against him and that retribution would be swift and fearful not even the destruction off Coronel could counteract his own instinctive fatalism and the long-held conviction of British naval prowess and superiority. While at Valparaiso he confided to a friend, "I am quite homeless. I cannot reach Germany; we possess no other secure harbour; I must plough the seas of the world doing as much mischief as I can, 'til my ammunition is exhausted, or until a foe far superior in power succeeds in catching me".

Von Spee decided to raid the Falkland Islands (possibly to destroy the Naval wireless station and to obtain further supplies of coal) before heading for Germany; the German Squadron sailed from Valparaiso on 4 November sailing down the coast of Chile and by 26 November 1914 the German ships had reached Cape Horn – when they turned towards the Falkland Islands.

On 8 December 1914 the great sea battle off the Falkland Island took place. A British naval Squadron under the command of Vice Admiral Doveton Sturdee had arrived in the Falkland Islands just one day earlier on 7 December. 8 December 1914



was a bright and sunny day with visibility at its maximum, the sea was calm and there was a gentle breeze from the north-west. The German squadron had been seen early in the morning from the Falkland Islands, and by 0900 the British battlecruisers and cruisers were in hot pursuit of the five German vessels, these having taken flight in line abreast to the south-east. Once the tripod masts of the British battlecruisers (HMS *Invincible* and HMS *Inflexible*) had been sighted by Von Spee he realised that he could not outrun the British ships and so the German naval Squadron turned towards the British ships and engaged in battle.

By 2130 on 8 December 1914 the battle was over. There were no survivors from the German flagship *Scharnhorst*; in total 215 German sailors were rescued – most of them from *Gneisenau*. There were only nine men rescued from the *Nürnberg* and 18 men from the *Leipzig*. In total 2,200 German officers and sailors were either killed or drowned – including Admiral Von Spee and his two sons.

All the German ships except *Dresden* and the auxiliary *Seydlitz* had been hunted down and sunk. *Dresden* was eventually found by *Glasgow* and *Kent*, on 14 March 1915, at anchor in Cumberland Bay on the Chilean island of Más a Tierra (Robinson Crusoe Island); after a brief battle, when four German sailors were injured, the ship was scuttled and the crew interned in Chile for the duration of the war.

Casualties in the British naval Squadron were comparatively light; on 21 December 1914 Vice Admiral Sturdee signalled the Admiralty concerning his casualties. His meticulous report gives a graphic illustration of the realities of naval warfare in the First World War and also of the immense care taken by naval authorities of their dead and wounded.

The text of the signal:

Invincible - 21 December 1914

Sir,

In confirmation of my telegram, Number 20 on 9 December 1914 and Number 29 of 20 December 1914, be pleased to submit to the Lords Commissioners of the Admiralty, the enclosed list of the killed and wounded in the action off the Falkland Islands on 8 December 1914.

I have the honour to be, Sir,
 Your obedient Servant.
 Doveton Sturdee [signature]
 Vice Admiral
 Commander in Chief.

Killed in action and wounded in engagement with German Squadron off the Falkland Islands, 8 December 1914.

Invincible, Carnarvon, Cornwall, Bristol, Macedonia – nil

Inflexible	Killed in action	Neil Livingstone, Seaman RFR, Chatham No.3593
	Slightly wounded	George Frederick Spratt AB, Chatham 239219 Terence Haslir, Ord. Sea. J18032 Arthur Mayes, Seaman RNR, 14754
Kent	Killed in action	No/RMLI Po/11220 Private, Arthur Charles Titheridge No/RMLI Po/16920 Private, Walter Wood No/RMLI Po/3793 Private, Samuel Kelly Walter Young Seaman, RNR., Chatham 2543
	Died of wounds	George Alfred Duckett, Officer's Steward 1 st Class Portsmouth L2428 No/RMLI Po/15049 Private, Walter James Kind
	Wounded	George Silvester Brewer, Stoker PO Portsmouth 150950 Joseph Pear. Stoker, RFR, SS/102840 John Hestall, Stoker, RFR 291073 Herbert Lindsey, Stoker, RFR, SS/101403 No/RMLI Po/16958 Private, George Snow No/RMLI Po/8302 Private, William Arnold No/RMLI Po13708 Private, Alfred Brindeley Sheridan No/RMLI Po6517 Private, Francis Thomas Day No/RMLI Po/10568, Lance Corporal, Edward Joy No/RMLI Po/5674, Sergeant, Tom Spence
Glasgow	Killed in action	Edwin Henry Martell, Stoker PO, Portsmouth 390682
	Dangerously wounded	Maurice Bridger, Able Seaman, Portsmouth 7095
	Severely wounded	Alfred David Scotchmer, Able Seaman Portsmouth 232275 Harry Beckett Sidney Ford, Signalman Portsmouth J4597 Percy Hill Major, Shipwright 2 nd Class. Portsmouth 344489

Sturdee's naval signal also included a detailed report of the casualty's on-board HMS *Kent* from the Fleet Surgeon:

Sir,

I regret the deaths of the following men, mentioned below, belonging to this ship. They occurred during and after the action off the Falkland Islands with the German light cruiser *Nurnberg* on 8 December 1914.

Kent		
Walter Wood	Private RMLI	PO16920
Samuel Kelly	Private RMLI	PO3793
Walter James Kind	Private RMLI	PO15039
Arthur Charles Titheridge	Private RMLI	PO11220
Walter Young	Seaman RNR	C2453
George Alfred Duckett	Officers Steward	POL2428

Private Walter Wood RMLI was one of the 6" guns crew in the A3 casemate when an explosion occurred. He appears to have been killed instantly, the body being rigid with the hands and arms being in the position he would have been when holding a cartridge. He was very severely burnt around the face, trunk and limbs.

Private Samuel Kelly RMLI was injured by a shell which took off both his legs below the knees. He also had a scalp wound and fracture of the occiput. He was attended during the action and later removed to the sick bay. He was *in extremis* when seen and died about two hours after the action ceased at 9pm.

Private Walter James Kind RMLI was one of the 6" guns crew in the A3 casemate. He was very seriously burnt about the head, face, trunk and limbs. He was put to bed in the sick bay. Picric acid dressings were applied and morphine administered, but he died of shock at 3pm on 9th December.

Private Arthur James Titheridge RMLI was gunlayer of the 6" gun in the A3 casemate. He was very severely burnt about the head, face, trunk and limbs. He was brought to the sick bay where picric acid dressings were applied and morphine administered, but he died of shock at 1140 on 9 December.

Walter Young, Seaman RNR, was injured by a splinter. He received a perforating wound of the chest, the splinter entered below the angle of left scapula behind, perforating the lung and the ribs behind and in front and lodged below the outer side of the left nipple just beneath the skin. He was attended to during the action and later removed to the sick bay. He was *in extremis* and died at 9.30pm on 8 December.

Georg Alfred Duckett, Officer's Steward First Class, was one the ambulance party in A3 casemate. He was very severely burnt about the head, face, trunk and limbs. Picric acid dressings and morphine was administered. He died of shock at 9.55pm on 9 December.

In addition to the above I regret to report that the following men were injured at the same time:

Private George Snow RMLI was one of the 6" gun crew in the A3 casemate. He was very severely burnt about the head, face, trunk and limbs. He is accommodated in the sick bay. His condition is very serious and his recovery cannot be hoped for.

Sergeant Tom Spence RMLI was one of the gun crew in the A3 casemate. He was very severely burnt about the head, face, trunk and limbs. He is in the Falkland Islands Hospital at Port Stanley. His condition is of a serious nature and his ultimate recovery is doubtful.

Lce. Cpl. Edward Joy RMLI was one of the gun crew in the A3 casemate. He was very severely burnt about the head, face, trunk and limbs. He is in the Falkland Islands Hospital at Port Stanley. His condition is serious but he is doing well

Private Francis Thomas Day RMLI was one of the gun crew in the A3 casemate. He was very severely burnt about the hands, head, face and arms. He is in the Falkland Islands Hospital at Port Stanley. His condition is serious there is every hope of his ultimate recovery.

Private William Arnold RMLI was one of the gun crew in the A3 casemate. He was very severely burnt about the head, face, arms and back. He is in the Falkland Islands Hospital at Port Stanley. His condition is serious and his ultimate recovery is doubtful.

Private Alfred Brindeley Sheriden RMLI was one of the gun crew in the A3 casemate. He was very severely burnt about the head, face, arms and back. He is in the Falkland Islands Hospital at Port Stanley. His condition is serious and his ultimate recovery is doubtful.

Herbert Lindsey, Stoker RFR is suffering from of the left thigh a penetrating wound and a superficial wound of the lower part of the abdomen. He is in the Falkland Islands hospital and is doing well.

Stoker Petty Officer George Silvester Brewer RFR was burnt when trying to put out the fire in A3 casemate. He was severely burnt about the head, face, hands and wrists. He is doing well and from

the small extent of his burns he should be fit for duty in two or three weeks' time.

Joseph Pear, Stoker RFR was struck by a splinter which inflicted a small superficial wound of the right arm and two small punctures of the chest from which fragments were removed. He is able to continue with his duties and has not been placed on the sick list.

John Restall, Stoker RFR was struck by a splinter which inflicted a small superficial wound of the chest. A fragment of metal was removed. He is at his duty and has not been placed on the sick list.

I have the honour to be, Sir,
Your obedient Servant,
E B Pickthorn, Fleet Surgeon.

Conclusion:

Two Governors of the Falkland Islands provide interesting footnotes to this maritime story. Governor Sir William Allardyce took particular pleasure in his correspondence after the battle to note that 'throughout this extended period 5 August to 19 December our small 5 kw Wireless Station, which I had such great difficulty in obtaining and erecting, covered itself with glory.' On completion of his term Governor Allardyce had a private audience with King George V and although no records are kept of private audiences with the Sovereign it was later reported that the King told Allardyce that the whole affair had been 'a close run thing'.

Sir Arnold Hodson (Governor 1926-1930) wrote to the Colonial Office and to the Royal Geographical Society on a number of occasions about his exploits in the Falkland Islands and South Georgia. In a letter to Sir Samuel Wilson of the RGS he wrote: I had this film [a film about the battle of the Falkland Islands 1914 shown here [in the Cathedral Parish Hall] and made £56 for the Girl Guides, being the amount received from sale of seats. I was terribly disappointed in the film. I cannot understand why it has been so popular at home. Surely naval officers did not behave like these men did in action! The whole things appeared to me to be unreal. The appearance of the widow who sighted the German cruisers was greeted with tremendous applause! The lady in question [Mrs Felton] was sitting

next to me and she was much amused at seeing her prototype on the screen.

If the Battle at Coronel was a disaster for the Royal Navy, then the Battle of the Falkland Islands was a priceless victory. A German maritime enemy force was totally destroyed, and there was retribution for a previous military reversal at sea. German commerce raiding was brought to an end. The scale of the casualties and the naval signal from Vice Admiral Sturdee gives powerful testimony to the cost in human lives and suffering of such military outcomes.

One of the marks of good Commanders is their care for the welfare of the men they command. All three Admirals involved in these two naval battles were scrupulous in the care of their ship's crews. Admiral Sturdee's naval signal is in the highest tradition of naval service – showing clearly his meticulous care and compassion for those injured or killed in battle.

Acknowledgements

I am grateful to the Archivist of the Royal Geographical Society, London and to the resources of the National Archives, Kew, for assistance in the preparation of this article.

I am grateful to David Tatham former Governor of the Falkland Islands, for his corrections and thoughtful comments on the text.

*Canon Dr Stephen Palmer FRGS FLS
GMØEQS / VP8CIL 2436*



Kempton Park Rally: Stand set up by opening time; just as well, there was quite a long queue waiting to get in when I arrived at 09:45.

Received assistance from Doug G4BEQ who took over the stand from time to time. Fifteen members signed in. No new members were signed up although three application forms were handed out. Quiet day on the commodities front, just one log book sold but lots of key rings and coasters handed out as promotional material.

Had one prospective member say to me that he would join except that he did not see his qualifying organisation on the list. He belongs to the Coastguard; must remember to include them next time.

Wrapped up at 14:00 and headed off home.

Joe Kirk

HMS Belfast London RNARS Group

Dates have been received for the RNARS London Group Easter activity week, AGM and social aboard HMS Belfast.

Monday 21 st April	Opening day of activity
Wednesday	Evening group visit to the Tower of London For the Ceremony of the Keys (Provisional)
Thursday	AGM and social
Friday	Group visit to a place of interest
Sunday 27 th April	Final day of Activity Week

For more information, go to: www.gb2rn.org.uk and open the diary page, or e-mail: info@gb2rn.org.uk

HQ Visitors From Down Under



We have had two Australian RNARS members visit the shack in the last year. The first visitor was John Hawkins VK6AU 1172. Penny and I acted as host to John for the day.

John had emailed me to say he would be visiting on the 18th September. After we had got John signed into the establishment John was soon up and running on CW and soon had a pile up. Our second visitor to the shack from Down Under, arrived on the 15th October; Colin Burton VK6BQ 4552 with his wife Carol.

During his visit to the shack, Colin was able to meet up with Doug G4BEQ our chairman, Joe G3ZDF our general secretary and Doug GØMIU. His opinion of the new layout of the shack was also fabulous.

Ray G3KOJ



Phil Hunt G3LPN

Phil joined the RN in 1938 after serving on the Training Ship Arethusa and went on to serve in shore wireless stations and afloat; most notable HMS Achilles during the Battle of the River Plate. He survived two sinkings; firstly from HMS Berkeley during the Dieppe Raid and HMS Dielette in the Channel off Ushant. Philip retired from the service as a CPO Telegraphist.

After leaving the Service and a spell at Manchester University, Philip subsequently became a Controller at Jodrell Bank Radio Research Station, and later joined the Mullard Company in London.

Phil's hobbies included amateur radio, flying holding PPL ratings for instruments and twin engines as well as category one gliding instructor. Phil was also a noted freelance author with membership of the Society of Authors.



Minutes of the November Committee Meeting.

Proposed by Wally G4DIU, seconded by Dave G4JBE and agreed unanimously.

Matters arising

Joe said he had spoken to the Editor of Navy News. They would be very interested in doing a feature on the Society in the New Year. Secretary to provide background information to the Editor of Navy News.

Secretary with help from the Treasurer said he had downloaded all the PayPal payments that had been made since 1st January 2013 and passed them to Wally along with details of how he could download them.

Ex-Officio's report.

Rosie thanked the Committee for the gift of the personalised clock. She told us that this would be her last Committee meeting as she would be taking up a new appointment in the Dockyard after Christmas on completion of her service with the RN.

Chairman's report

Chairman said that there was little to report. The AGM had gone well but the number of attendees was disappointing. The free lunch had been well received and he proposed that we do the same for the next AGM.

Secretary's report

I have written to the Manager of the bank in Australia that holds our funds confirming our new Australian representative and asking they give him access to those funds.

We will be hosting the Advanced Exam again on behalf of some of our Horndean ARC colleagues. Date is Friday 2nd May 2014.

I had an enquiry from an Australian historian trying to get information on callsigns and address groups in WW2 signals. He was researching the loss of HMAS Sydney II on 1941.

John M0XIG has offered to deliver a talk on the Navy Shutter Telegraph. Details published on the website and on the weekly newsletter.

Engraved glassware and certificate for Diana GØRNO was passed at the Kempton Park Rally to Dave G4JBE who delivered them to Diana on the way home.

Membership Secretary's report

Wally reported that there were 505 fully paid up members. He had some difficulty in getting a new paying in book and asked the Treasurer to arrange for a paying in book to be sent to him.

Treasurer's report

The balances of the accounts at present are £5,467 Current Account - £12,201 Cr Deposit Account.

Implications of RNARS affiliation to the RSGB (G3T2M)

I recently made the Yahoo group members aware of the fact that if anything should happen to the RNARS, then the assets would be passed over to the RSGB. As I understand it, this is part of the affiliation of any club or society with the RSGB. The actual wording of clause 6 is: *Every Member of the Society undertakes to contribute to the assets of the Society, in the event of the same being wound up during the time that he is a member or within one year afterwards, for payment of the debts and liabilities of the Society contracted before the time at which he ceases to be a member, and of the costs, charges and expenses of winding up the same, and for the adjustment of the rights of the contributories amongst themselves such amount as may be required not exceeding £1.00 (one pound sterling).* What is the precise situation regarding affiliation of the RNARS with the RSGB? Is the situation ever reviewed, and if not why not? Does the RNARS pay subs to the RSGB as a result?

Should the Society pull out of affiliation altogether to ensure that all assets (which I believe to be plenty now!) stay with the members or be disposed of to the benefit of the members and NOT the RSGB? What are the views of other members of the committee? Part of the application procedure for affiliated societies is that:

Is this done? Should we bother? Additionally, the RSGB requires that: All societies, clubs or groups seeking affiliation with the RSGB are required to have a constitution that either adopts the RSGB model constitution, or observes the principles enshrined in the model constitution in relation to the exclusion of members, resolution of disputes and the principles on natural justice in such matters. Affiliated societies are expected to act in the interests of Amateur Radio in the UK and not to take any actions that might damage the reputation of the Amateur Radio Service.

Are we / have we / should we? I don't think it needs a huge long discussion but perhaps answers to the questions posed and the

likely effects on the RNARS. I'm afraid I left the RSGB after being a member since 1963 and after serving 21 years on one of its committees because I don't approve of the way it has been/is being run and am worried that the RNARS may lose out by being affiliated, but, I stand to be corrected by those who have superior knowledge to me in these matters! De Bill G3TzM

There were different interpretations of Clause 6 but it was proposed that we should amend our 2010 Constitution to include a statement about what should happen in the event of the RNARS winding up.

As part of this it was proposed by the Chairman and seconded by Bill that All members of the Committee review the Constitution in the light of this and other changes and submit proposals for changes to the Secretary by the next Committee meeting.

Shack Manager

Since the AGM at HMS Collinwood, I have had no feedback from members who may have visited the Shack during their AGM attendance. I therefore do not know if they are pleased or not with the changes which have taken place to the shack layout. From this I can only take it that they are happy with the new shack layout.

On the 24th October we had a visit from the ministry to carry out a survey on both towers. This entailed the lowering of the towers so that the inspectors could check their structure, winch and the wire cable. We got a clean bill of health on both towers. Peter and Frank who look after the ATV set up were able to carry out maintenance to their coax feeders on their aerial system. HF wise, we were able to release the guy rope to the G5RV aerial which had become snagged.

Data Comms

The Yahoo Group bobs along quietly. When I adjusted the hanging device on the back of my Life Membership certificate I discovered that several members had signed the back - thank you to them and to he who initiated the idea.

Web Site

I have added a new page to the site for a Technical Library. The initial entry was for a digital SWR meter. Anyone with a technical project they would like included is asked to send it to me at the usual address

Newsletter Editor

The e-mail version of the Winter 2013 edition was sent out a few days ago and as is the norm, several didn't get to the recipients and returned. In the main this is down to lack of space in mail boxes and where members have changed address and failed to re-subscribe.

Once the printed version drops through letter boxes with notice of the reduced subscription rate for the e-Newsletter, I suspect many more opting for delivery of the Newsletter by e-mail.

Commodities Manager

Sales of commodities going very slowly although shirts and T shirts with the new logo were selling well.

Other business

Ray said that 2014 was the 350th anniversary of the founding of the Royal Marines. He was investigating the possibility of getting the call GB35ØRM for the year and would report back.

Date of next meeting 13th February 2014

An Old Salt Visits Hamburg

Over the Christmas period I embarked on a Scandinavian Ports cruise. One of the main reasons for doing the cruise was to show my wife the delights of travelling through the Kiel Canal. She has voyaged with me on many occasions and travel through most deep water canals of the world but never Kiel, albeit it is the nearest one to the UK. I did have a second motive and that was to meet up with Hans; DK9OS, RNARS 4636, who had invited me over on a few occasions knowing my



interest in U-Boat U995 situated in Lohse near Kiel. This is something I have yet to do.

On arrival in Hamburg Hans met me at the cruise terminal and took me on-board MV Cap San Diego (www.capsandiego.de) where I had the pleasure of meeting his wife, Maren, DK9MOS, RNARS 4946, who was the Duty Radio Officer for the forenoon watch.

Cap San Diego was built in Hamburg at the Deutsche Werft in 1962 as one of the last mixed cargo vessels to be built there, she is what I call a proper cargo vessel but unfortunately this type of cargo carrying vessel was superseded by container ships. She was owned by the Hamburg-Süd shipping company and traded down to the South American ports until



around 1982. She then went to foreign owners but in 1986 returned to Hamburg to be preserved as testimony of German ship architecture. Although part of the maritime ship museum she still goes to sea on several days a year taking paying passengers who appreciate maritime heritage.

She is beautifully kept and whilst alongside is open to visitors who can spend many hours exploring the ship from Bridge to Engine Room. She is fully equipped with amateur radio and has the call DLØMF, like HMS Belfast, is closely associated with the RNARS, more importantly, with MF-Runde. Her RNARS Number is 4772 and MF-Runde number 900.



Whilst I was onboard Maren was actively engaged on 40 but did allow me to operate CW on 20 whilst she made the coffee.

Unfortunately although I called on the recognised RNARS frequency no members were listening at that time.

Hans was busy with the visitors who had arrived and were keen to inspect the radio room. The commercial radio/radar equipment is fully operational as she is still an operational sea going vessel as well as the biggest civilian seaworthy museum ship in the world.

Having completed their stint as guides and operators the radio room was locked and we proceeded ashore for a stroll along the jetty to join the ferry to carry out a complete tour of the harbour, with Maren giving me a running commentary of all the places of interest. Hans joined in on occasions but as a keen photographer he was busy taking photographs of the various activities and places of interest, which he later placed on a CD and sent me as a permanent reminder of our time together.

On completion of the river tour we took the train/underground to the city centre and once again my personal guide, Maren, pointed out all the places of interest with Hans trailing astern with camera at the ready.

As always when you are really enjoying yourself it comes to an end all too quickly. On meeting Hans in the morning I had informed him that I would have to return onboard at 17:00. Being New Years Day there was a formal evening arranged and amongst other things the Haggis was being piped aboard at dinner commencing at 18:15.

On our return home I was asked by several "old salts" if I had visited the Reeperbahn; strange that, as at one point during our river tour Hans asked me if I knew that street. Me; an innocent abroad, I wondered why he should ask such a question. If you believe that you will believe anything. Not to worry lads, I can assure you the pleasures are still available but the famous area is much improved due to the introduction of many cabarets and Broadway shows such as Mamma Mia and Lion King, they were on during my time there and good quality restaurants.

Hans and Maren, did me proud, thank you both, and I am looking forward to returning there, possibly next year, God willing.

Doug G4BEQ

RNARS CW Activity 2013 Results

Pos	Call	Number	QSO's	Multi	Points
1	HB9BQR	Non-Mem	83	9	4392
2	G3RFH	RN175	52	10	3400
3	GB4RN	RN4	47	7	1410
4	GW4HDB	RN1474	28	6	1410
5	GØDID	RN 2917	18	7	1071
6	G3ZNR	ROA213	14	6	732 QRP
7	HZ1PS	RN1440	33	6	486
8	OE6NFK	RN4852	8	3	44 QRP

Comments:

G3ZNR: Band conditions very poor and poor inter G propagation and nothing heard of GM. I think I was lucky to get 6 multipliers.

GØDID: I always look forward to the CW activity, just sorry I did not find more members.

HZ1PS: Didn't do particularly well this year even though I tried even harder this year to make a 'respectable' score. I missed having any contacts on 40 and I even turned the beam around to VK and ZL in the hopes of getting someone over there.

OE6NFK: Unfortunately, bad conditions to UK and very difficult to work some RNARS. On 20m I still heard GB4RN and G0PSE (559) but 3 watts and MP1 mobile antenna was too weak for contact. It was very fine to work as RN from Austria.

HB9BQR: It was very nice to meet some of your society; there were very few this time. The propagation conditions were good, especially on the first day.

G3RFH: Attached please find my log for the Activity (bit of a misnomer?) It wasn't very exciting was it. I was pleased to work Vince, made it worthwhile.

GB4RN: Conditions were up and down but found less RNARS stations this year, and found calling CQ fell on deaf ears. Unless we get more stations active I will call it a day, all of us are not getting any younger and a wasted effort organising it.

All stations will receive a Certificate.



A warm welcome to our new members and up-dates

New Members	Kees Murre	PA2CHM	4945
	Maren Lorenz	DK9MOS	4946
	Clive Hogben	SWL	4947
	John Trist	VK2MOP	4948
Re-joiners & Reinstated	Geoff Bulleyment	G3XIV	0428
	Ray Bissek	G3SRQ	0313
	Gordon Moss	GØLCT	1206
	Jan Stappenbelt	PA3EBA	2999
	Peter Saunders	VK6APW	1440
	Ian Templeton	GØUVB	4194
	Andrew Wells	VE3WEL	4395
	Gordon Mayne	G4IPV	1625
	Erkki Suikki	OH1UP	4390
	Adrian Donaldson	GMØSRD	4053
	Jerome Williams	AA1XX	4755
	Dennis Dawson	GØCIW	1226
	John Ferguson	GM4ARJ	3799
Changes	Jeremy Franks was 2EØRNO	MØVIT	4919
	Andrew Abbot was VK3SWL	VK3AND	4010
	Iain Hill was ZL2GBK	ZL2BJC	0972
Silent Keys	Lester Gray	MØCPH	4604
	Bob Barton (resigned 2003)	G3PQH	2522
	Mac Macleod	M3WYW	4837
	Geoffrey Dennis	2EØPLE	4742
	Joseph Wenglaryck	MØAIL	4269
	Vernon Sears	ZL1VA	4594
	Phil Hunt	G3LPN	193
	Roy Gauntlett	G3VLL	0120
	Bill Hartfield	VK6OH	1296
	Bernie	VK5BRN	1419
	Frank	VK2FJW	2424
	Tom Wilson (lapsed)	GM4DPC	0808
	John Francis	G3LWI	2523
	George Reid	G4KCB	1947
	Cliff Harper	G4UJR	1929
	Buster Milham	G3OPL	2431
	Ronnie Heron	G4UDO	2513
	Bob Barton	G3PQH	2522
Resigned	John Hawkins	VK6AU	1172
	John Brindle	GØDVT	2619
	Ron Checketts	GØFBA	1816
	Dan Pideon	GØGHY	3219
	Ian Coombe	VA3ICC	1673

International Museums 2014 Special Event Stations

For well over a decade now, there has been an extremely popular and extremely well supported annual amateur radio special event, by the name of the **International Museums Weekend** (IMW). The majority of those taking part in the event have been in the United Kingdom, but with a few radio amateurs taking part from the rest of the world. For the 2014 IMW, the members of the IMW administration team are hoping to make the event a truly international one, with great deal more participation from beyond the UK's borders.

The basic idea of the event is to set up and operate an amateur radio special event station, from absolutely any type of location which might be broadly classified as a museum. In the UK we have had stations set up in castles, preserved WW2 warships, air museums, railway museums, radio museums, preserved jails, agricultural museums and even doll museums - in fact the event has involved over 270 different museums over the years. The possibilities of finding a suitable venue are almost without limit. The sites have been operated by teams from clubs or just a lone operator. Irrespective of the location, those taking part have always had a great time and the operators were generally invited back for the following years by the museum's curator, pleased with the extra visitors and publicity the event has generated.

Apart from the enjoyment for the operators, the event is intended to help spread the word for amateur radio, in some of the regularly visited locations by members of the public.

The 2014 IMW will take place on the two weekends of the 14th / 15th and 21st / 22nd June. More details about the event, its history and how to register to take part can be found at www.ukradioamateur.co.uk/imw/ There is no cost involved for taking part, nor is there any cost for the range of IMW Awards.

73 John MØHEM
jonm0hem@hotmail.co.uk
www.qrz.com/db/m0hem

HMS Cavalier will be seventy years old in April 2014.

Chatham Historic Dockyard will be running celebrations throughout the year, however we have not had information on these yet. Brian GØTAR and I GØRVT will be manning the wireless office on dates still to be confirmed.

The following is a link to the Cavalier Association site for a forthcoming reunion: <http://tinyurl.com/ndgyw7g>

Dave GØRVT

Nothe Fort Weymouth

The Nothe Fort was built to protect Portland Harbour by the Victorians and took twelve years to build. During my visit to the museum in the Fort, I came across this model of HMS Hood. She was a Royal Sovereign class battleship and was launched in 1891 having a displacement of 15,590 tons and a complement of 690 men.



On the 4th November 1914 HMS Hood was scuttled across Portland Harbour's southern entrance to prevent German U boats from carrying out torpedo attacks either from within the harbour or from outside the harbour. There is a maze of underground passageways and rooms.

Do not forget to visit the radio room up on the ramparts and listen to the CW.

Ray G3KOJ

2014 Harwell Amateur Radio Rally

Almost clear skies at set-off 07:45. Barely got two miles and road closed due to flooding; three mile detour and back on track. Once again road flooded and too deep for me to traverse this one, umpteenth mile detour via the M40 and once again back on track for Didcot. This time although the road was bad in places we managed to get

there after little over one hour travelling time, normally a forty minute drive!

Set up was in the main hall again this year, although this time we were pushed to the bottom end of the hall. Traders still busy setting up their stalls, and the whole place had a "busy air" about it. Coffee flows free for those able to stop for one before the public are allowed to enter. Doors open 10:00 prompt, and plenty of bargain hunters flowed throughout the building.

A dismal seven members signed in at the stand, no commodities were sold nor was there any interest from prospective new members this time. Seriously makes me ask the question; is it worth all the trouble?

Everything went quiet straight after lunch and by 13:30 the place was all but empty, so a swift pack up and hit the road once more. Thanks to Ann G8NVI and her willing band of volunteers from the local RAF Cadets and the guys/gals from the Harwell Amateur Radio Society who make this rally go so smoothly.

Dave G4JBE 0434

QRT – Closing Down



I quote from our hard working membership officer; "I don't own a crystal ball". This was said in response to several members who hadn't bothered to advise Wally of a change of address and who complained bitterly that they'd not received any correspondence from the society for a number of years. Likewise, there's a fair few who have chosen to receive their Newsletter by e-mail and didn't bother to advise me of their change of address. Just to remind everyone; Wally is the membership secretary; Wally retains the membership data base that is used by Doug Bowen when sending out the printed version of the Newsletter. If you've changed address and not informed Wally, you won't receive your Newsletter. Similarly, if you've not paid the correct subscription, you won't receive your Newsletter. If you don't receive your printed Newsletter, in the first instance **politely** contact Wally and check he has your correct details. In the same way, if you don't receive your Newsletter by e-mail, **politely** contact me.

Remember, membership rates are as follows and due on the first day of April each year:

Printed version of the Newsletter delivered by post: £15-00

PDF version of the Newsletter delivered by e-mail: £5-00

Following the distribution of the Winter E-Newsletter a fair number of e-mails were bounced back due to the addresses being no longer in use. Another reason for non-delivery was insufficient space in e-mail in-boxes. Please let me know if you change your e-mail address, as per Wally's comments, I don't own a crystal ball.

As always, my sincere thanks to all who send in articles; but I need more. It's not fair to leave it up to the regular squad, have a go yourself. Just about anything that's got a connection to radio communications, is nautical in theme or personal experiences whilst in the service is acceptable. It's refreshing that in the next edition there will be two items from continental members for whom English is not their first language. Many of the wee anecdotes that circulate on the RNARS Yahoo e-mail group make interesting reading, please pass them on.

To those who do take the time to submit items for inclusion, please appreciate that the Newsletter is laid out for printing on A5 sized paper. Most articles are submitted on A4. Normally this isn't a problem, but please appreciate that due to using A5 paper, I can't always line up the text with images as per the original document in A4. It also helps when sending a document by e-mail when there are accompanying pictures to send them separately as picture files, not within the document. If you are unsure, drop me an e-mail for further explanation.

Time to go; got to see my exhaust pipe surgeon later today. I did ask him at my last appointment why he practiced colorectal surgery; he said he couldn't face his patients.

Regards, *Colin.*

Contacting the editor

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Remember; only enter "**RNARS**" in the subject.

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Mobile: 07871959654 Outside UK 00447871959654

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Subscribing to the Newsletter delivered by e-mail

Open a blank e-mail

Address it to: rnars@colinsmagic.com

In the subject only enter **Newsletter Subscription**

In the body of your e-mail, enter your name, postal address, membership number and callsign.



Joint Service Net - 5.403.50MHZ

A Tri-service net is now well established on the 5MHz allocation and operates on 5.403.50MHz each Sunday morning at 09:00 local time and runs for about forty-five minutes. A second weekly net operates on the same frequency at 19:00 local on Tuesday evenings. The net controller is usually G3RAF (GØTAK) depending on conditions.

RAFARS Nets

With an invitation to RNARS members to join in.

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

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

RNARS Nets

All frequencies +/- QRM. DX nets are GMT; UK nets are GMT or BST as appropriate. The list is compiled by Mick Puttick G3LIK
mick_g3lik@ntlworld.com – 02392255880.

UK	Time Local	Freq	Net	Control
Daily	2359-0400	145.725	Midnight Nutters	Vacant
Sun	0800	3.667	SSB-News 0830	G3LIK
	1000	7.088	Northern Net	GM4VUG
	1100	145.4	Cornish VHF Net	GØGRY
	1100	7.02	CW Net	G4TNI
Mon-Fri	1030-1330	3.743 / 7.065	Bubbly Rats	GØHMS/GØGPO
Mon	1400	3.575 / 7.02	QRS CW	GØVCV
	1900	3.742	North West-News 2000	GØGBI
Tue	1900	3.528	CW Net	G3LCS
Wed	1400	3.74 / 7.088	White Rose	G4KGT
	1930	3.743	SSB & News 2200	GØOAK
	2000	145.4	Stand Easy	Vacant
Thurs	1900	3.542	Scottish CW	Vacant
	2000 GMT	1.835	Top Band CW	GØCHV/G4KJD
	2000	145.575	Scottish 2M	GMØKTJ/P
Fri	1600	10.118	30M CW	SM3AHM
Sat	0830	3.74 / 7.088	GØDLH Memorial Net	GØVIX

DX	Time GMT	Freq	Net	Control
Daily	0800	14.303	Maritime Mobile	G4FRN
	1800	14.303	Maritime Mobile	G4FRN
Mon	0930	3.615	VK SSB	VK1RAN/VK2RAN
Wed	0118-0618	7.02	VK CW	VK4RAN
	0148-0648	10.118	VK CW	VK4RAN
	0800	3.62	ZL SSB	ZL1BSA
	0930	7.02	VK CW	VK5RAN
	0945	7.09	VK SSB	VK1RAN/VK5RAN
Sat	0400	7.09	VK SSB	VK2CCV
	1330	7.02	VK CW	VK2CCV
	1400	7.09	VK SSB DX	VK2CCV
	1430	21.41	RNARS DX	WA1HWW
Sun	0800	7.015/3.555	MARAC CW	PA3EBA/PI4MRC
	1430	21.41/28.94	RNARS DX	WA1HWW
	1900	14.33	N American	WA1HWW
Wed/Sat/Sun	1430	21.41	DX Net	WA1HWW/EA5AVL/K4XAT

RNARS activity frequencies

FM	145.4								
CW	1.824	3.52	7.02	10.118	14.052	18.087	21.052	24.897	28.052
SSB	1.965	3.66	3.74	7.088	14.294	14.335	18.15	21.36	28.94

RNARS Commodities List and Order Form
Write clearly and use block CAPITALS

RNARS No: _____
Call-sign: _____
Name: _____
Address: _____

Post Code: _____
Phone: _____

Item	Colour	Qty	Size	Price	P&P	Total
Sweatshirt Old Logo	Grey/Navy			£5-00	£2-50	
Sweatshirt New Logo	Navy			£15-00	£2-50	
Polo Shirt Old Logo	Navy/White			£5-00	£2-50	
Polo Shirt New Logo	Navy			£15-00	£2-50	
Tie				£4-00	£1-00	
Baseball Cap				£4-00	£2-70	
Gold Blazer Badge	(New style)			£10-00	£0-70	
Gold Blazer Badge	(Old style)			£5-00	£0-70	
Lapel Badge				£1-00	£1-00	
Log Book				£3-00	£2-50	
Total Enclosed						

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

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

Please send completed form together with PO or cheque made payable to RNARS to: Doug Bowen GØMIU, 14 Braemar Road, Gosport, PO13 0YA

Overseas members, please add £5-00 to cover additional postage.

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

RNARS Shack Clock

The clock is nine inches outside diameter in a white plastic casing and has a quartz movement (requires one AA battery not included). Each clock is personalised with your callsign, RNARS logo and the 500 KHz (red) & 2182 KHz (green) silence periods as per the image. Each personalised clock costs £12 and £5 for UK postage and packing; after the Royal Mail has increased their charges by £3-00 !



Orders from overseas members may be possible, please e-mail me for more information and I will advise you of prevailing postal and exchange rates: **rnars@colinsmagic.com** and remember to only put **RNARS** in the subject. At the time of going to press the exchange rate and surface postal charges approximate to USA \$40-00.

UK orders are normally processed within fourteen days of receipt of order. Complete and send the form below with a cheque or postal order to the value of £17 made payable to "**Colin Topping**" to the following address: 26 Crathes Close, Glenrothes, KY7 4SS

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

Name: _____

Call & RNARS No: _____ | _____

Postal Address: _____

Post code: _____

Telephone No: _____

E-Mail: _____