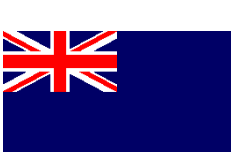
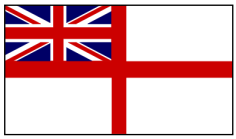


RNARS

The Newsletter of the

Royal Naval Amateur Radio Society

Spring 2015

Model of HMS Victory; now in Carl's (K8BBT) collection.

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

Contents:

Chairman's Chat

Welcome to the spring edition of the Newsletter. For those who complain about the lack of technical articles, oh yes they do, there should be enough in these pages to satisfy them. However it is worth remembering that Colin can only publish what members submit. If you, I repeat you, never contribute to the Newsletter then he is limited in the material he can use.

The rally season is once again upon us and I was fortunate in being able to attend the Harwell rally, thanks to Joe G3ZDF. This year it was larger than previous years as an additional hall was required to accommodate the exhibitors; definitely a rally worth attending.

The RNARS had a prime position with RAFARS alongside. Much friendly rivalry took place which was good to see especially as we had more members sign in than they did. To ease their bruised feelings we softened the blow by issuing them with a tot, purely for medical reasons of course.
Preparations are in hand for the HMS Collingwood open day, which will follow the well-established pattern we have developed over the past five years. If you live locally we can always use an extra willing hand, but due to the increased security checks now in place it is essential you contact the shack manager at least three weeks before the event so that the necessary passes can be obtained.

For those of you who are too far away to visit Collingwood on the 6th June 2015, you can view the events and visit the HQ Shack by logging on to www.batc.tv After logging on select "Live Events", then select "HMS Collingwood" and click on the view button. You can leave a message if you wish in the right hand "chat panel" We will be up and running by 09:00 but the planned events do not commence until around 10:00.

Fifty year membership certificates and blazer badges have now been issued to five members and I had the pleasure of presenting Mick, G3LIK, his at the last committee meeting. It was a double pleasure as it was great to see Mick at the meeting after his recent hospitalization.

Time passes so quickly these days, so a timely reminder that all committee posts are up for grabs at this year's AGM. This is your chance to inject new blood and thoughts into how the society should move forward. As Chairman I have reached my sell by date, after all, who wants an 87 year old in charge of anything? So it is time for someone much younger and more dynamic to take over; names please to the secretary.

Doug

Memories of a shore draft

Having served only 12 months of the obligatory 18 months commission (aboard HMS Crane, which was involved in the Suez Crisis at the southern end of the Canal), three Telegraphists; Taff Willis, Colin Swift and myself arrived in Singapore having taken passage from Aden in HMS ST BRIDES BAY. A Pusser's tilly came alongside and conveyed us to Kranji W/T Station. Having been on the shipbourne side of the FF Broadcast and worked GYL many times it was whole new world that awaited us in our various watches. Swiftie and myself were in the watch presided over by PO Tel Mike Matthews (G3JFF), now sadly SK. The following circuits, nets and fixed services were operated from the Comcen: MCCN, Ship-Shore on 8 and 12 Mc/s, Far Fleet Broadcast, fixed service to the Admiralty, Teleprinter link to USN Subic Bay, near Manila, a weekly CW sked to the French Navy base at Noumea, Area 8 Merchant ship traffic lists every four hours starting at 0001. there was also a "routeing" desk which sorted the indicators for various addressees, RNDPC was the Admiralty if my memory Serves.

Malayan Coastal Command Net, was as the name suggests for vessels in coastal waters and was the first place any newcomers were allotted. Later on in my career I was to operate MTI (Plymouth CCN) and MTL (Nore command CCN).

Ship-Shore 8 & 12Mcs. We would monitor the calling frequency and QSY to the working frequency. Invariably there would be competition between the operators for the highest number of messages in any watch with various measures of rum at stake! On one occasion things were pretty slow on 12 Mcs so I decided to switch the aerial configuration to see if that made a difference. It certainly did, I picked up a weakish signal calling GKA (Portishead Radio) repeatedly with no reply. I stepped in with a "K" and to my astonishment back came the Royal Yacht with QTC34. She was in the North Sea in the vicinity of Denmark and had been calling all and sundry without success. Equally astonished were the routers and the Admiralty fixed service operator. I cleaned up "gulpers" for many a day afterwards!! On another slack occasion I accepted "OBS" from a merchant vessel and

duly passed it to the Singapore Observatory. Within an hour or so the Observatory came back thanking us for weather observations off the east coast of Africa. Not much use locally, however the information was passed to Mombasa.

Far East Fleet Broadcast. This was usually the preserve of a leading hand but with assistance from mere Tels. The Morse tape was usually punched by local staff, the tape being pinned to the message and collected by a Tel who would then check the tape against the text, addressees etc, and issue the appropriate NRFF number. All this would double checked by the L.Tel before transmission.

Similarly the Merchant ship broadcast would be organised according to a big chinagraph board on which the names of all Commonwealth merchant ships in our area would be logged. The Merchant ships Skeds would start at 0001 and continue at 4 hourly intervals. Notams (notices to mariners) would be sent first following by callsigns of vessels for whom traffic would follow (the Traffic List). The Masters of the vessels were required to acknowledge receipt of their messages, in which case the ship's callsign would be deleted from the ensuing traffic lists. If a message had not been acknowledged after 24 hours the originator would be informed. If the unacknowledged message was to be repeated the instruction ONKEY 6 would be written on the board against the vessel's callsign.

All three of us had a go at the above and also the various other circuits. Having arrived as "wet behind the ears" Telegraphists I would like to think that when we left for foreign leave we were "well rounded" and competent operators. My D.O. at Kranji; Lt Knocker White thought I was in this category as he recommended me for advancement to Leading hand. I believe Swiftie volunteered for "Boats" but I never did catch up with Taff Willis.

For those of you not familiar with Kranji and its surroundings, it is practically on the north of the island just off the main road to Johore Bahru. As far as I can recall there was no Kranji village as such. The nearest settlement of note was Bukit Timah village, and the apocryphal Bar served up the best Nasi Goreng this side of Jakarta.

John G4KGT 1364

High Voltage Power Supply for Experimental Work

Dipl.-Ing. Jürgen H. Timcke, HB9ANE, RN 3493
www.juergen-h-timcke.ch

I am that what one can describe as an old fashioned radio amateur: I still build by myself and, to be precise, with valves! For me a fascinating technique which has my interest until today. I like to test the one or other valve-circuit and to make experiments with it. To avoid to install for each appliance an own power supply I built this here presented one which I describe deliberately in detail.

Technical concept

Required voltages

The power supply shall deliver the following voltages:

< About U = 350 [V] d.c. (therefore the designation „High Voltage Power Supply“)

< U = 6,3 [V] a.c. filament voltage

< U = 250 [V] a.c. (before the rectification)

For these voltages I installed a power transformer which can be charged with I = 120 [mA].

An additional power transformer, for filament voltages only, delivers U = 4 – 6,3 – 12,6 [V] a.c.

To improve the sreening effect of the filter chain I installed a power choke instead of a resistor, which leads to a more favourable energy balance.

For the output of all voltages are jacks on the front panel as well as on the rear.

Figure 2 shows the technical data of the power transformers and the power choke.

Measuring instruments and signal lamps

Line voltage, secondary voltage of the power transformer, direct voltage and direct current should be indicated by corresponding measuring instruments on the front panel.

By means of coloured signal lamps on the front panel should be indicated:

< The line voltage at both power transformers (green).

< The secondary voltage of the power transformer (green).

< The filament voltage of the power transformer (yellow).

< The three filament voltages of the additional power transformer (yellow).

< The phase-correct connection of the line voltage (red).

Fuses
All input and output voltages should be protected by fuses.

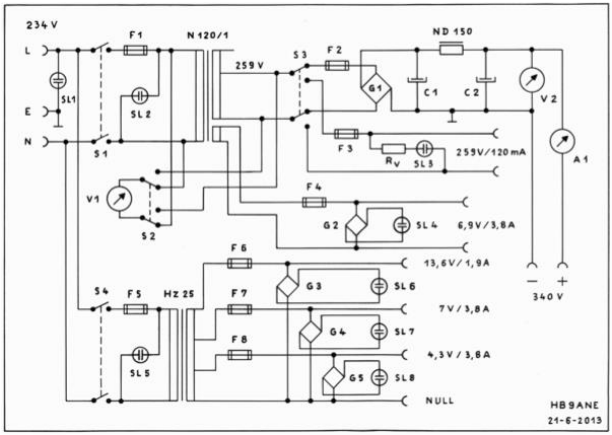


Figure 1above shows the circuit, corresponding to the required voltages, measuring instruments, signal lamps and fuses as mentioned before.

All indicated voltages are measured values, determined with a digital multimeter, type VOLTCRAFT VC 940

To present the circuit as clearly as possible the various components are not designated, but marked with letters and numbers only. Their description can be seen in figure 2

Power transformer	
N120 / 1	250 V / 300 V 120 mA
	6,3 V / 3,8 A
Power choke	
ND 150	10 H 150 mA
	R = 140 [Ω] ± 5 %
Filament transformer	
Hz 25	4 V / 3,8 A 6,3 V / 3,8 A
	12,6 V / 1,9 A
Full-wave rectifiers	
G 1	B 500 – C 3700 / 2200
G 2	B 40 – C 5000 / 3300
G 3	
G 4	
G 5	
Electrolytic capacitors	
C 1	50 µF – 450 V / 550 V
C 2	
Measuring instruments	
V 1	400 V a.c.
V 2	500 V d.c.
A 1	150 mA

Fuses		
F 1	T 400 mA	
F 2	T 160 mA	
F 3		
F 4	T 4 A	
F 5	T 160 mA	
F 6	T 2 A	
F 7	T 4 A	
F 8		
Signal lamps		
S L 1	230 V a.c.	red
S L 2		green
S L 3		
S L 4	12 V =	yellow
S L 5	230 V a.c.	green
S L 6	24 V =	yellow
S L 7	12 V =	
S L 8		
Dropping resistor to S L 3		
R_v	10 kΩ / 0,25 W	

Figure 2
Technical data of various parts

Design

I started with the design drawings on paper ruled in millimetre squares, scale 1:1. These drawings show the complete design of this appliance, that means all details, especially all required holes for the screws, wire bushings and the various sparings, to avoid that later on

holes for all the screws and wires are missing. Based on these design drawings I made for each part free-hand drawings with all the required dimensions which are needed for their making.

Chassis

The chassis consists of front panel, rear and base plate (all made of aluminium sheet s = 2 [mm] thick). Because of the heavy transformers and the power choke the topmost precept was: the chassis must be of the best possible stability. i.e. being stiff, independent of the mechanical expense. To increase the rigidity four brass rods, diameter d = 6 [mm], are screwed to the front panel and rear, see figure 3

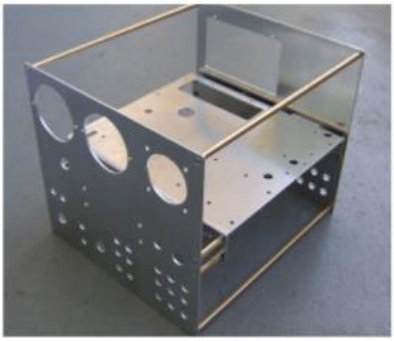


Figure 3
Chassis with 4 stiffening rods

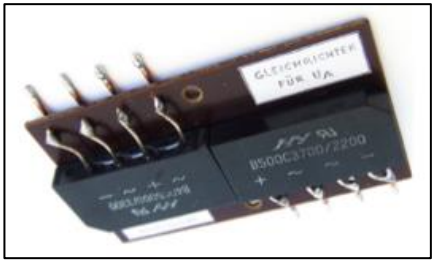


Figure 4
Module „rectifiers“ G1 and G2

The base plate must be resistant to bending. For that reason it is bended downward at the front panel side and on the rear side, see figure 9. On the bended sides of the base plate distance bolts (of different length and with threaded holes M3 on both sides) are screwed on. At these distance bolts the front panel and the rear are screwed on, see figure 3

On the left and right upper side of the base plate angular aluminium profiles (20x10x2) are screwed on. These have two functions: to increase the flexural strength of the base plate on the one hand and to be used later on for the fastening of the lower and upper casing cover by means of tallow-drop crews on the other hand. Both casing covers are also made of aluminium sheet s = 2 [mm] thick and U-shaped

bended. The result is a solidly built chassis, i.e. the required stability exists whether the casing covers are fitted or not.

The outsides of the front panel and the rear as well as the casing covers are in several steps grounded with fine abrasive paper and after this washed with soap to get a dull glance of their surfaces.

Modules

The following parts I have mounted on little boards of Pertinax:

< The rectifiers (G1 and G2) for the secondary voltage and the filament voltage of the power transformer, see figure 4

< The rectifiers (G3, G4 and G5) for the signal lamps (SL6, SL7 and SL8) of the three filament voltages from the additional power transformer, see figure 5

< The fuses (F1 to F8), see figure 6

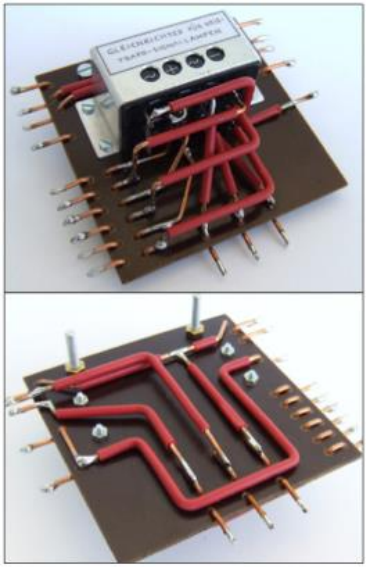


Figure 5
Module „rectifiers“

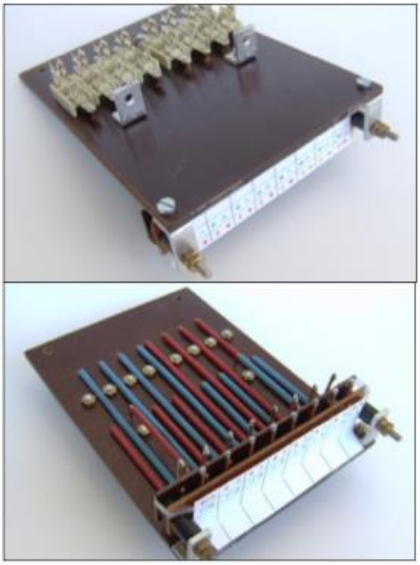


Figure 6 Module „fuses“
Above: F1 to F8

Above: G3, G4 and G5
Below: rear side

Below: rear side with the connecting and the designations

Connecting blocks

To simplify the wiring I have made various connecting blocks of Pertinax with bended connection pins made of uninsulated copper wire. Their executions (dimensions, number and position of the connection pins) correspond exactly to the planned wiring, see figure 7, below

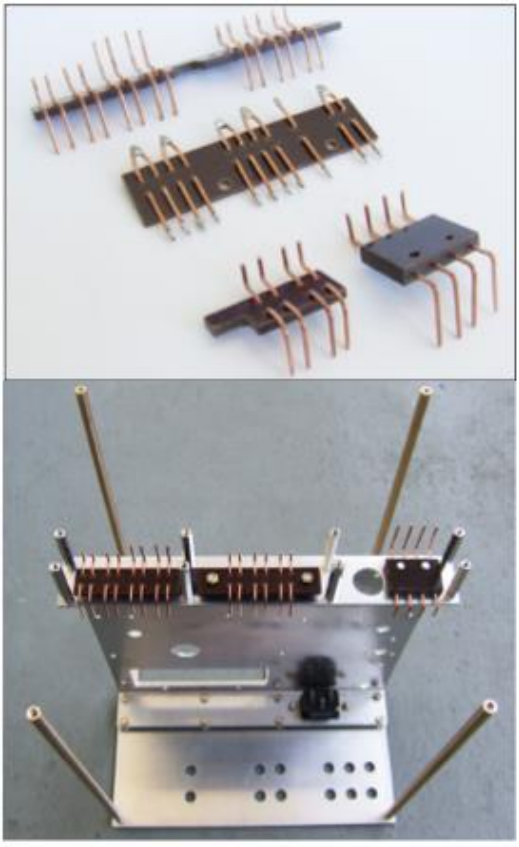


Figure 7
Above: various connecting blocks

Below: connecting blocks at the front
side of the base plate

Wiring

Figure 8 and figure 9 show in which way I have made the wiring.

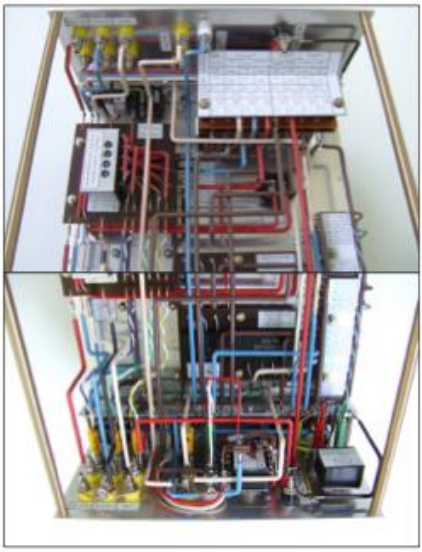


Figure 8
Wiring at the lower side of the base plate:
Above: view to the rear
Below: view to the front side

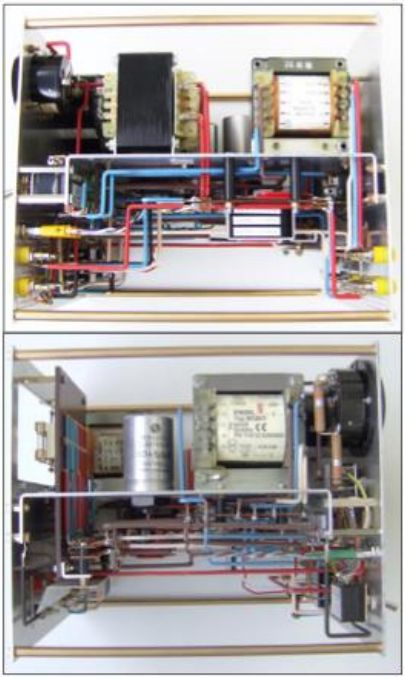


Figure 9
Side views
Below on the left: without the cover at the sparing for the access to the fuses

Additional to the circuit I made a wiring drawing in which one all connections are corresponding marked. To do this is a great help for the wiring-work and has the following advantages:

< Simple allocation of the wires to the connection pins of the components or soldering terminals.

< Avoiding of incorrect connections.

< Easy check of the completed wiring before the first „switch on“ to the line voltage.
< Easy finding of the measuring points for voltages and currents.

Figure 10, below, shows a detail of the circuit with the designation of the connections of S3, F2 and F3 and figure 10, below, a corresponding detail of the wiring drawing for S3 with the designation of the particular connecting pins.

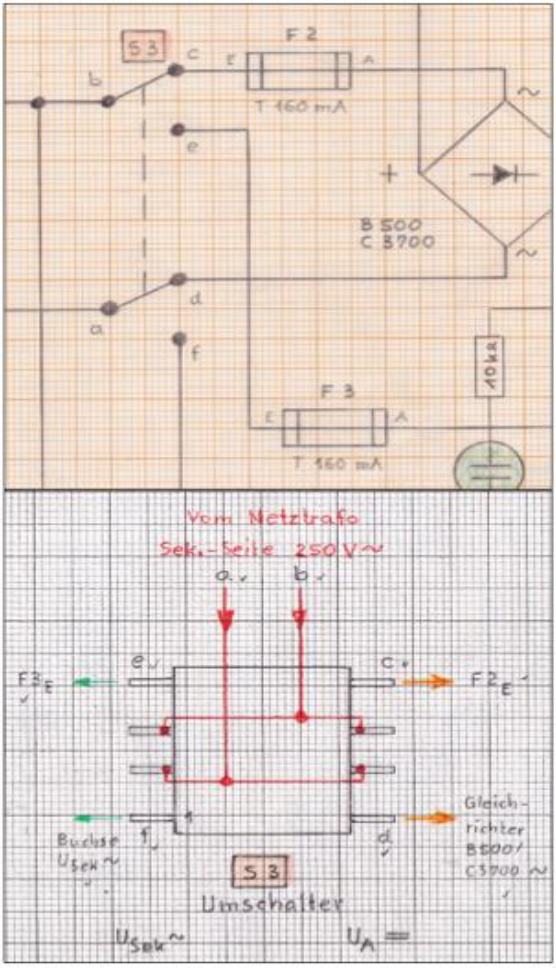


Figure 10
Details
Above: of the circuit
Below: of the wiring drawing

The used wires have insulations of different colours. This makes the handling of the various wires during the wiring work as well as later on for the „last preoperational check“ very easy.

Calculated values of the filter chain

The calculations are based on the technical data of the power choke ND 150, the charging capacitor C 1, the filter capacitor C2, see figure 2, I_{max} = 120 [mA] and f = 100 [Hz] (full-wave rectification). Figure 11 shows the results.

Ripple voltage at C 1	U_{RC1}	4,3	V
Reciprocal of reduction factor	S	197,4	–
Ripple voltage at C 2	U_{RC2}	21,9	mV
Inductive resistor of ND 150	X_L	6283,2	Ω
Capacitive resistor of C 1 and C 2	X_C	31,8	

Figure 11
Calculated values of the filter chain

The finished appliance

The front panel of an appliance must have a “face“, i.e. the position of the switches, jacks, signal lamps and measuring instruments must allow a clear over-view on the one hand and the control elements must be easy to handle on the other hand, the result shows figure 12, below.

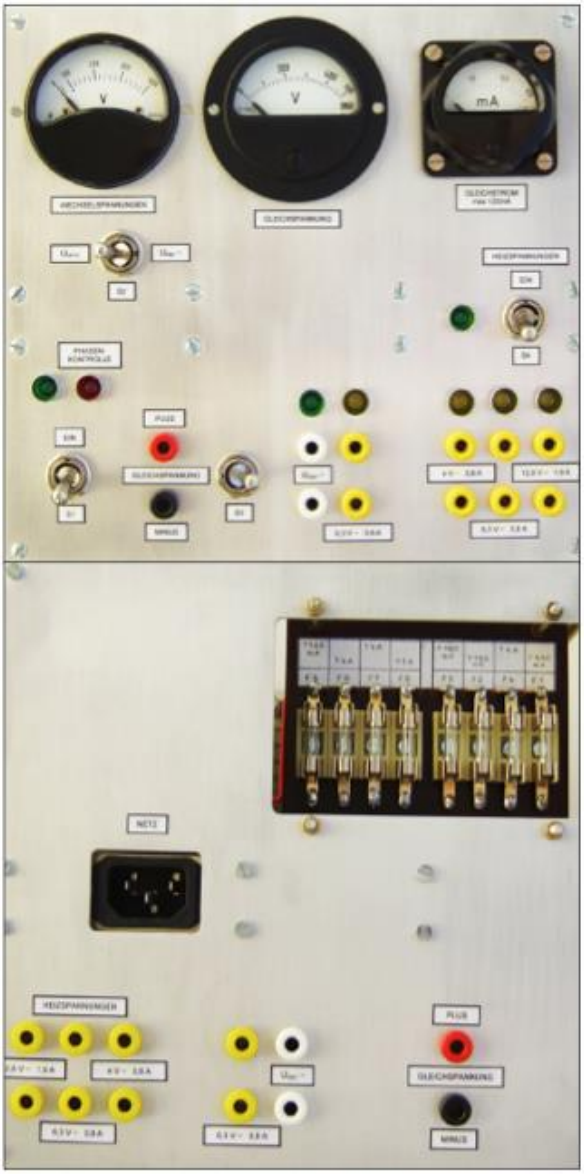


Figure 12
Above: front side
Below: rear side

The position of the measuring instruments corresponds to the circuit:

On the left V1: Reversible to indicate either the line voltage or the secondary voltage of the power transformer.

In the middle V2: Direct voltage of the output of the power supply.

At the right A1: Direct current between the output of the power supply and the connected consumer.

Rear
The rear, figure 12, below, shows the position of the connector plug for the line voltage and the coloured jacks for the different output voltages. The colour of these jacks, allocated to the different output voltages, corresponds with those at the front panel.

Why these coloured jacks also on the rear side?

The reason is very simple: the power supply and e.g. a receiver can be put up next to each other and connected on the rear side without disturbing wires on the front side.

Clearly to see are all fuses (with their designations) which can be handled from outside (cover removed). In the case of a destroyed fuse it can be seen very quickly which one it is: all are designated according to the circuit.

Views from above

Figure 13 shows all components which are positioned on the upper side of the base plate: power transformer (on the left), power choke (next to it), filament transformer (behind it) and the charging and filter capacitor (one part). Also one can see the module „fuses“ (cover on the rear removed) and the measuring instruments in the front panel. Figure 14 shows once again a view to the finished appliance (without the lower and upper casing cover and without the cover at the sparing for the access to the fuses at the rear).

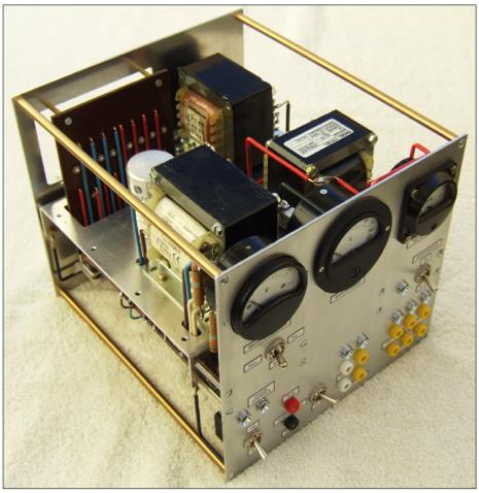


Figure 14
The power supply without the lower and upper casing cover and without the cover at the sparing for the access to the fuses

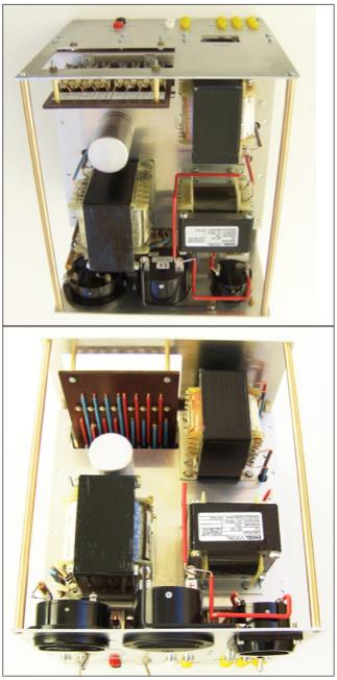


Figure 13

Photography and drawings: author

Acknowledgement
Figure 2, figure 11 and layout by Michael Körner

Peter MMØPSL visits Bedford

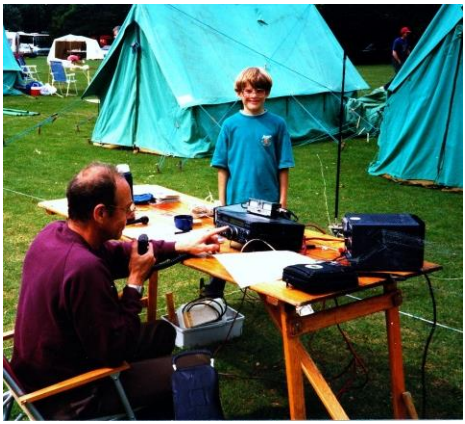
Peter came down to Bedford, from the Shetland Islands, to visit his sister. This coincided with the Bedford River Festival. On the Tuesday I took him up to the Bedford Radio Club (BADARC) RN 4961 RAF 4828, where he joined in the general chat evening.

On the Friday we went to the Imperial War Museum at Duxford and viewed the exhibits, and used the courtesy bus for the longer bits. The IWM staff were most helpful. I took some photos of Peter, and found a display of the area and the date of Peters birth, which I got a shot of. On the following Monday Peter visitd my shack, to work the Bubblies.

We discovered that we had belonged to the same Sea Cadet Unit; number 29, TS Victorious.

Glenn GØGBI 3481

Me and my shack



John G4KGT 1364

Bert DL2HCB 4968

Two contributions this time; clearly John was enjoying good weather for his outdoor shack while new member Bert is getting ready to send CW.

Do you have a face picture of yourself in your shack? Don't be shy, **please** send it in; it allows others to put a face to a voice.

Book Review: 'HMS Dasher'

My new next-door neighbour, David, (the one that receives my Morse on his computer speakers, but only when I am operating QRO) is an ex RN diving instructor whose uncle, Naval Airman Second Class Joseph H. Webb; FAA/FX94804 was listed as missing in action following the loss of HMS Dasher.

Dasher began life as a lend lease cargo ship; 'Rio de Janerio' and was hastily converted in Boston USA to be an aircraft carrier for the Royal Navy.

On 27th March 1943, following a work up in Lamlash Bay the carrier was subject to a huge explosion and subsequent fire. She sank eight minutes later with the loss of 379 lives. There were dozens of civilian and service witnesses to the incident at the official enquiry, pages of which are included in the book, which seems not to have reached a proper conclusion. Immediately after the incident everyone, was told that under no circumstances to talk of the matter and access to statements and papers was restricted under the 30 year rule.

Officially authorised dives have been conducted on the wreck from time to time, but always with the injunction that no entry into the vessel was to be made.

In this, the third revision of the book, the authors present some evidence which may lead to the belief that the body used in the wartime allied ruse bizarrely named "operation mincemeat" to deceive the Germans about the likely point of a mainland Europe invasion as made famous in the film 'The Man Who Never Was '. Evidence is put forward that HM Submarine Seraph was dispatched to the area shortly after the disaster, this was the submarine which delivered the body of the supposed Royal Marine officer Maj Martin. The book reference is ISBN 1 902831 39 and costs £9.99

Roy Walker 2E1RAF

Toroids

By Anthony Sedman G3LAA. IEng. Fellow Institution Engineering & Technology.

I refer to an excellent article published in RNARS Newsletter Summer 2009 by Dipl Ing Juergen Timke HB9ANE.

Juergen wanted to know *'what happens in a tuned resonant circuit with the inductance L constant and tuning capacitor C variable?'* In Juegen's paper, measuring instruments were used on very professionally constructed tuned circuits to find the solution. Until fairly recently I was a Civilian Education Officer with the Royal Air Force and was asked this very same question by one of the RAF trainees.

There is an alternative solution using well known equations familiar with all radio amateurs. The formulae are manipulated in such a way as to give the solution to this question.

<u>The equations I have used.</u>

The frequency at which resonance occurs in either an ideal parallel or series resonant circuit is given by:

$f_0 = \frac{1}{2\pi\sqrt{LC}}$., since the term $2\pi$is a constant then fo is proportional to $\frac{1}{\sqrt{LC}}$.....1)

Next, recall that Q-factor in series and parallel circuits is given here in the equation:

Q = $\frac{1}{R}x\sqrt{L/C}$and since the term$\frac{1}{R}$is a constant, then Q is proportional to$\sqrt{L/C}$.....2)

The term R above refers to the loss resistance of the capacitor C and the coil windings in the inductance L. We want these to be negligibly small, so I have not included R in the equation above.

Without going into the derivation of the equation for bandwidth of a tuned circuit I give it here:

BW_{3db}= $\frac{fo}{Q}$.....3)

Now substitute equation 1) and 2) into the above equation 3) for the

BW at the 3db points.

$BW_{3db}$is proportional to $\{\frac{1}{\sqrt{LC}}\}$ divided by $\{\sqrt{L/C}\}$ .....4)

get rid of the square roots by squaring both sides of the above equation 4). This yields:

$BW^2$is proportional to $\{\frac{1}{LC}\}$ divided by $\{\frac{L}{C}\}$.....5)

[change the divide to a multiply and invert the term $\frac{L}{C}$ as in the rules of algebra]. The capacitance cancels leaving us with:

$BW^2$is proportional to $\frac{1}{L^2}$.....6)

Taking the square root of both sides of equation 6) gives:

BW α $\frac{1}{L}$ (α alpha is the constant of proportionality).....7)

The significance of this is that the variation of capacitor C has NO effect on the bandwidth.

It has taken me many hours to get the hang of using the formula page on my computer and I am wondering if there is anyone out there who can explain how to use the maths formula?

For example I couldn't write equation 4) in the way it should be written. Also the Bandwidth (BW) should be enclosed in brackets and the term within squared. As written here it gives the impression that the term W is squared. I would have liked to have used the symbol 'delta' 'f ' for bandwidth. I'm using Windows 8.

HQ Shack

Just as I was finalising the layout, Nigel Auckland (Shack Manager) contacted me with details of the refurbishment in the shack workshop. This includes a re-wiring of the mains distribution to modern standards with trunked wiring, breakers and sockets for the new digital VHF repeater.

I'm sure all users are grateful to Nigel and Nevil for all their hard work.

A warm welcome to our new members and up-dates

New Members		
Dave Williams	G8PUO	4969
Nick Hudson	MØOJO	4970
Christopher Pegrum	MØNAY	4971
TS Dragon	G7SCC C/O N Wilkinson G4HCK	4972
Michael MacKay-Blair	VK6MMB	4973
Paul Waldock	MØLRE	4974
Roger Poole	MØGWM	4975
Purbrook ARC	G3CNO	4976
Simon Young	SWL	4977
Re-joiners and Reinstated		
Bill Denton	GØFUE	2944
David Hamilton	MØBVE	4529
Nobby Clark	GØOPD	3689
Changes		
Jennifer Wilson	2EØHFA, was M6HFA	4949
John Taylor	MØHTE, was 2EØCWJ	4957
Silent Keys		
Roger Bold	G4CNW	0900
Ray Wesson	G3MXZ	0431
Norman Kent	GØWNT	3674
Les Mitchell	G3BHK	0382
Peter Townsend	G6PMT	0332
Esde Tyler	GØAEC	3382
Resigned		
Vernon Jones	GØVFE	4655
Roger Bellenot	GØTEL	4337

Help Please

I'm seeking information and a manual for a marine receiver of some vintage made by Woodsons of Aberdeen. It's a model C50 which I believe runs off 12 volts. I have tried Woodsons, but they no longer hold any detail of this model. Contact Doug GØLGJ by email: dougcans@btinternet.com or phone 02380661045.

I served on-board **HMS Hermes**; August to September 1967, when we put in to Hong Kong for ten days.

On the day of arrival, the local paper had great big headlines *'HERMES HERE TODAY'*. We didn't get the significance of it at the time, but the Communist terrorists were very active then and there was already a high state of alert amongst the services and police.

Leave was restricted to the Wanchai district, which was a shame for this was my one and only visit to Hong Kong. About 05:00 next morning, the junior rates dining hall was full of Hong Kong policemen! Apparently, the police were going to carry out a dawn raid on a skyscraper block they thought was being used by communist terrorists and whilst a team was going in on the ground, our helicopters were going to be landing another team on the roof of this block. It transpired that in the middle of this skyscraper block, they found a fully equipped hospital which had been built and fitted out by the communists, unknown to the authorities.

We went ashore that night and you could feel the increased tension in the atmosphere. Had an excellent meal in the China Fleet Club, did a bit of shopping and visited a few bars and that was it.

Ken G3RFH 175

Calling all past members of the AK happy club?
At the request of his daughter I have recently been sifting through the papers of **Maurice A Pyle G2BLA** (SK) with a view to putting together a life story.

Whilst doing this I hit upon a specimen of badge of the AK happy club, circa 1930's. The lady immediately said; "I don't know what that is", by serendipity I was able to say; "I do, I have got one of those".

The badge was issued to youngsters by the News Chronicle in the 1930s and immediately after WW II to denote membership of the children's News Chronicle Club complete with secret codes and competitions.

Here is the pre-war cast and enamelled version, mine is the post-war printed tinplate copy. I found mine some years ago and kept it because I was "happy" to be allocated the call sign GØTAK in 1993. I wonder if any other RNARS members were "happy" club members?

73 Roy GØTAK

The Day I Learned Some Humility
Or - "Don't Ever Send QRQ To SUQ"

Uncle Sam kept me busy in my youth as a Navy radioman, sending me on many expense-paid cruises to all manner of exciting places, including several cruises to the Mediterranean Sea as part of the 6th Fleet. After a few years at sea I fancied myself a pretty hotshot Morse operator.

Some of you out there who sailed in the 6th Fleet during the late 50' and early 60's may remember the famous "Task Group Commanders Circuit", commonly called "SIXES-ALFA". This was a high speed Morse net that routinely clipped along at 40WPM with busy spurts somewhat faster. It was a matter of some pride that only holders of an official "Speed Key Certificate" were allowed on the circuit, and only the best of those were qualified as NCS. (Yes, before you could use a Vibroplex on a US Navy circuit, you had to pass an examination and obtain a certificate.)

Anyhow, as a qualified NCS on SIXES-ALFA, there was no doubt in my inflated ego that I was one of the hottest seagoing ops to ever key up a TBL. (TBL was a big black 100W MF/HF CW transmitter fitted in WW-II/Cold War era destroyers.) Certainly there was no mere civilian radioman out there to challenge my skills.

U.S. NAVY SPEED KEY CERTIFICATE

Serial No. C6F 147

This is to certify that –

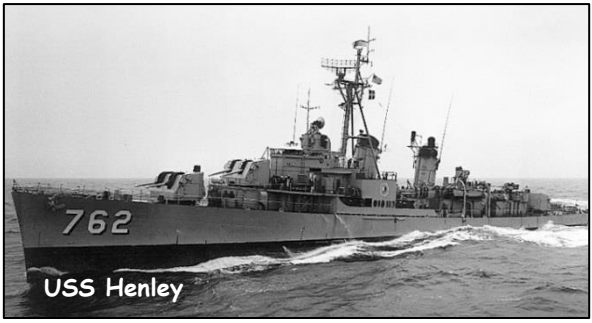
H. Hans BRAKOB RM1, USS Henley (DD762)

having successfully met all requirements set forth by current directives, is qualified to use a Speed Key on the performance of his official duties on U.S. Naval Radio circuits.

11 Dec 64

DATE

L. H. Olsen



In those days the US Navy maintained a small presence in the Red Sea and Persian Gulf called the "Mid East Force". The Commander of this force was a Commodore who maintained his flag not on a warship, but on a seaplane tender (mother ship for seaplanes, which the Navy no longer even flew) docked at the British base on Bahrain. It was a pretty low-key military backwater. His "force" usually consisted of a couple of destroyers on loan from the 6th Fleet in the Mediterranean. (Admiral Scott Redd, USN once held that post. You may know him better as K0DQ, an awesome CW contester.)

These destroyers rotated to this duty for about two months by a transit of the Suez Canal. Vessels transited the canal in convoys, northbound and southbound, which were coordinated to meet and pass at a "wide spot in the road" at the Great Bitter Lake. If there were any warships in the convoy, they were the lead ship, and the lead ship carried a UAR Canal Pilot.

Communications between the pilot and the Suez Canal Authority was via an MF (420 Kc/s) Morse circuit between the lead ship and the UAR station SUQ at Ismailia. In early October of 1961, my ship, USS

Henley DD762, drew the short straw and was sent off on Red Sea patrol. After a last liberty port at Piraeus in Greece (remember "Fix" beer and the infamous "John Bull" tavern?) we transited to Port Said and embarked our pilot for the trip through the canal. The pilot had me file a departure report to SUQ and promptly at 0700 we started our transit. Periodically (at passing El Ferdan and Deversoir, if I recall correctly) he issued short progress reports which I sent to SUQ.

In due time the convoy entered Great Bitter Lake and anchored to allow passage of the north-bound convoy coming up from Port Suez. Prior to weighing anchor for the remainder of the passage, the pilot was required to obtain updated instructions from the Canal Authority. Turned out this happened just as I was due to be relieved on watch for noon chow.

Wanting to turn over a "clean" log to my relief, I was somewhat impatient that the operator at SUQ was operating at a rather leisurely pace (perhaps "only" 25 WPM). Surely this lowly civilian operator could send just a bit faster? So I slid the weights back to the rear stop on my Vibroplex and sent; "SUQ DE NHXW QRV QRQ K". What happened next still causes me regret every time I contemplate that short cocky transmission. An image comes to mind of a swarthy-complexioned moustachioed Egyptian with a wicked gleam in his eye, chomping an unlit cigar, pulling the weights completely off his key, and muttering "I'll show this gob some real QRQ"!

The crisp Morse transmission, which came back to me, was utterly off the chart in terms of speed. No operator on the vaunted SIXES-ALFA had ever even caused me to really concentrate, but I was missing every other character this fellow sent. In embarrassment, I sheepishly unplugged my speed key, broke in, and on the pump handle sent; "SUQ DE NHXW QRX OPERATOR CHANGE QRS" and turned the circuit over to my relief.

Never again, and I mean NEVER again, has the opsig QRQ ever passed my fingertips.

Hans Brakob KØHB 4420

Look who we met

The weekend after the RNARS AGM, Penny and I travelled to Southampton to board the cruise ship Emerald Princess. The weather was good and the sea calm as we set sail on our eleven day cruise down to the Canary Islands. Our cabin was located port side forward on deck 12 complete with balcony for us to sit on and soak up the sun. The first three days were at sea. What we did not know at the time but were soon to find out was that we would run into bad weather coming across the Atlantic from America.

As the cruise ship sailed further across the Bay of Biscay heading south, less and less people were turning up for breakfast. The captain said that due to the bad weather we would make land fall at Vigo. This would allow him to run with the sea making sailing smoother for the passengers. As time went on the weather eased slightly and the captain decided not to call in at Vigo and to change course and make for the Island of Madeira our original first port of call. Saturday morning arriving at the restaurant for our early breakfast prior to going ashore at Funchal, who should we meet also having an early breakfast none other than Les Horne GWØJTE (RNARS 3181) and his wife Brenda. Our previous meetings had been on HMS Belfast and at HMS Collingwood's AGM's. What a surprise for both of us to find we were on the same cruise ship. Because we were on different trips ashore, we made arrangements to meet up in the evenings.

Ray G3KOJ

Rally Round Up - **Kempton Park Rally**

The Rally was fairly well attended even though it clashed with quite a few Remembrance Day events. Instead of being placed next to the Royal Sigs or RAFARS as I always ask for, we were placed out in the nether regions next to the Coulsdon bring and buy corner. However, the large pull-up banner and the white ensign on the front of the table did at least mean we could be seen from the main hall.

Joe & Jim

There were thirteen who signed in and Baz GW0SFI must get the prize for the longest distance travelled. Others were G0LUH, G4CJY, GW0SFI, M0IMJ, G0EHO, G4TNN, G3NIR, G4BEQ, G4SSX (Royal Sigs), G1LEV, G3ZJY and G3VRY.

Just after the two minutes silence at 11:00, we had 'Up Spirits', a tradition that I think we will be able to repeat next time round.

One new member signed up and three people took application forms with them. I did offer them some encouragement by offering them a tot if they signed up on the spot but I can only conclude they were of the temperance persuasion. Trade in the new badges was brisk.

My thanks to Doug G4BEQ and Jim G3VRY for helping out on the stand.

Joe G3ZDF 0585

Martin Lynch Open Day - Guildford

I ran a stand at this event and had a very enjoyable day meeting a fair number of members as well as those from RAFARS and Royal Signals. The following members signed in: Brian G4CJY, Graham G4NMD, Barry G7JMX, Mike M1CCF, John G0GCQ, Jorgen M0AXP, David

G4NRT & Donald G1LEV. Rob Mannion G3XFD former editor of Practical Wireless editor was also there.

Phil

Harwell Rally

A cold and early start with the temperature sitting at 1C; which was an improvement over last year when we had to fight flooded roads. Arriving on site a little after 08:00 to find the place buzzing with traders. We had a second table for the sale of equipment no longer required the HQ shack. It didn`t take long for a small army of ATC Cadets to unload the cars of their contents and transport it all into the hall for us.

The Horndean crowd (I hope they don`t mind me using that expression) headed by Nigel - M0NAF, Julia - G0IUY, Simon - G0IEY and Frank - G0LFI soon had the stuff unpacked and piled high on the table. The equipment soon drew a small crowd of interested traders and others in the hall. The gates opened promptly on time and the hall was alive with visitors all looking for bargains. The stand did a brisk trade for most of the day, and I have to hand it to them, over 90% of the stuff was sold making a tidy sum for the RNARS, well done lads and Julia.

Interest on the RNARS stand itself was slow; we did however dole out several application forms to interested persons, hopefully this will result in some new members.

Only 14 members/guests signed in today. In all the stand was over-manned today, but it did good for the Society. It is not every rally stand that sees the Chairman, Secretary, Shack Manager and a committee member all in one go. As usual, things started to fizzle out soon after lunch and traders were packing up early. We finally called time at 13:30 and cleared the stands ready to hit the roads home.

Many thanks to the "Horndean crowd", Doug and Joe for their help and support today. Not forgetting the excellent job done by the Harwell and District Radio team of volunteers who once again worked hard to make for a successful rally.

Dave, G4JBE 0434

Memories of HMS BELFAST

I joined "ship" in November 1990, and continued my "service" until November 2013, but my biggest regret was I aimed for 25 years, but Tempus Fugit, and bad travel, barred my progress and I had to abandon ship! The object of my visits was to operate the Bridge Wireless Office and the day I chose and adhered to was Wednesday. The reason for this was to indicate that the BWO would always be on the air that day, and over the years I missed very few Wednesdays. Not intended to be an altruistic comment, for I thoroughly enjoyed the commitment.

My initial contact was with Ray Buddle (G4UOX) and Golden Oldies amongst us will surely remember this very likeable, charming man. My request to him was to join the Belfast Group, and the privilege of operating the equipment. To my delighted surprise, I was immediately welcomed, for at that time, there was no regular operator, and my employment was immediate, and for some time, I was virtually a Lone Ranger.

You are probably aware, a further BWO commitment, is the attention given to the many visitors to the radio office, people from all parts of the world, amongst others, together with children's groups, and school parties, and to answer their questions, and give information regarding the ship's communication etc. Upon my first watch, Ray elected to show me the ropes, and then I was left to my own devices. These were the days when we tuned to a frequency by antenna tuner, therefore rather slower when changing bands, and the key, a brass pounder, the radio operators' traditional method of "Make to Speak"! My arrival coincided with the final term of Derek (G4WWP) as Chairman. I'm sure that it was not anything I said, and believe that he is still a member, so no doubt able to confirm or refute my statement. He was followed by Bob (GØFEK), a great organizer with a good sense of humour. Together with Ray, I could not go wrong. Ray, by his diplomacy, persuaded certain radio companies to contribute to the Belfast Radio Shack, in particular, the faithful Yaesu FT990. It was a very sad loss to the society, when Ray became a Silent Key, and I often gave him a thought, particularly when working the 990 and thanks to him, the pleasure he has given to the many subsequent operators.

Over the years, there have been a number of changes within the IWM and on board staff, in particular the deck personnel. When I first joined, most of the staff had sea going backgrounds, but with the passage of time, I doubt if this would now be so, with the exception of Kevin Price BEM who is Chief Yeoman, and Rod (2EØRPS) who is Leading Yeoman. Needless to say, they all do a first rate job, and HMS Belfast is a happy ship, further imbued by high spirited youngsters.

Bill GØIEC/3526/LG345A

Spotting From The Air

Even before the Royal Flying Corps and the Naval Air Service were subsumed into the Royal Air Force on 1st April 1918, both of these services were active in developing aircraft, equipment and training for use against the enemy.

The aircraft were low powered and fragile but they were used in the field or at sea principally for 'scouting' and acting as Forward Air Controllers for the artillery or ship borne guns. The RN aircrew had a particularly undesirable task, having typically been launched by being catapulted from a platform built on to the top of the main armament they would be recovered after landing in or if lucky on to the sea alongside their parent vessel.

One of the means of communication between aircraft and ground was for the pilot or observer to write a message on a weighted streamer, to fly home for Allied-Lines and drop the message, hoping that it will be collected and taken to the gunners!

The Royal Engineers Air Battalion had pioneered experiments with wireless telegraphy in airships however; the early transmitters weighed 75lbs and took up a seat in the cockpit. This meant that the pilot had to fly, navigate, observe, and report by radio. There was no room for any receiver; the message stream was therefore still one way. Interestingly my wife has a picture painted by her naval officer great grandfather showing the fleet in action with a small dirigible flying above.

Early in 1915 the Sterling lightweight spark transmitter became available in quantity and was introduced into the Royal Flying Corps. This meant that an observer could be carried able to transmit his up to date information direct to the radio operators attached to the guns in Morse through a trailing wire antenna. There was still no suitable receiver but the message was simplified by imposing an alpha-numeric grid over a standard map sheet enabling accurate correction of the fall of the shot.

Interestingly the Sterling transmitter had a fully enclosed casing, sealed by a rubber O ring and the Morse key was rigged externally to the aircraft, both precautions to remove the possibility of ignition of waste fuel from the engine.

The wireless operators work on the ground is often carried out under heavy artillery fire in makeshift dug-outs. The artillery pieces were important targets and the antennas were a lot less robust, leading to damage requiring immediate repair under fire. In addition the ground operators had to communicate with the aircraft by means of highly visible cloth strips laid out on the ground or by signalling lamp. By May 1916 a total of 306 aircraft and 542 ground stations were equipped with transmitters.

Part of the museum exhibit at RAF Henlow consists of a stuffed carrier pigeon and a detailed diagram of how to wrap a pigeon in a bag, in a box for transport by air. I never did understand why that had any

relevance to the rest of the display. I learned however quite recently that one of the missions undertaken by the RFC was to deliver spies and replacement pigeons to agents behind the lines.

The first such mission took place on the morning of 13 September 1915 and it was less than successful. The plane crashed on landing and the pilot and his passenger were badly injured and easily captured. Two years later pilot Captain TW Mulcahy-Morgan escaped and was able to make his return to England.

Roy Walker 2E1RAF RNARS 4923

GB2OWM

Orkney Wireless Museum, the personal collection of Jim MacDonald, GM8BFG, RNARS 468, opened its doors to the public in St Margaret's Hope, South Ronaldsay in April 1983. Jim died in 1988 and a Charitable Trust was set up to keep it going. This morphed into a Private Company for Charitable Purposes Limited by Guarantee and in 1997 the Museum moved to Kirkwall.

The Callsign GB2OWM first came on air, as a NOV on the writer's licence, for a weekend, when the Museum opened for the season in April 1989. The exercise was repeated in September 1990. In 1991 we were invited to be part of the 2nd Orkney International Science Festival, which lasted for a week in September. We have participated every year since then. In April 1991, thanks to the lobbying by RSGB we were granted the call GM0OWM with a Permanent NOV for GB2OWM. In June 1991 we were authorised to use Jim's RNARS Number for the Museum.

We were invited to take part in International Marconi Day, as a "Marconi Station" in April 1997, and in the Museum's weekend in June 2001. We participate each year in these 3 annual events.

Our move to Kirkwall in 1997 presented a few problems. There is not room to have a permanent transmitting set up with room for operator,

logger and QSL card writer. The normal amateur radio display is based around a B28 and at the moment a Yaesu FT200. The latter replaced a Trio JR500S which had its dial gear train stripped by an over enthusiastic visitor who tried to tune beyond the end stop! There is also a morse key, and if you send your name in Morse the Custodian will give you a Certificate! The display is sandwiched between "Kiddies Corner" (Curly wire game, very early tennis type computer game &c) and a pre WW1 Crystal Set, on which those with good hearing can listen to BBC Radio Scotland from near Inverness - over 100 miles away.

To run GB2OWM, these items are moved out and replaced with a table big enough for an operating team. The station usually consists of a Yaesu FT101 ZD Mk 3, running about 100 watts SSB, along with a KW Z Match.

There is no ground for antennas, so rely on convenient supports - a chimney stack and a lamp post. This gives a run of about 75 feet - it was 78 feet until the Council re-organised the street lighting last year and moved the lamp post! The top is centre fed with slotted 300 ohm ribbon and the Z Match does the rest. We are surprised at the consistently good reports that we get. We are very close to salt water, being literally round the corner from the basin. There is a problem with electrical noise being surrounded by hotels and other commercial premises. At the moment the noise floor is S6 to 7. It can get worse if work is being done to any boat on a grid just over the road, and if it involved electric welding we might as well pack up and go home! This means that only very strong signals can be resolved.

Operators are recruited from among the local amateur community; some are members of “The Society of the Friends of Orkney Wireless Museum” and some are members of Orkney RAYNET.

The Orkney International Science Festival (www.oisf.org.uk) took place between 4 and 10 September. GB2OWM was activated each afternoon and also on the Saturday

morning. The Museum does not open on a Sunday morning. This is a "chatty" kind of operation, unlike the other two where it is more contest style.

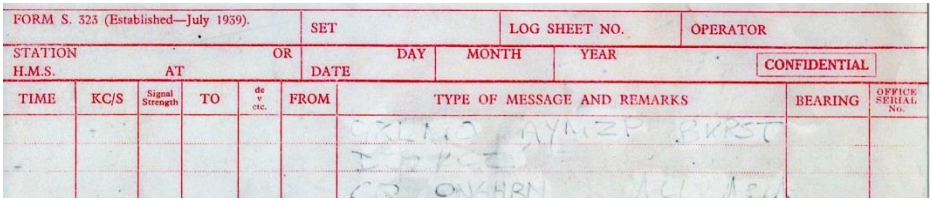
Propagation was between poor to diabolical. Operation was mostly on 40 metres. There were no startling QSOs! We had quite a number of visitors. At one time there was a VE on one side of the table and a W at the other, whilst a PA was waiting to have a chat "back home". That would probably shake some of the waiting pile up when we began transmitting in fluent Dutch! A VK also dropped by. There were probably others who did not identify themselves.

The scale of the operation can be judged by the results: 196 QSOs in 12 Countries. Last year it was 165 QSOs in 21 Countries. All in all I think we achieved our objectives of demonstrating amateur radio, publicising the Museum and publicising Orkney.

Bill Wright, GM3IBU RNARS 0920
Station Manager GB2OWM

Help Please

In my collection of signals related ephemera, I have a number of message forms, either originals or copies including one which has mystified me. The form is A5 sized horizontal format and purports to be FORM S323 (Established-July 1939) and unusually is printed in red. Some of the usually encountered headings are "station or HMS" and on the opposite side of the form is a column for “Bearing”.


FORM S. 323 (Established—July 1939).
SET
LOG SHEET NO.
OPERATOR
STATION H.M.S. AT OR
DAY
MONTH
YEAR
DATE
CONFIDENTIAL
TIME | KC/S | Signal Strength | TO | de v etc. | FROM | TYPE OF MESSAGE AND REMARKS | BEARING | OFFICE SERIAL No.

There is a rumour floating around the RAF signals Museum at Henlow that this document was donated by RAF Chicksands, some years ago. This is plausible to some extent as during hostilities Chicksands was a 'Y' scheme location. But did they use naval documentation at that location. Please let me know if you can confirm this.

Roy Walker

Weather Forecasting

An innocent question from my great grandson (age14) made me realise that I was automatically carrying out a task that started well over 70 years ago. "Why do you do that granddad?" Was the question asked. He had just watched me tap the barometer glass. Something I do three times a day when I am home. Although the barometer reading registers sub consciously, I never consciously think about it. My mind just computes the answer.

We then had a discussion on how the barometer was my aid to knowing what the weather would do. I explained to him that I first became aware of the importance of knowing about the weather when I made my up my mind to take up a sea going career. (I was only six months older than him when I first went to sea) Later in life, when I was fully committed to Salvage and Rescue, knowing what to expect weather-wise could mean the difference between life and death, and on a few occasions did.

Thinking about it later on I thought perhaps a short article on the barometer might be of some interest to some members, especially those who are interested in VHF and propagation. It is a common fault to credit the weather as the major component that causes 'lifts', in fact pressure is the major factor.

The aneroid barometer measures atmospheric pressure. On older barometers the scale will be in inches, meaning pressure in inches of mercury. All later instruments have a scale marked in millibars which is a direct measure of pressure. (1 inch of Mercury is equivalent to 34mbs). To clarify what I mean by an Aneroid barometer they are usually in a circular case with a clock type face and have an adjusting screw at the back. You can keep the barometer indoors or outdoors in a place where it can easily be read. If you do keep it indoors it must be clear of draughts, hot radiators and out of direct sunlight.

The next important factor is to adjust the instrument for altitude. For every 3 metres (10 feet) above sea level a barometer will read 1 milli bar low. Check with an ordnance survey map to establish the height of your house above sea level. Now ring up your local meteorological station and ask what the barometric reading is at sea level. You can also establish that using web if you so wish. An excellent free

programme to use is the Wiley Nautical Almanac, just type that in your search panel and download it. Not only will you find out the barometric pressure but also a 3 hourly forecast of the weather in local Ports

My old QTH was some 240 feet above sea level so 240/10 =24 millibars low. Using the adjusting screw at the back of the instrument, and having checked with the Harbour Master for a sea level reading, I adjusted my barometer to give a correct reading. In my case I always calibrate my barometer, if it requires it, monthly.

Now that the instrument has been correctly set up how do we use it? If you are a serious weather watcher you will make recordings of your readings three times a day, e.g.0900, 1500 & 1900, or similar 6 hour periods to suit you, so that you have a continuous set of weekly readings. Ideally you could obtain a barograph which will do this for you. My one regret, and I had plenty of opportunities, is that I never acquired such an instrument.

I should point out that barometer readings provide only a partial indication of what the weather will do, other factors, such as visibility, wind, state of the sky, temperature, humidity and wetness must be considered for serious forecasting. However the following general rules, and using the mark one eye ball to look outside, will give you a good idea of expected conditions.

Barometer high and steady: Fine weather with a dry atmosphere. (Few clouds)

Barometer falling slowly: Worsening weather approaching with rain to be expected.

Barometer falling rapidly: Deteriorating weather with winds and rain, or even storm approaching.

Barometer rising slowly: Approaching finer weather.

Barometer rising rapidly: Fine weather with clearing skies, but strong winds likely.

Barometer rising with wind shifting to the West: Better, brighter weather approaching.

Barometer falling with wind from the West: Bad weather approaching.

So why do I tap the glass? Aneroid barometers do not instantly adjust to very minor alterations, a light tap on the glass will 'free' the pointer to register the correct reading.

If you don't own a barometer, then make one. You'll find instruction here: http://tinyurl.com/3a9hg2

Doug G4BEQ

The Train to Hell or Heaven

The station was deserted all signals were at RED, the only passenger lay waiting in their coffin!

A red wreath cap and medals on display, a signal changed to green the rumble of a train.

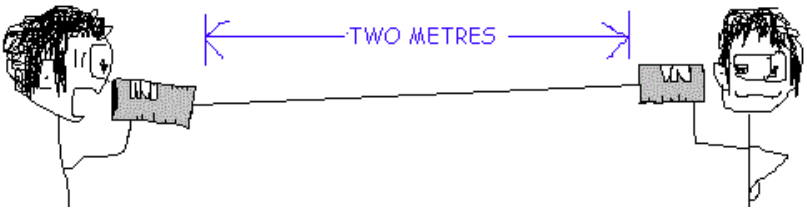
Oh no a class 37 diesel on its last journey to hell after 40 years over work and misuse. BANG the loco failed in a cloud of fumes oil and noise.

Oh joy a whistle in the distance, a puff of white smoke appeared and the pounding of a gleaming steam train came up the line, slowed and drew to a stop with the guards van just opposite the coffin.

Four Service personal in uniform with medals stood down, smartly loaded the coffin. The whistle blew and the train moved off climbing the hill to heaven and peace.

Another service person had passed on the final journey.
Morning thoughts from Goodington Station

Peter Rudwick G3RDR



Simple homebrew two metre AM transceiver project.
For full instructions, send a SAE and £20 to the editor.

HMS Belfast (RNARS London Group) 2015 Easter Week

Easter Activity Week on board HMS Belfast starts on 6th April and ends on 12thApril, with the AGM on Friday 10thApril.

Bookings can be made via the members' only section on the London Group web site: www.gb2rn.org.uk or by writing to: John Short G1DJI, Secretary London (HMS Belfast) Group, 7 Bushfields, Loughton, IG10 3JT

Half ton up and not out

Congratulations to Mick Puttick who has totted up his half century of continues membership of the Society. Before the recent committee meeting started, Doug Hotchkiss presented Mick with his fifty year membership certificate and gold embroidered blazer badge.

And congratulations and certificates are also going to Cdr John Pegler (G3ENI 0023), Des Shepherd (G3LCS 0038), Bob Jennings (G3NXV 0139) and Bill Metcalfe (VE6BF 0142) who have also qualified for fifty year certificates and blazer badges; well done lads.

Caption competition

The winning entry from the Winter Newsletter came from Bill Mahoney G3TZM

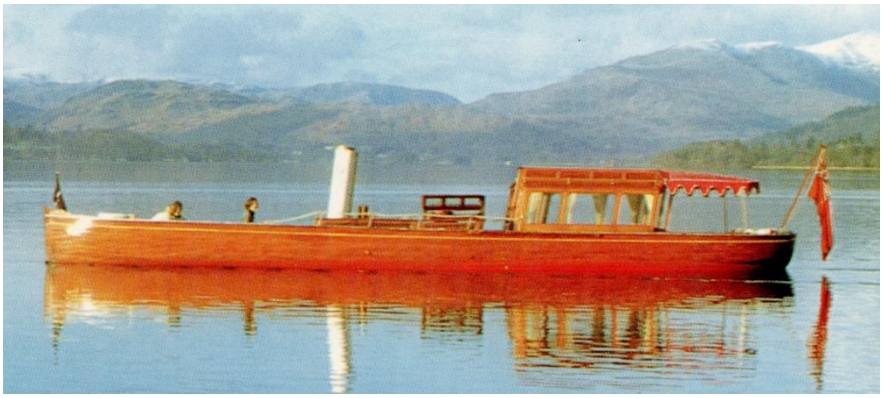
Let's have your captions for this picture, still with a nautical theme of sorts.

Entries to me as per my contact instructions in the editorial.

SY Swallow – Or tales from the lake side from Captain Walker

As well as being a noted contributor to the Newsletter, solicitor, former member of the RAF and Army, Roy Walker was also a Skipper, Engineer, Stoker and AB (all at the same time) of steam yachts on Lake Windermere plying the passenger trade. As Roy said in a recent e-mail to me; "it was better than having a job". Pictured below is one of Roy's former commands; SY Swallow built by Shepherds of Bowness in 1911. She has a carvel built teak hull over oak frames. Her length is 45' 6" and a beam of 8'. Her Sissons built compound engine has three cylinders of 4.5", 6" and 8"diameter with a stroke of five and a half inches. The boiler is a locomotive style type with a door fitted to the starboard side at the after end. This is convenient as the steering

gear is a wheel mounted in-board, immediately opposite the boiler door. Like many other similar Windermere launches the wheel is arranged to turn to port by rotating the wheel forward and starboard by rotating it to the rear.



Maximum speed is about 12 MPH; Lake Windermere does not use knots. Confusingly the 1898 built Kittiwake, a smaller vessel of 40' had a similar Sissons engine but the boiler door and wheel are on the port side. Coming alongside the jetty was "interesting" standard procedure for berthing; check which way the wind is blowing by using the ensign mounted at the end of the jetty, approach the up-wind side of the jetty slowly and about three or four feet out, stop the engine, put it astern to take off any way, then let it drift into the jetty and receive applause from the passengers. http://tinyurl.com/n7uomtv

Thanks again Roy for all your support and another interesting article.

RNARS Awards

You may recall in the Winter edition, I itemised all the various awards that the society has on offer; what I failed to mention is that there is no charge for these awards.

Ian Pitkin is our awards manager and his details are listed on page two.

Runner & Riders in the 2014 RNARS CW activity contest

Pos	Call	Mem No	QSO's	Points	Multi	Total
1	OE4PWW	MFCA135	79	349	6	2094
2	HB9BQR	Non Mem	47	504	4	2016
3	GB4RN	RN4	61	286	6	1716
4	GM4GIF	RN853	15	105	5	525
5	HB9ASZ	RN2539	14	113	3	339
6	LY3QA	Non Mem	16	106	3	318
7	G3PEM	RN1917	11	65	3	195
8	OE6NFK	RN4582	6	42	3	126
9	DK7FX	MFCA149	4	31	2	62
10	R2WW	Non Mem	2	11	0	
11	GØPSE	RN4831	Check	log		

Unfortunately I supplied the wrong date for the Newsletter and web site, so limited number of stations active. A certificate will be sent to all those who participated. I will once again do the honours for the activity period in 2015, but **will be looking for a volunteer to take over. Please get in touch with me as soon as you can.** My contact details are below.

RNARS CW activity contest 2015

Start Time / Date:	12:00 GMT Saturday 14th November 2015
End Time / Date:	12:00 GMT Sunday 15th November
Bands	3.5 7 14 21 28 MHz
Exchange	RST & Navy Number - use only one throughout the contest
Scoring	10 points with each naval station RNARS, MF, INORC, MARAC, YOMARC, FNARS, BMARS, ACRS, ROA, PNARS. One point for all non-naval contacts.
Multiplier	Each RNARS signing member's country worked – count only once regardless of the number of bands you work them on. VE, VK,W,ZL, ZS call areas plus GB4RN all count as a separate country for this activity.
Logs	Separate log for each band if sent by post
Logs to	Mick Puttick G3LIK 21 Sandyfield Crescent, Cowplain, PO8 8SQ, UK
Email Logs	mick_g3lik@ntlworld.com Logs to be received by 31st December 2015

QRT- Editorial

Well spring is about to spring, at least I hope so after what has appeared to be a long cold wet winter. Thanks once again to everyone who has taken the time to submit articles and contact me. It is sad that once again I have had to depend upon a couple of regulars; Roy Walker and Ken Randall for example and Jürgen Timcke as well as Hans's amusing item. Roy Walker is also a member of the RAFARS and told me that their Newsletter editor has actually threatened to "print blank pages" due to the lack of support from members. I would hope that I never have to consider this. The Newsletter is whatever you make it, just about any item about amateur or service radio along with anecdotes from your time in the service would be of interest to others. I'd rather have a several short items than a lengthy epistle to give a variety of subjects covered; pictures help as well and with the ability to send pictures by e-mail, it's quick and easy. And if you don't have e-mail, send them in by post, I'll scan them and return the pictures.

Now, if you've read the results of the CW contest, you'll have gathered that Mick is standing down as adjudicator. Mick has been a hard working committed member of the society for many years and in spite of health issues has continued as an active member of the committee, not forgetting his tenure as Chair. So I hope that his plea for someone to take over from Mick doesn't fall on deaf ears. The society needs support; no support from volunteers equals no RNARS. So I would hope that by the time I come to work on the Summer edition, I can announce the member who is taking over from Mick.

Anyway, time to close and get ready for the summer and I've been giving my diet a lot of thought. I've decided to cut out health foods; I think I need as many preservatives I can get nowadays.

Colin

Contacting the editor

E-mail: rnars@colinsmagic.com
Remember; only enter "**RNARS**" in the subject.
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Mobile: 07871959654 Outside UK 00447871959654
Postal Address: 26 Crathes Close, Glenrothes, KY7 4SS, UK

Subscribing to the Newsletter via 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.

Web Watch

Have you found an interesting web site, pass it on and I'll share it in the Newsletter.

Pathe News footage of Atlantic convoy survivor MV San Demetrio on her return to Glasgow.	http://tinyurl.com/pvdgdbd http://tinyurl.com/kbh2w4g
The day the entire German fleet surrendered.	http://tinyurl.com/olscpsg
Secret Life Of Radio	http://tinyurl.com/lpxpdc6

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	
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	

Joint Service Net

Day	Time Local	Frequ	Control
Sunday	09:00	5.4035	G3RAF
Tuesday	19:00	5.4035	G3RAF

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 Nets	Time Local	Frequ	Net	Control
Daily	2359-0400	145.727	Midnight Nutters	Vacant
Sun	0800	3.667	News 0830	G3LIK
	1000	7.065	Northern Net	GM4VUG
	1100	145.4	Cornish Net	GØGRY
	1100	7.02	CW Net	G4TNI
Mon-Sat	1030	7.065/3.743	Bubbly Rats	GØGBI/GWØSFI GØOKA/MØZAE
Mon	1400	3.575/7.02	QRS CW	GØVCV
	1900	3.743 / 7.088	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 2000	GØOAK
	2000	145.4	Stand Easy	Vacant
Thur	1900	3.542	Scottish CW	Vacant
	2000 GMT	1.835	Top Band CW	GØCHV/G4KJD
Fri	1600	10.118	CW	SM4AHM
Sat	0800	3.74/7.088	GØDLH Memorial Net	GØVIX
DX	**Time GMT**	**Frequ**	**Net**	**Control**
Daily	0800	14.303	Maritime Mobile	G4FRN
	1800	14.303	Maritime Mobile	G4FRN
Sun	0800	7.015/30555	MARAC CW	PA3EBA/PI4MRC
	1430	21.41/28.94	RNARS DX	WA1HMW
	1900	14.33	N American	WA1HMW
Mon	0930	30615	VK SSB	VK1RAN/VK2RAN
Wed	0118-0618	7.02	VKCW	VK4RAN
	0148-0648	14.052	VK CW	VK4RAN
	0800	3.62	ZL SSB	ZL1BSA
	0930	7.02	VK SSB	VK5RAN
	0945	7.09	VK SSB	VK1RAN/VK2RAN
Thur	1430	21.41	RNARS DX	WA1HMW
Sat	0400	7.09	VK SSB	VK2CCV
	1330	7.02	VK CW	VK2CCV
	1400	7.09	VK SSB	VK2CCV
	1430	21.41	RNARS DX	WA1HMW

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

RNARS Commodities – With the new '<u>personalised</u>' range.

NEW Logo Polo shirt embroidered with RNARS logo, Name and Callsign Colour: Navy only Sizes: S to XXXL	£16-00 P&P £3-00	
New Logo Sweatshirt embroidered RNARS logo, Name and Callsign Colour: Navy only Sizes: S to XXXL	£16.00 P&P £3-00	Clothing items marked "New Logo" are embroidered with your Name & Callsign as above.
NEW Logo Fleece jacket embroidered with RNARS logo, Name and Callsign Colour: Navy only Sizes: S to XXXL	£21-00 P&P £3-00	Clothing items marked "New Logo" are embroidered with your Name & Callsign as above.
NEW Logo Gold blazer badge	£10-00 P&P £2-00	
New Logo Lapel badge	£2-00 P&P £1-00	
RNARS Tie with **old logo**	£4-00 P&P £2-00	
New Logo Baseball cap with your name and callsign.	£5-50 P&P £2-00	
RNARS Log Book	£4-00 P&P £2-00	

Sizes: S-36/38 M -38/40 L-40/42 XL-42/44
2XL-44/46 3XL-46/48 4XL-48/50

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Address: _____
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Post Code: _____
Telephone: _____

Advisable to check before ordering as to availability in your size.

Item Description	Size	Colour	Qty	Price	P&P	Sub Total
					Total Enclosed £	

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

Please send completed order form together with a postal order or cheque made payable to ***RNARS*** to:

Doug Bowen GØMIU, 14 Braemar Road, Gosport, PO13 0YA
rnarscommodities@btinternet.com

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