

*The Newsletter of the*  
**Royal Naval Amateur**  
**Radio Society**

*Summer 2013*



Bob N4XAT - USS New Jersey - Page 16

**[www.rnars.org.uk](http://www.rnars.org.uk)**

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**Website Hosting:** The society is very grateful to Bob Jennings for hosting the **RNARS website**. [g3nxv@grendonvillage.org.uk](mailto:g3nxv@grendonvillage.org.uk) PO Box 1, Atherstone, Warwickshire, CV9 1BE.

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

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## **Formal notice of the fifty-sixth RNARS Annual General Meeting**

**The AGM of the RNARS** will take place on Saturday 13<sup>th</sup> October 2013 starting at 14:00 in the Senior Rates' & WOs' Mess, HMS Collingwood.

**Apologies:** To be sent to Joe Kirk; RNARS General Secretary.

**Gate Security:** Members attending must supply their name and address to Mick Puttick (G3LIK) well in advance. If bringing your own car, you must also supply Mick with the registration number, make, model and colour. Mick can be contacted as follows:

21 Sandyfield Crs, Cowplain, PO8 8SQ  
E-mail: [mick\\_g3lik@ntlworld.com](mailto:mick_g3lik@ntlworld.com)

**Voting:** You may vote on resolutions at the AGM either in person or by appointing a representative or proxy. The Chairman will act as your representative and follow any voting instructions given. If you do not want the Chairman of the AGM to act as your representative and wish to nominate someone else, write to the Secretary and inform him who that person is at least one week prior to the AGM. Give clear instructions to your representative for each item on whether you wish to vote "For" or "Against". A proxy voting form is supplied on the rear cover of this Newsletter.

**Accommodation:** There is no service accommodation available. Below are the contact details of the local tourist information office that retain a list of B & B's and suitable hotels, they can provide listings on request. The society cannot be held responsible for the quality of the accommodation, but please note that the list is approved by the local tourist information services.

Gosport Tourist Information Centre  
Bus Station Complex  
South Street  
Gosport  
PO12 1EP  
Tel: 023 9252 2944  
[tourism@gosport.co.uk](mailto:tourism@gosport.co.uk)

Fareham Tourist  
Information Centre  
84 West Street  
Fareham  
PO16 0JJ  
Telephone: 01329 221342,  
[farehamtic@tourismse.com](mailto:farehamtic@tourismse.com)

## **Chairman's Chat**

How time flies; it hardly seems five minutes ago that I was writing for the Spring Newsletter. Just proves that when you're busy you do not appreciate how time passes, and we have certainly been busy at the HQ station.

At long last the station represents a very efficient and well organised show piece that we can all be proud of. Not only that, it has impressed the hierarchy of the establishment and ensured our tenure within HMS Collingwood for the foreseeable future. When I first took over there was some doubt on how much longer we would be allowed to remain as space within the establishment was at a premium due to Collingwood taking on so many additional functions. Apart from much maintenance and the replacing of old and worn out equipment, much internal work improving the layout has been done.

A major step forward has been undertaken with the introduction of amateur television. What started as a low key approach has escalated; the ATV repeater on the Isle of Wight had to close which meant a large area of the South Coast no longer receive live broadcasts. The repeater is now installed at the shack and plans are in progress to link up with other repeaters so that live coverage will be available along the South Coast and to the north.

Diehards will moan that this is not amateur radio but like it or not, it is the future when combined with digital modes. The young are not impressed with pumping a key or talking into a microphone, it is all computers and the latest in mobile phones that attract them. However, as we have proved locally, modern technology attract them and it is interesting to see them suddenly become interested in the "older" method of communication, especially CW when they realise their partners are unable to understand what they are talking about! From the Societies point of view it is these modes that have impressed the hierarchy, hence securing our future.

Having updated the RNARS and brought it into the 21<sup>st</sup> century not only within Collingwood, but updating the constitution, introducing video conferencing to allow any member to join the committee regardless of where they live, electronic newsletter, thus reducing membership fees as well as many other changes I have now decided

to stand down. Age, health and a disabled wife is taking its toll and it is time for a younger more active member to step forward and take over. Whoever takes over will have a smooth ride as they will be supported by dedicated officers and committee; the dead wood was removed in my first year.

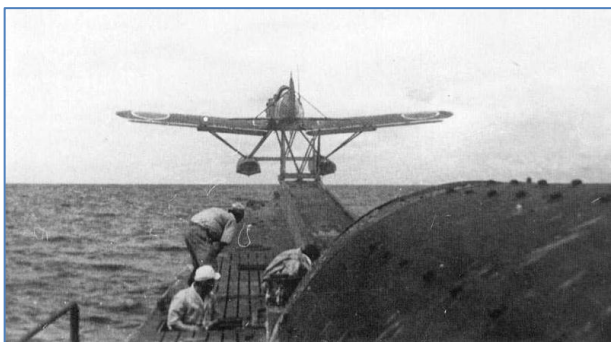
*Doug G4BEQ*



### **The day Japan bombed the US mainland**

September 9, 1942, the I-25 class Japanese submarine was cruising in an easterly direction raising its periscope occasionally as it neared the United States Coastline. Japan had attacked Pearl Harbour less than a year ago and the Captain of the attack submarine knew that Americans were watching their coast line for ships and aircraft that might attack our country. Dawn was approaching; the first rays of the sun were flickering off the periscopes lens. Their mission; attack the west coast with incendiary bombs in hopes of starting a devastating forest fire. If this test run were successful, Japan had hopes of using their huge submarine fleet to attack the eastern end of the Panama Canal to slow down shipping from the Atlantic to the Pacific. The Japanese Navy had a large number of I-400 submarines under construction, each capable of carrying three aircraft. Pilot Chief Warrant Officer Nobuo Fujita and his crewman Petty Officer Shoji Okuda were making last minute checks of their charts making sure they matched those of the submarine's navigator.

September 9, 1942:  
Nebraska forestry  
student Keith V.  
Johnson was on  
duty atop a forest  
fire lookout tower  
between Gold Beach  
and Brookings  
Oregon. Keith had  
memorized the  
silhouettes of  
Japanese long



distance bombers and those of our own aircraft. He felt confident that he could spot and identify friend or foe, almost immediately. It was

cold on the coast this September morning, and quiet. The residents of the area were still in bed or preparing to head for work. Lumber was a large part of the industry in Brookings, just a few miles north of the California Oregon state lines.

Aboard the submarine the Captain's voice boomed over the PA system, Prepare to surface, aircrew report to your stations, wait for the open hatch signal. During training runs several subs were lost when hangar doors were opened too soon and sea water rushed into the hangars and sank the boat with all hands lost. You could hear the change of sound as the bow of the I-25 broke from the depths, nosed over for its run on the surface. A loud bell signalled the All Clear. The crew assigned to the single engine Yokosuki E14Ys float equipped observation and light attack aircraft sprang into action. They rolled the plane out of its hangar built next to the conning tower. The wings and tail were unfolded, and several 176 pound incendiary bombs were attached to the hard points under the wings. This was a small two passenger float plane with a nine cylinder 340 HP radial engine. It was full daylight when the Captain ordered the aircraft to be placed on the catapult. Warrant Officer Fujita started the engine, let it warm up, checked the magnetos and oil pressure. There was a slight breeze blowing and the seas were calm; a perfect day to attack the United States of America. When the gauges were in the green the pilot signalled and the catapult launched the aircraft. After a short climb to altitude the pilot turned on a heading for the Oregon coast.

Johnson was sweeping the horizon but could see nothing, he went back to his duties as a forestry agent which was searching for any signs of a forest fire. The morning moved on. Every few minutes he would scan low, medium and high but nothing caught his eye. The small Japanese float plane had climbed to several thousand feet of altitude for better visibility and to get above the coastal fog. The pilot had calculated land fall in a few minutes and right on schedule he could see the breakers flashing white as they hit the Oregon shores.

Johnson was about to put his binoculars down when something flashed in the sun just above the fog bank. It was unusual because in the past all air traffic had been flying up and down the coast, not aiming into the coast. The pilot of the aircraft checked his course and alerted his observer to be on the lookout for a fire tower which

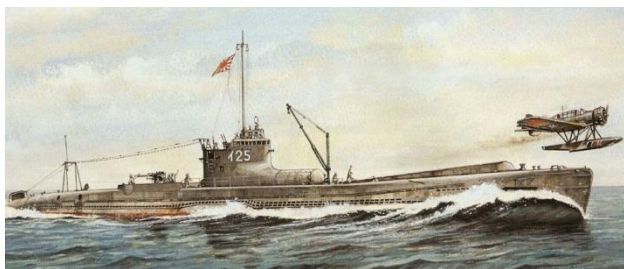
was on the edge of the wooded area where they were supposed to drop their bombs. These airplanes carried very little fuel and all flights were in and out without any loitering. The plane reached the shore line and the pilot made a course correction 20 degrees to the north. The huge trees were easy to spot and certainly easy to hit with the bombs. The fog was very wispy by this time.

Johnson watched in awe as the small floatplane with a red meat ball on the wings flew overhead, the plane was not a bomber and there was no way that it could have flown across the Pacific, Johnson could not understand what was happening. He locked onto the plane and followed it as it headed inland.

The pilot activated the release locks so that when he did pickle the bombs they would release. His instructions were simple, fly at 500 feet, drop the bombs into the trees and circle once to see if they had started any fires and then head back to the submarine.

Johnson could see the two bombs under the wing of the plane and knew that they would be dropped. He grabbed his communications radio and called the Forest Fire Headquarters informing them of what he was watching unfold.

The bombs tumbled from the small seaplane and impacted the forests, the pilot circled once and spotted fire around the impact point. He executed a 180



degree turn and headed back to the submarine. There was no air activity, the skies were clear. The small float plane lined up with the surfaced submarine and landed gently on the ocean, then taxied to the sub. A long boom swung out from the stern. His crewman caught the cable and hooked it into the pickup attached to the roll over cage between the cockpits. The plane was swung onto the deck. The plane's crew folded the wings and tail, pushed it into its hangar and secured the water tight doors. The I-25 submerged and headed back to Japan.



This event, which caused no damage, marked the only time during World War II that an enemy plane had dropped bombs on the United States mainland. What the Japanese didn't count on was coastal fog, mist and heavy doses of rain made the forests so wet they simply would not catch fire.

Fifty years later the Japanese pilot, who survived the war, would return to Oregon to help dedicate a historical plaque at the exact spot where his two bombs had impacted. The elderly pilot then donated his ceremonial sword as a gesture of peace and closure of the bombing of Oregon in 1942.

*Norm Goyer*



## **My Shack**



Here's my temporary shack whilst on holiday in central France near Poitiers. CW QRP station consisting of an FT 817 with ATU feeding a long-wire aerial in the attic. Surprisingly this gives some good contacts. I would like to thank the people who take the trouble to dig me out of the noise.

Looking forward to the same next year - perhaps using my FT 857 if the baggage allowance will permit. Best wishes to all, *Steve MØETY*



And from Carl DePoy K8BBT (1467) comes a picture of Carl in his shack.

Your WX must be better than ours Carl. Can't remember when I was last in T-shirt and barefoot in my shack!

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**More pictures required for the "My Shack" spot, e-mail them to the editor in the normal way, see QRT.**

## **Stan Sutherland - GM4BKV**

Aberdeen Amateur Radio Society is very saddened to report the passing of Stanley Sutherland, aged ninety, a great stalwart of the society and is much missed.

Stanley joined the Royal Navy prior to WWII as a boy seaman and served throughout the war rising to the rank of Petty Officer. He escaped twice from ships that had been torpedoed, on the first occasion in HMS Calypso, a C class cruiser torpedoed by an Italian submarine.



After war service, Stanley briefly worked ashore before going back to sea as a Merchant Navy officer, and held a Master Mariners certificate. He served in the Ben Line which traded mainly to the Far East. Stan then decided on a career change going to university to qualify as a physics teacher, he then spent the rest of his career as a teacher in Aberdeen schools.

In his long association with Aberdeen Amateur Radio Society Stanley served in various committee posts. For many years he was the lead teacher in the amateur radio syllabus and many amateurs were to pass the exams and became licensed with Stan's excellent tuition. He also was the QSL manager for the Society and administered the Society's WAGM (Worked All GM) award.

He was a very keen Royal Navy Amateur Radio Society member and ran RNARS nets, in addition to being active on HF and VHF he was a great supporter of Aberdeen's various field events and special event stations always being keen to get on the air and encourage beginners to have a go.

*GM3WIJ*

## **All At Sea**

I am enclosing a picture of my summer sailing cruise in the Baltic Sea, Kattegat and Skagerrak waters which is my cruising range for three months of the year. It's blowing force six, gusting seven at times, the sea has not yet had time to build up so there are no white horses. Fellow amateurs will be perhaps interested to know that I operate, whenever conditions permit, as G3LAA/MM, and have been doing so for the past fourteen years.

Some interesting contacts, one of which was quite by chance, when I managed a QSO with Nigel Hardy ZL2TX. Simply amazing especially so because I think he was at one time an R/O on the TSS CAPTAIN COOK in the late 1950's.

I've also had maritime mobile contacts ship-to-ship (must be very rare nowadays) with UA9FGR Ken in MV DELPHINOS QRD Iran from some undisclosed port in the Caspian Sea. Then there was another ship-to-ship, Sven SMØRV/MM in the Stockholm archipelago. Yet once more was Ken again signing UA9FGR/MM in the Aegaen Sea QRD Russia from Greece. Then ON6NW/MM who gave his QTH as somewhere in the Scheldt. Several lighthouse amateur radio stations are also in my log, too numerous to enter here.

My boat has twin backstays one of which has been specially designed as a long wire transmitting antenna. The earth is micro-porous phosphor bronze earth shoe bolted to the underside of the hull which effectively increases the surface area of the earth.



I often get the chance to set up one-man IOTA station on Danish islands and on one very notable Swedish island. There was a huge demand for IOTA EU-171 on Livo island in the Limfjord which was surprisingly listed in 2003 IOTA directory as one of the most wanted IOTA groups. A German amateur team soon put paid to this as in the following year they organised a large team, drove up from North Germany, occupied the island and managed 1000's of QSOs. I have to use battery power, and a simple vertical antenna guyed to some rocks by the water and a Tuner. The EARTH is a portable phosphor bronze shoe which I carry aboard especially for purposes like this.

Then I have to lug all this stuff some distance to get operational, the lead acid accumulator is a pain as at the end of each operation it must be re-charged, it is heavy! My last IOTA operation was from Vinga island EU-043, Sweden. There is no natural harbour there so the only commercial boats to have access to the island are the pilot boats who pilot commercial shipping into the rock strewn approaches to Goteborg, Sweden.

This year I managed a summer cruise in spite of everything and still find that the suffix MM is still regarded as interesting enough for other amateurs to work. Shore based operators do not understand the limitations imposed on MM operations from small boats. For example each time I press the Morse key my Autohelm goes off course. Then about once every fifteen minutes the compressor motor on my fridge starts up and creates lots of interference, but I persevere. Stray electromagnetic coupling between various lengths of wire and wireless transmissions can light up light emitting diodes on my instrument panels, sometimes even destroying a LED or two on the lower operating frequencies below 7MHz. Even the depth transducer mounted through the hull can cause electrical interference. The simple solution is to switch off all interference causing equipment, which I sometimes do, but only whilst at anchor.

*Anthony Sedman G3LAA 4630*

*Thanks Anthony; I'm sure some of the members would be interested to know what type of transceiver you use and the power output.*

*We must try and arrange a /MM sked on 7 MHz between us when I'm sailing on my own yacht Boyztoyz.*

*Colin – Editor*

## **Can you help?**

The following was sent by e-mail to Wally, our hard working Membership Secretary. Is it time to re-start a slow Morse net?

*“Wally could anyone help me with my Morse? I am self-taught and would like a bit of practice on the air. If you are able to help, please contact me by e-mail: [alvicbateman@btinternet.com](mailto:alvicbateman@btinternet.com)”*

*AI MØDNU 4751*



## **QRP = Simple?**

**Easy:** This easy formula is perhaps followed by the majority of serious QRP operators; those who climb to impossibly difficult locations and work the world with a radio built into an Altoids or similar sweet or fish container, a small resonant aerial and a Morse key put together from a bulldog clip.

**Easier:** Then there is that other station which announces itself as being QRP but is actually a large base station radio powered from the mains, with a built-in tuner, a 3 element mono band Yagi on a 40 foot tower and the power turned down to *almost* 5 W. (Probably 10 W (the lowest setting on the radio)).

**With good intent:** Somewhere in between there is a station/operator which started off with all the right intentions but which somewhere along the line went astray. I will describe such a station for you. The transceiver, a commercial product, is most probably the ubiquitous Yaesu FT817. For the money, just under £700 it gives you lots of bands, modes and settings for use either in the home or on the hill.

The transceiver is quite light but of course you have to add the weight of the internal battery, the hand microphone and Morse key, earphones, and optional CW or SSB filter and in some cases a super stable crystal oscillator and a small internal or external noise filter. There are other options of course.

Using the equipment from your home location you will probably be feeding a multiband wire aerial such as the G5RV so you will need an aerial tuning unit (ASTU) or automatic ‘tuner’ some of which may be made specifically to match the transceiver of your choice. With

the transceiver propped up on a little pair of accessory legs you will need a forward facing speaker unit so as to get the best audio signal and, with all this ancillary equipment you will need a power supply capable of running it. The small Kenwood SP 23 speaker and the 7 Amp DC power supply and fit the bill nicely and, it must be said, make the setup look 'professional'. They are still available on the 'previously enjoyed' lists of some traders.

With seven amps your disposal you will be able to power an external keyer, the built-in keyer in most transceivers is quite adequate but sometimes a little clumsy to activate. Having an external unit makes life much easier; you will be less liable to 'nudge' the radio off of tune. It may be of course that your radio does not have an in-built keyer? Whilst on that theme a major supplier makes a nice little external controller for the FT series of portable radios or you can use a PC based control programme several of which are available and can double as an external keyer.

When you are not using the PC to control the radio you can use its logging programme to keep you up to date with the contacts you make.

So that is QRP as it is practised by a lot of people, I would venture to say that most QRP stations have some of the elements which I have described. Keep in mind, QRP is a challenge, frustrating at times, but it can be fun.

By *Anon* of Westmorland  
(Name, address and call sign supplied to the editor)



Dear Editor,

While the government is to be congratulated on building the aircraft carriers HMS Queen Elizabeth and HMS Prince of Wales, one rumoured suggestion I've heard; that until the UK has suitable aircraft ready for use, French aircraft and French pilots might be deployed. This is one idea that clearly hasn't been thought out by the civilian led MOD and clueless politicians. I would sincerely trust that for the reasons below, this suggestion is seriously reviewed.

Firstly, it is important to recall that over the illustrious history of the British Isles, we have probably fought more wars with the rebellious republican Frogs than any other nation. Secondly, it is well known

that the French can't cook or eat anything without adding copious amounts of garlic to the ingredients. Therefore questions have to be asked as to how Jack will cope with the change of diet should we have to cater for French pilots or will there be separate messing arrangements with suitable air filtration to cope with the pungent disgusting smell of perhaps the first known oral contraceptive?

Additionally, it is a well-known fact that if you wish to hide something from a Frenchman, you place it under a bar of soap.

Perhaps more importantly, members and former members of the Royal Navy know the most prominent date in the naval calendar is the 21<sup>st</sup> October; Trafalgar Day, when in 1805 we trounced the combined French and Spanish fleets. This important date is celebrated aboard sea going and stone frigates alike with mess functions and dinners. A difficulty may occur with French officers present during the various toasts and speeches. Therefore, to address this issue, will it be necessary for a toast during the proceedings to the "runners-up"?

And finally, considering European human rights legislation, will we still be allowed to use the naval expression; "Nelsonian eye" in the presence of the French?

*Cmdr Flog-Em'all*



## **Naval History**

I came clean when I joined RNARS that I have no direct connection with the RN other than the fact that I had the pleasure of serving with them during parts of my own thirty year military saga.

For the purposes of that statement I discount the fact that my uncle was in the sea scouts and my dad wanted joined the Navy but was not allowed to do so by his parents.

It is a different matter with my Wife's side of the family. Early in WWII her father was conscripted into The Tank Corps but after only weeks he was head hunted By the Admiralty Scientific Service with whom, in various guises he stayed until the end of his career. His last 'posting' was at the then 'Services Electronics Research Laboratory (SERL) in Baldock, Hertfordshire. I remember as a

youngster seeing a team of men erecting a 'target' on the tower of St Mary's Church in the town, we later learned that this was for early laser experimentation.

Earlier ancestors included Engineer Rear Admiral Thompson Gurnell (1900-1975) who served as an assistant engineer on HMS Canopus in the Mediterranean and rose through the ranks and rose to high rank serving finally as extra Naval Assistant to The Second Sea Lord, for Engineering Personnel Duties. Tom retired in 1934 but was recalled in 1939 and served as Admiralty Regional officer, London and South East Regions.

Interesting, but stand-by for Quite Interesting; Tom's brother Richard, who we believe was also RN was an accomplished artist, specialising in Naval subjects and seascapes. He has one picture in the National Maritime collection and in 2004 his picture of HMS Centurion sold for the modest sum of \$2-14. As part of her inheritance my wife was given a number of watercolours and oils by Richard Gurnell one of which depicts the Queen's review of the fleet in 1953. This picture takes pride of place in our lounge.



As 2013 is the 60<sup>th</sup> anniversary of this event I thought that I would share the picture with you.

*Roy 2E1RAF*



## **Dragon Speaking - Naturally**

Having been trained as a Telegraphist, and worked in that profession for 20 years I was reasonably satisfied that I could hold my own against my peers in sending and receiving CW, touch typing and a combination of both. Just over a year ago I was diagnosed as a Parkinson's Disease sufferer and my abilities were seriously affected by one of the common symptoms of this malady, an uncontrollable tremor in the hands. I could no longer type reliably and controlling one of my Vibroplex keys was totally out of the question.

I now have a Dragon living in my PC, or more correctly 'Dragon Speaking Naturally' a PC program which allows me to dictate, using a microphone headset to insert words and control functions onto the monitor screen in a number of applications. I had previously used another program which was rather basic and difficult to drive, Dragon is a lot better both as to the facilities it provides and the ease of approach. You still have to teach the Dragon to recognise your voice and your style of writing.

As you load the program onto your PC it gives you the option of 'reading' all the documents and sent e-mail traffic already on the computer to store them within your personal 'profile'. This obviates the need to read a prepared script into the computer to get it to recognise your voice. At the end of each operating session your profile can be updated with the documents you have produced, the programme therefore 'learns' your style and vocabulary as it goes along.

There are literally masses of 'commands' which can be used to aid your operating such as 'go to sleep' 'wake up' 'end of line' 'insert date' 'check spelling' and almost any other function of the computer which you would like to use. In addition there are 'hot keys', for example the + key which may be used to switch on and off the microphone input. This becomes vital if someone comes into the room to talk to you; a normal conversation will be recorded, partly making sense and partly drivel! The embedded manual I found to be excellent but it is daunting, there is a lot of it.

There is one self-induced problem in using such a program. If your pet Dragon does not recognise a word you use it is likely to insert a word which it thinks is appropriate. This will be a 'real' word and as

such will be recognised and accepted by any spell checker and form part of a 'checked' text. You have to be careful to check through documents to ensure that such nonsense will not be promulgated under your signature.

If a wrong word is detected it is possible to ask the program to spell the word and correct it as you go along. I have particular problems in dictating 'RAFARS' and any numerals. If I dictate 'Rafars' to as a word it is more likely to come out as Raphael's or raffles; it is easier to say RAF Alfa Romeo Sierra, and then correct it. As to call signs, you can use capital letters and type/dictate 2E1RAF but sometimes 2 becomes too or to and the complete callsign comes out as 'to occur one Royal Air Force' I will say that again 'to echo one royal air force' you see the problem?

Despite these idiosyncrasies the programme is well worth using, later developments of Dragon speaking naturally have been produced and my use and the computers use of the program improve all the time. It is significantly better than being QRT.

*Roy 2E1RAF – RNARS 4923*



### **The Stringbag in the Battle of the Atlantic**

For the Royal Navy 2013 is the year of the Battle of the Atlantic's 70<sup>th</sup> anniversary commemorations but, for some, more specifically, it's the year of the Swordfish. An open cockpit biplane nicknamed the "Stringbag", it did much to turn around the deadly Atlantic struggle. Its pilots endured perishingly cold conditions in frozen cockpits and negotiated daily potentially lethal makeshift runways in high seas.



As one of the most distinguished British aircraft of the Second World War, the Fleet Air Arm's Swordfish can justifiably be mentioned in the same breath as the RAF's Spitfire. Nearly 70 years ago on 23<sup>rd</sup> May, 1943 a Swordfish first demonstrated the effectiveness of the plane's rocket capability by sinking U-752 off the coast of Ireland in the all-important Battle of the Atlantic, the constant fight to protect Allied convoys of vital merchant supply ships against the German U-boat threat. That month Allied powers sunk 34 German submarines in the Atlantic and the Allies' own losses cut back to just half those of March good reasons for the Royal Navy to choose May 2013 for its commemorations.

The Swordfish was particularly effective in its escort role (both in sinking U-boats and in keeping them submerged). Many flew from merchant oil or grain tankers that in a brilliant stroke of improvisation had been converted into makeshift carriers. Known as Merchant Aircraft Carriers (MAC ships), these had scarily short runways with which the deceptively tough Swordfish, with its low speeds and brilliant manoeuvrability, seemed almost to have been built to cope.

So it is no surprise that the Fly Navy Heritage Trust (FNHT), which helps preserve Britain's naval aviation heritage, has declared 2013 the Year of the Swordfish. The FNHT raises funds for the Royal Navy Historic Flight, which currently flies two Swordfish: the Mk II LS326, the only Swordfish still flying that took part in the Battle of the Atlantic, and Swordfish Mk I W5856, the world's oldest Swordfish still flying. The FNHT raises its money, it needs £500,000 a year to keep the Swordfish, Sea Fury and Seahawk flying from members' subscriptions, and from aviation-related special events, staged each year and supported by "ambassadors" chaired by Nick Mason of Pink Floyd and parties of their friends. Last year these ambassadors helped to raise £91,000 for the Flight with just one auction dinner.

The FNHT's first auction dinner this year takes place on Thursday, March 7, on board HQS Wellington in London. Its Ambassadors' Battle of the Atlantic Dinner will be held on Thursday, June 20, at the Churchill War Rooms. The focus this year is very much on the Swordfish, with a Battle of the Atlantic Appeal to fund restoration of a Pegasus engine to keep the Flight's two Swordfish operational. "Our target is £250,000, which is the estimated cost of restoring a

Pegasus, but that's a bit like guessing how much it will cost to restore an old barn or house. Until you start, you don't know quite what you will find," says Commander Sue Eagles, a former Royal Navy reservist who is the FNHT's campaign director. "The whole point of preserving these aircraft is to show them in flight to each new generation."

For Commander Eagles these flights, at air shows and other events, are the most fitting memorial to the courageous young wartime pilots: "Men who were sometimes so frozen in flight that they had to be prised out of their cockpit when they got



back to their carrier. Men who not only had to contend with high seas and gales but who frequently met fog or mist, in which they could get disoriented, find themselves farther away from their carrier than they thought, run out of fuel, and ditch in the sea. Men who, in the Battle of the Atlantic, also had to operate the entire time under radio silence. They knew that if they got into difficulties, that was the end, and many of them were lost at sea, the price that was paid to keep the Atlantic lifeline open."

All being well, one of the Flight's two Swordfishes will be leading the Royal Navy's Battle of the Atlantic flypasts in London and Liverpool this May. "But we can never guarantee it in advance," Commander Eagles warns. "These planes are so precious. We only need an engine running a bit hot and the engineers will say 'Nothing doing'."

For full details, see [www.fnht.co.uk](http://www.fnht.co.uk)

### **QAP = listen for me on XXX MHz**

Back in 1956/1957 I and others learned the noble art of radio operating at No 2 School of Technical Training at RAF Cosford. Even before we passed out, my class practised hours of CW operating using a BC221 signal generator as a transmitter and the R1475 as our receiver. This setup definitely QRP and excellent training for when we went 'live' on-air. Incidentally, in our youthful ignorance we called the 1475 "the tank set" but, whilst the radio was capable of working from a battery supply I never encountered it being used 'portable'. The tank set was equipped with a handy grille to stop you face damaging the receiver if the two came into contact. We were also provided with a selection of AR88 and National HRO receivers.

The transmitter was set up remotely and, as we became more proficient, our operating frequency was carefully chosen to introduce an element of QRM/QRN. Once again this proved to be very effective in



the training environment and exactly mimicked actual operating conditions. Bearing in mind this was the age of 'separates', the principle of building a powerful transmitter and a competent receiver into the same housing was yet to be proved possible.

My first posting was to RAF Stanbridge near Leighton Buzzard which, whilst it was the RAF Primary relay for all Teleprinter traffic coming into and leaving the United Kingdom, still maintained an active CW section which was used to implement backup circuits around the world and occasional schedules to stations such as the Indian Air Force at Peshawar. A lot of the traffic consisted of long 'groupers', I learned to dread "Groups 1000"; time for a loo break and a fresh brew before you start.

At Stanbridge I was exposed to the venerable AR88 and the National HRO receivers, excellent equipment but, getting a bit long in the tooth. We had remote transmitting stations at RAF Edlesborough

and RAF Chicksands housing banks of 350W T1509 transmitters, the size of large filing cabinets. Both transmitting stations were several miles remote from our operating position. Locally there was an array of receive aerials supported by wooden pylons. When we wanted to establish a circuit or change a working frequency we would have to ring up a transmitter site, request the transmitter and frequency and wait for the tune-up. In the meantime we would select an appropriate aerial, patch it through to the intended operating position and tune in the receiver. Then followed the interesting part = finding your own note!

Even today equipment, when it is switched on from cold, takes time to stabilise, and in the case of transceivers to settle down on the frequency which it 'thinks' is appropriate from the 'dial setting'. Think back to the 1950s; valves in the receiver, valves in the transmitter, valves in the frequency checking equipment and lots of warming up to be done. Then of course there was the multiple opportunity for operating error in manual tuning of equipment using analogue settings on all the equipment, engraved scales on each piece of equipment and analogue meters to monitor tuning circuitry.

It is also extremely likely that the frequency checking equipment in use setting up each of the equipment's, were themselves a source of error, each likely to be off frequency by several kilohertz (and counting). The netting procedure was to set the receiver on to the desired frequency according to the dial and, by sending a string of VVV's (+ callsign) locate your transmitter and set your receiver to a comfortable working tone. Having done that, note your dial setting and at the time of your 'sked' begin hunting for the operator on the other 'end'. Check for drifting, occasionally, in use your transmitter may warm up a little. Be patient; remember the guy at the other end is having the same problem!



Once you had established communication things were a little easier you should have been able to track his note as he drifted away from you and that could have created problems. If the distant station drifted so far away from your own frequency that his note disappeared out of your side tone than you could get into difficulties. You had two options send blind, or stop the other operator sending and get next doors receiver onto your send frequency, wear two sets of earphones (I have seen it done) use one as your side tone generator and the other one as your receive frequency.

We had a slightly different problem with the Peshawar circuit; the incoming note was always rough, Tone = QRI 3 (Bad). Strength = QSA 2 (Weak). And Readability = QRK 3 (Fair) at best. On a really bad day only the best operators could work the circuit i.e. those who could distinguish the hiss of the note from the HISS of the QRN.

Things are much better nowadays thanks to the great Gods Solid State and PLL! Today a rig the size of a small book has the capability (and more) of replicating the work of a small brown leather suitcase set in WWII. The last time I worked in conditions anything like those in 1958 was contacting the UK Coastal Radio stations cross band on the day that they closed down; on that occasion at least I had the ability to listen to my own side tone.

Today I operate amateur radio principally QRP CW and still find it very interesting. You can tell the experienced operators not only by the class of CW they send but generally by the reports they give. Never mind what it says on the meter (or typically now the bar graph), it is possible to monitor one of the recognised QRP frequencies and here a brace of 5W stations having a conversation 'in between' a couple of QRO stations, the QRO stations will be complaining of interference on a crowded band, QRP stations will be giving 539 reports and currently getting on with their contact. Strength and Tone of the signal is measurable. Readability is entirely subjective and relies on the skill and experience of the operator. So friends "DE 2E1RAF = QRP 5W QAP 7.030MHz =K

*Roy 2E1RAF*

*Thanks again Roy for another interesting article, always fascinating to learn about experiences in other branches of the armed services. I just hope your continued contributions might spur on more members into submitting articles.*

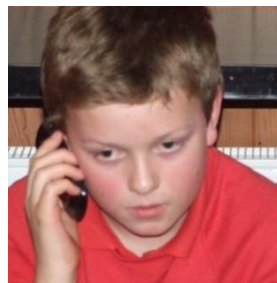


## **RRS James Clark Ross**

RNARS member Mike Gloistein (GMØHCQ) recently visited St Andrews Sailing Club to give a highly entertaining illustrated talk on the voyages of RRS James Clark Ross. Mike's talk covered details of the various bases the ship visits as well many spectacular images of the wild life he has seen. Mike also explained some of his duties and life on board a polar research vessel.



For some, the highlight of the evening was when Mike set up a direct call to Halley Base allowing some lucky members to speak directly to the Communication Manager with questions ranging from the weather to what they do when off duty.



The clock above my head has an interesting story behind it. It was presented to the sailing club by my father Harry Topping. Dad's very first appointment as Chief Engineer Officer was aboard RMS Loch Garth. She had been in dry dock for a major overhaul and refurbishment of the passenger accommodation. When leaving the dry dock, the rear end collided with the dock wall opposite resulting in a broken stern frame, rudder and propeller. Hence one of Dad's nick-names; "Uncle Albert" from TV's Fools & Horse. Uncle Albert of course famed for sinking a number of vessels during his time at sea and his catch phrase; "I remember, during the war", which Dad is sometimes known to use!

Such was the extent of the damage that the ship was declared a loss and towed away for scrap. However, Dad, the Captain and the Mate who stood by to hand the ship over to the salvagers took the opportunity to collect a few 'souvenirs' before she was towed away. Dad's share included a number of ships clocks, one of which now graces his "office" in the house and the one above presented to the club when he was a member. There was also the newly laid deep pile carpet in the passenger accommodation and saloon, it soon graced our house and lasted many years.

Mike's very informative web site: [www.gm0hcq.com](http://www.gm0hcq.com)

Thanks again Mike for a fascinating evening, Colin



## **HMS Belfast – Easter 2013**

Pictures by Nic OE8NIK 4198



"An officer showed us a very funny old English dance; where you put your left foot in and out; then you put the right foot in and out and shake it all about."



Jo - PAØVLA



Richard - G4WZI



"Not my turn on watch?"



## **USS New Jersey**

I've been on the "Binnacle List" for most of the time since returning from MSW in Germany. However, I was able to be aboard BB-62 during a recent Sea Cadet indoctrination program. We had the Cadets aboard from Tuesday through the weekend. On Saturday, part of their indoctrination consisted of a visit to BB-62's communications spaces. Our cadets range in age from eleven to eighteen years of age. Many of the cadets were able to make an HF SSB QSO during their visit. We do hope that a few will decide to obtain an amateur radio operators license.



Whenever possible and when conditions allow, I attempt to bring up NJ2BB on 21.410MHz during the Saturday nets. I am hoping to be back aboard sometime later this month.

Warmest Regards, *Bob N4XAT*

## **Rally Round Up**

### **South East Essex**

This year the rally was held on the 3<sup>rd</sup> February at the usual venue of the Paddocks Hall on Canvey Island. The RNARS stand was situated in the main hall in the centre. I arranged the usual display of RNARS goodies on our stand, and had some good comments on the display. The attendance was a great improvement on last year, which was disrupted by the large snowfall Essex endured the night before. There was some discussion as to the high cost of fuel in attending these events by the traders, but they still attend the rally, so it is not all doom and gloom!

Seven members signed the book at the rally and it was nice to talk with G4GQL, G4WRV, GØIBN, G1DJI and G7IIO.

*Carl Thomson RNARS 1917*

### **Cambridge**

The morning was bright and crisp when I set off to the Cambridge rally so the drive was quiet pleasant for a change.

The Cambridge rally was held at the same venue as last year, the Wood Green Animal Shelter in Godmanchester which is some distance outside Cambridge. Our RNARS stand was located in a prominent position in one of the centre aisle.

Looking around before the rally opened there appeared to be a good selection of trader supporting the rally, and the officials were well pleased with the public attendance. It was the biggest attendance I had seen for some years. During the morning I had six members sign in and it was nice to talk to those that attended. The stand attracted some interest but I failed to sign anyone up. Towards 12:30 the attendance numbers in the hall dropped so therefore I packed up and drove back to Chelmsford.

*Carl Thomson RNARS 1917*

### **Blackpool - Norbreck**

I've attached a picture (page 30) from the rally; Ken G3RFH standing and Peter G3XGE sitting; some two-thousand visitors attended the gathering.

Sixteen members signed in, great to see Tony Morri M1AFH, all the way from Southampton, the rest mainly from the North West and Graham 2EØGGT from Rugely managed it up the M6. My wife Elsie and I drove up on Saturday. On approaching Preston the M6 was closed because of an accident, so it took an hour to crawl from Preston to Blackpool in gorgeous sunshine but with a stiff breeze.



Now the serious news, I'm in my eighty-sixth year crippled with arthritis and a hip joint replacement. This is my twenty-third year of running the RNARS stand in the northwest and it has just become too much for my aged body, so it is necessary for a replacement to be found to represent the society at future rallies in the area. I have all the stand paraphernalia, ensigns and banner to hand over. I will await the appointment of a new organiser or other instructions. I must stress that all the local members expect the RNARS to put in an appearance at local rallies.

*Fred G2IV 1136*



### **HMS Consort Association Visits HMS Collingwood**

I recently attended what was to be the last reunion of members of the HMS Consort Association. Although a Guzz ship, our base was The Maritime Club in Portsmouth. All commissions from 1945 to 1955/57 were represented.

The highlight of the reunion was a VIP visit to HMS Collingwood. This included visits to, and demonstrations in the 'Consort' ship simulator and Weapons Sections, with 'hands on'. This was followed by an impressive lunch in the Wardroom, hosted by the Station Commander and followed by a memorial service in St George with St Gabriel's Church. A very moving remembrance was given by Jim 'Bud' Flanagan who lost both feet during the Yangtze Incident in 1949. HMS Consort lost ten men to Chinese Communist gunfire whilst trying to get a tow to HMS Amethyst; the PO/Telegraphist being one. In the film, Consort is depicted

as steaming past without stopping; not true. In the attempt to attach a tow, Consort's Coxwain was killed. Steering and telegraphs disabled necessitating steering from the tiller flat. She did all she could whilst under heavy fire from concealed guns and was fortunate not to go aground before leaving the area of Rosé Island.

Being a Boy/Tel, I joined ship in August 1955, her last commission. As such, at seventy-four, I



was the youngest present. At breakfast, I was proud to sit with Peter Howie (87) and Doug (93) who lived through it.

We were coached around Collingwood by two lovely lady Lieutenants and never had to walk more than a few yards. Obviously, being RNARS, from the moment we went through the gate, I was looking out for the HQ Shack and its associated aerials but never made a sighting! After all, it is a big place. A memorable visit and many many thanks to our hosts.

Graham 'Charlie' May MØAHF  
RNARS 4369 - ROARS 135

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### **Committee meeting minutes 28<sup>th</sup> March 2013**

Present:	Doug Hotchkiss	G4BEQ	Chairman
	Doug Bowen	GØMIU	
	Ray Ezra	G3KOJ	
	Joe Kirk	G3ZDF	Secretary
	Dave Lacey	G4JBE	
	Mick Puttick	G3LIK	Hon Vice President
	Wally Walker	G4DIU	Membership Sec'
	Adrian Mori	2EØJVM	Treasurer
	Colin Topping	GM6HGW	Newsletter Editor
	Marc Litchman	GØTOC	QSL Manager
Apologies:	Rosie Dodd		Ex-officio

## **Matters arising**

AGM - Joe confirmed he had written to the Mess President to book the Mess.

Letter to all members within twenty miles of Collingwood (Chairman) - Chairman said he had written to forty local members inviting them to a meeting to discuss setting up a Collingwood Radio Club; twenty-five turned up, the majority of whom were already members of the RNARS.

Membership Survey (All) - The Chairman reported that he had written to thirty active members. - Secretary reported that he had received thirty-one replies, some who had been contacted directly and some who had used the form in the Newsletter.

## **Chairman's report**

The inaugural meeting of the Collingwood Radio Society was held on 22<sup>nd</sup> March. Chairman said the aim was to create a club within the Society that was more civilian in outlook. He explained to all present, some of whom had not been in the Shack before, the security arrangements under which we had access to HMS Collingwood and under which we operated. Nigel Auckland was prevailed upon to take the Chair of the new group which he said he would do until a more permanent chairman could be found. It was agreed that a further meeting would be held on 9<sup>th</sup> April.

Collingwood Open Day confirmed for 1<sup>st</sup> June. Ex-Officio has confirmed interest in the ATV broadcast.

Chairman reported that some new amateur TV equipment had been bought/donated. The Chairman said as the ATV repeater at Stenbury Down on the Isle of Wight had closed down the Society had agreed to host the repeater in the workshop of the HQ Shack. This was cleared with the powers that be. The ATV group plan to install some new aerials on the VHF mast when it is down on the maintenance day. The Horndean Club mast on the top of Portsdown Hill will have a repeater for the re-sited repeater.

## **Secretary's Report**

Secretary reported that 29 survey responses had been received. The main themes and concerns from the responses were:

Amalgamation with other Service radio organisations  
Nets, competitions & operating  
Membership  
Newsletter  
Style of the AGM  
Subscriptions and use of funds  
New logo

The Chairman said it was worth repeating that the only reason for considering linking up with the other services was if our own membership declined to a point where it was neither feasible nor viable to continue as a separate organisation. It was a contingency plan not a plan for an immediate merger.

Chairman confirmed that the average cost of producing and despatching a newsletter was £2.50. There was some discussion about subscription rates and whether they should be changed. Secretary was asked to include an item on the agenda for the next meeting on Subscription Rates.

### **Treasurer's report**

Adrian reported that we had £1,321.21 in the current account. He said that subscriptions were trickling in. The saving account had £12,197.99. The fixed term deposit had £32,000 approx. He suggested that if we deposited the funds in the savings account in a three-month short term account we could earn more interest. This was agreed unanimously.

### **Ex-Officio's report**

As reported above our role in the Open Day is understood and that Command is interested in the ATV broadcasts.

### **Venue for AGM (G3TQM)**

Bill reported that he had investigated alternative venues for the AGM. He looked particularly at Bletchley Park. This will be discussed further with Bill.

### **Shack Manager**

Over the last few weeks things have started to happen in the RNARS HQ club shack located in HMS Collingwood. Two items from the RNARS HQ Shack surplus list have now been sold.



ETM Programmable Morse Key (£45).

Dummy Load DL600 (£35)

### **Data Comms**

I have nothing in particular to report, but in case the members of the committee are interested, the "glitches" mentioned by Dave G4JBE in the Minutes of the last meeting were purely minor administrative adjustments required to ensure that only current members of the RNARS are "permitted" to join the group. This followed changes in the way the Yahoo group software sends notification of applicants to a group owner and any associated moderators.

I was pleased to read in the Minutes of the last meeting that the suggestion I had made to my Area Rep. about encouraging Net Controllers to act as "recruiting agents" had met with approval. It would be interesting to know whether there has been any reaction from those who run our nets.

### **Web Site**

Rolling News continues to be updated on an almost daily basis. Minor redesign to the site to make all pages consistent and set out in three columns

Some more old copies of The Communicator have been uploaded and thanks to Hans-Juergen DK9OS they are more compact and quicker to download

Testing continues to set up a membership survey page on the site but further work remains to be done.

### **Newsletter Editor**

Summer edition is coming on with a number of contributions from Roy Walker who as editor of the RAFARS Newsletter has been in regular touch regarding the sharing of articles.

### **Commodities Manager**

Slow sales of commodities. It was agreed unanimously that old stock should be written off and/or used as incentives for new joiners.





## 2013 RNARS CW Activity Contest

- Date/Time** 12:00(Z) 16 Nov – 12:00(Z) 17 Nov 2013
- Bands** 3.5 7 14 21 28
- 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 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
- Paper Logs** Mick Puttick G3LIK  
21 Sandyfield Crescent  
Cowplain, Waterlooville  
PO8 8SQ
- Email Logs** mick\_g3lik@ntlworld.com
- All logs to be received by 31<sup>st</sup> December 2013**

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## Results of the RNARS CW Contest 2012

Position	Call	RNARS	QSO's	Points	Multiplier	Total
1	OE4PWW	CA135	382	1979	14	27706
2	GB4RN	RN4	195	1145	9	10305
3	HB9BQR	Non Mem	160	899	8	7192
4	GØPSE	RN4831	85	409	9	3664
5	ON4CBM	CA82	74	462	4	1848
6	OE6NFK	CA58	50	275	6	1650
7	G3ZNR	RN4496	46	325	5	1625
8	HZ1PS	RN3440	30	165	3	495
9	GB2RN	RN34	15	96	5	480
10	GM4BKV	RN1418	10	19	1	19



## **Comments from the 2012 CW contest**

**GB4RN:** Not a lot of activity shown with it coinciding with the International Naval Contest, did it this way as an experiment but seems it did not work out, so will revert back to the third weekend in November this year which will be 16/17 November 2013. We had 14 RNARS Countries and multipliers active, so remember only RNARS countries count, not the amount of naval stations you work. Everyone will obtain a Certificate to prove they took part.

**G3ZNR:** Enjoyed the weekend with the International Contest. 7 & 14 MHz seem to have closed down at this QTH between 1245 & 1615 hours very frustrating.

**GM4BKV:** I found some stations a little too fast for me. Now at ninety years old it gets more difficult. (See page 10)

**HZ1PS:** Another contest is over and again not much of a log to submit. Not sure where everyone disappears to, I know I cannot put the time in because of work but just cannot seem to get enough contacts to show I do make an effort.

**HB9BQR:** It was nice to meet you and many others again this year. I faced some technical problems and could not attend as long as in previous years.

**OE6NFK:** I was QRV on 9<sup>th</sup> December about 03:30 hours and also QRV on INC. I like to work again some RNARS stations.

**GB2RN:** I did a vain attempt to partake in the Naval contest, but found the collision with the Italians too much, so here are the rather meagre results. I understand you want the log separated in bands. GB2RN has no computer logging, so all in a doc. Luckily only 15 QSOs. De Joe M0AXP.

**G0PSE:** Very nice to work GB4RN and GB2RN on the same day.



## **Think What Your Society Does For You**

It was John F Kennedy whose famous quote included the words: “ask not what your country can do for you, ask what you can do for your country”. In a similar vein, it can be said: “Fellow RNARS members think not what your Society can do for you, ask what you can do for your Society”. This report gives weight to this newest form of the quote.

For some time the HQ shack has needed odd jobs doing to bring it ‘up to scratch’. In the past, the various Shack Managers have done a

number of these jobs but in a piecemeal fashion. Lately, there has been a determined effort to ensure that not only has the shack got sufficient equipment for the many modes which we are allowed to use but the old adage still applies that a transmitter (and receiver) is only as good as its aerial.

The Cushcraft MA5 HF beam has had a chequered history since its installation. For some time, one operator ran one of the HF transceivers at much higher power than was recommended in the manual. This resulted in not only the transceiver having to be repaired four times (new PA at a cost of £200 each time) but the matching unit at the boom of the aerial was burnt out directly as a result of this overloading.

Luckily, much of the hardware of the matching unit was retrievable and it was completely rebuilt in a new box last year (2012). This aerial has been used frequently on a Thursday and the results are very good.



However, the VHF and UHF side of the shack has suffered with aerials on some bands having lost elements etc. in previous storms. One aerial had elements missing for years and another became damaged and was never replaced. This has all changed. At a recent "Aerial Day" organised by your Chairman, a number of volunteers, including members of the Horndean and District Amateur Radio Club, set about rectifying the situation. The Society purchased some new aerials and these were duly installed on the mast. During the exercise, it was deemed necessary that the rotator should be replaced as it is a "bit long in the tooth" (almost literally!) A new Yaesu rotator is on order and will be fitted in due course.

By a stroke of luck, the HMS Collingwood Maintenance Team took it on themselves by using their "cherry picker" to repair the pole on the rearmost tower that holds up the two HF dipoles. While they were at it, they also repaired the pole attached to the front end of the

building and now all the aerials are in about the best condition they have been in for many years.

This means that **YOUR HQ shack** is pretty much ready for operation on all bands from 160metres to 23cms. All that is needed is for more of you to turn up and use the kit that the Society has provided for YOU. There are already meetings on Tuesday afternoons usually and we do get others from the Horndean & District ARC occasionally. Later on Tuesday evenings the Collingwood Radio club (G3CRS) meet. and on Thursday mornings some other regulars activate GB3RN before crossing to the Senior Rates Mess for lunch and the customary 'meat raffle' held in the mess. It's a lot of fun after a hard morning's work on the bands!

An estimate of the total of RNARS members living within less than half an hour's drive of the HQ station is around 100 but rarely, if ever, do any other than the 'regulars' turn up. This does NOT preclude any other members coming to HQ to use the station; in fact, the committee positively encourages you all to do so. There are, of course, some rules to follow in order to gain access to the shack and equipment but these are a very small price to pay for what amounts to the best-equipped shack of the South Coast of the UK. No doubt there will be those who are not happy with all this but remember that we are a communications-based society and communicating is what should be happening from the shack much more than it is at present. Most Amateur Radio activity takes place at the weekends so it would be nice if there was some frequent weekend activation of the various call signs that we hold.

Now here's a bit of extra news - some of you may be aware that the Amateur TV repeater on the Isle of Wight closed down. The Society has graciously offered to host the repeater at HQ site. The installation has been taking place too and should all be ready for operation by the HMS Collingwood Open Day. For those of you that have been to this event, you will have seen the excellent portable TV transmissions that took place from around the site during the open day. Given the repeater, this may now be accessed by many more external to the Society.

In addition, one of the new UHF aerials has been offered to the Society on a "no win no fee" basis, in other words the aerial has been

manufactured, supplied and installed on the tower and if it doesn't work according to its specification, then the Society will not have to pay for it. Here lies a chance for all you 23cms buffs to fetch your test gear and check it out on behalf of HQ.

All this work means that it is now an opportunity for all you members to do something for your society as they have now done for you.



### **Web Watch**

The internet is a great resource and every now and then we all chance upon a web site of interest to radio amateurs or those with a nautical bent which we want to share. So here's your opportunity to do so by e-mailing the editor with the site address. If you receive your Newsletter as a PDF you should be able to click directly on the links below to open the web sites.

Battle of the Atlantic:	<a href="http://tinyurl.com/ckt4qpb">http://tinyurl.com/ckt4qpb</a>
Simple top band aerial:	<a href="http://tinyurl.com/bofocjm">http://tinyurl.com/bofocjm</a>
80-10 Aerial for small garden:	<a href="http://tinyurl.com/chxeppd">http://tinyurl.com/chxeppd</a>
9:1 Magnetic Long Wire UnUn:	<a href="http://tinyurl.com/cpz2uau">http://tinyurl.com/cpz2uau</a>
145 MHz Flower Pot Aerial:	<a href="http://tinyurl.com/dxbyfvo">http://tinyurl.com/dxbyfvo</a>
HMS Victory Broadside:	<a href="http://tinyurl.com/2fv9h7y">http://tinyurl.com/2fv9h7y</a>
Tristan Da Cunha:	<a href="http://tinyurl.com/cxpky4">http://tinyurl.com/cxpky4</a>
Slow boat to <del>China</del> USA:	<a href="http://tinyurl.com/cbydcdy">http://tinyurl.com/cbydcdy</a>
St Andrews bay Cam:	<a href="http://tinyurl.com/c9ofej2">http://tinyurl.com/c9ofej2</a>

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The following was sent in by a friend who wishes to remain anonymous.

**Extract from Daily Orders - HMS Excellent** of all places.

All uniformed personnel are to note that standing to attention (plus saluting if the mainmast is in view) when colours or sunset is piped is not an optional choice and please remind others if you see that this requirement is not being met.

**CO's Top-Tip:** If you are an officer who has decided to ignore this requirement and you are picked up by an individual in civilian clothes who sounds like a retired Vice Admiral and looks like a retired Vice Admiral then my top tip is that you make a calculated assumption that he probably is a retired Vice Admiral (and a response along the lines of 'what's it to you?' is not recommended as was the case last week).

## **Welcome aboard to our new members and updates**

<b>New Members</b>	Ken House	MW6CDV	4928
	Tony Hamilton	2EØSBS	4929
	Fred Beesley	GØEYJ	4930
	Reg Walker	M3LDS	4931
	Tony Lowrey	SWL	4932
	Rod Ashman	G4JVJ	4933
	Southern Area - Sea Cadets	SWL	4934
	Sean Grant	MØXAN	4935
	Robert Dew	VK1DE	4936
<b>Re-joiners &amp; Reinstated</b>	Al Bateman	MØDNU	4751
	Eurfryn Davies	GW4TAU	2345
	A J Mayes	G4ZQJ	2249
	A W Cudlip	GØTCQ	4108
	J E Brooks	MØHJO	4819
	R Lawrence	G3ADR	3833
	I Harkness	GØUED	3842
	R Spence	GM7RDH	4241
	D Van der Bent	PA1D	2870
	Jack Anthony	G3KQF	1132
	Grahame Webster	2EØCSH	4912
<b>Resigned</b>	Ray Clift	SWL	0861
	Tony Sedman	G3LAA	4630
	John McKay	G4HOK	3774
	Nigel Ward	SWL	2199
<b>Silent Keys</b>	Daniel Tulloch	GMØDJI	3031
	Stan Sutherland	GM4BKV	1418
	Gerry Sanderson	G2DBT	1764
	Frank Sherlock	G3JPX	0587
	Les Bailey	GØKXN	4221
	Ken Darby	G3MLD	3499
	Jeff Russell	G4MSR	2000
	George Banner (was lapsed)	G3AHX	3465

## **QSL Manager**

First of all, I would like to thank those members who contacted me or who sent me SSAEs after reading my report in the spring edition of the Newsletter.

### **LG Easter Activity Week:**

I was delighted to once again meet-up with a number of members during the LG Easter Activity Week and as usual I took the opportunity to distribute, in total, fifty QSL cards to those who were either staying on-board HMS Belfast or who just attended the LG AGM / social. I would especially like to thank Bob D'Imperio N4XAT 4783 for taking, for onward distribution, thirty uncollected QSL cards for US members.



### **Quiet bands?:**

In the two month period since the LG AGM, I have received NO cards whatsoever from members or from the RSARS, RAFARS or FISTS bureaus. I know, however, that the Royal Mail postal service is working, as I continue to receive regular “hate mail”, such as bills, in the post.

### **In the bureau:**

The bureau as of 12<sup>th</sup> June, currently holds 207 QSL cards for 113 members. Of these 207 cards, I have SSAEs or postal funds to enable me to send 39 cards to 23 members and of these, only 7 members have more than 1 card waiting for them. As I did at the end of January I intend to stage another bureau clearance at the end of July.

### **How can I check if the Bureau holds any cards or SSAEs for me?**

Navigate to <http://groups.yahoo.com/group/RNARSQSLBureau>, e-mail me at [g0toc@gb2rn.org.uk](mailto:g0toc@gb2rn.org.uk) or please feel free to telephone or SMS me on 07743 456058 (Vodafone) or 020 8502 1645.

*Marc Litchman - 4876 GØTOC  
g0toc@hotmail.com*

## **Museum Of Communication**

Members who visited Rosyth during their time in the service know that the Kingdom of Fife has lots to offer; golf is one, the rich history another and of course stunning landscapes to name a few of the attractions. Some might remember laboriously trawling



up and down the degaussing range just off Burntisland for what seemed hours on end. And how many are aware that it was at the General Assembly of the Church of Scotland held in Burntisland Kirk that King James VI/I first discussed a new translation of the Bible which a decade later came into fruition as the King James Bible?

The purpose of my recent trip along the coast to Burntisland was a long promised visit to the Museum of Communications. Situated in the middle of the High Street and almost adjacent to a bus stop, it's easily found. The museum is run by a willing team of volunteers and when



I arrived they were preparing for the summer exhibition. Such is the sheer volume of artefacts in the storage area that the display changes on a regular basis.



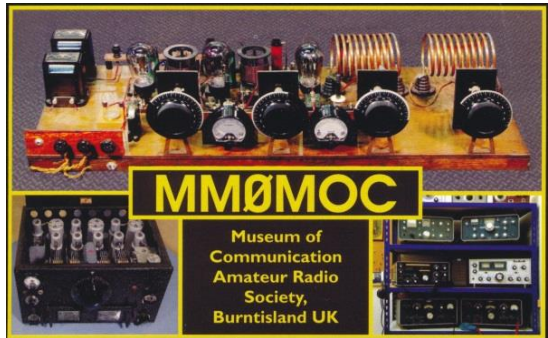
The museum hadn't officially opened for the season when I visited, but with Wednesday and Saturday set aside for maintenance, even in winter just ring the doorbell and you can be assured of a warm welcome.

There's a wide range of items in the collection, from crystal sets, gramophones, radios right through to mobile-phones. And it's not just transmitting equipment, there's a large collection of domestic receivers and



televisions including a Baird televisor along with a full range of domestic radios and telephones. Many exhibits are in full working order thanks to the restoration carried out by the volunteers with a wide range of skills and backgrounds, not all in the communications field.

Several museum volunteers have amateur licences and there's a compact shack with a remarkable collection of equipment. Incidentally, the museum's call-sign is MMØMOC. In one wee corner is a mock-up of merchant ships radio



room. If you ask nicely and there is staff available, I'm sure you'll get shown round the collection in the vast storage area with rack after rack of pure nostalgia. There's also a nice wee tea room which I highly recommend!

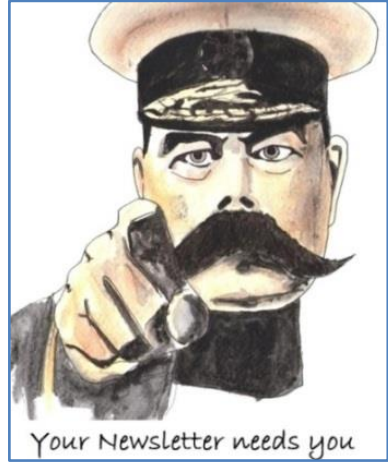
More details can be found on the museum's web site: [www.mocft.co.uk](http://www.mocft.co.uk) or you can call the museum on 01592 874836.

*Colin GM6HGW*

## **QRT – Closing Down**

As always, my grateful thanks to all who've contributed; for some like Roy Walker and Bill, a couple of items, thanks everyone, it makes my job a lot easier.

Without articles, there wouldn't be a Newsletter; it's that simple and it's very embarrassing that I have to depend upon the same few people to help to provide **you** with a regular Newsletter. Please help; even a few lines will assist in filling a couple of column inches. Since joining the YAHOO group, I've noticed many of the anecdotes and reminisces that circulate would make great short articles and remember, there's a lot of members without access to the 'net, so how about sharing some of your short stories to me for inclusion in the Newsletter? And what about our affiliated clubs; why not drop me a line or two with your news and any planned activities?



Thanks for the several kind comments, telephone calls and e-mails from members who appreciate the effort I put in, it's nice to know my labours are appreciated. And not forgetting Wally our membership officer who in spite of poor health has kept me apprised of all things to do with membership changes and up-dates. Hope you are feeling better Wally.

To submit an article, please send it in a digital format such as text in an e-mail, a word doc attached to an e-mail or by post on a disk (DVD/CD). Similarly, pictures can be sent in the same way. One word about pictures, the back of someone's head talking into a microphone or keying, doesn't make an interesting picture, please turn round and let's see what you look like. A few more contribution to the "my shack" series would be appreciated. My e-mail address is: **rnars@colinsmagic.com** and remember you must only put **RNARS** in the subject otherwise it will be automatically deleted.

The last e-mail distribution of the Newsletter went quite well, just two drips from members who had changed their address and didn't **re-subscribe from their new address**. While I am a noted magician, I've never been good at reading minds, known in the field as 'mental magic', my forte is comedy magic; if you don't re-subscribe from your new e-mail address, you won't be receiving your Newsletter. To receive your Newsletter as a PDF attached to an e-mail, follow these instructions:

- 1 Address an e-mail to: **rnars@colinsmagic.com**
- 2 In the subject ONLY enter: **Newsletter Subscription**
- 3 In the body of your e-mail enter: Your Name  
Callsign  
RNARS Number  
Postal address

The system I use for compiling the Newsletter address list is automated and any deviation from the entry in the subject will result in your e-mail being automatically deleted.

For those of you who were expecting an invitation to the wedding of the year, sadly, there's been a wee change of plan due to a domestic reallocation programme, in Jockanese, a fliting or in plain language; a move of home. A new date will be promulgated shortly, mind you there's a great temptation to whisk Gillian off to Gretna Green for a weekend and save all the arrangements that go along with weddings!

The closing date for submissions to the Winter edition will be the date of the AGM. I've a real treat in store in the next Newsletter for our FAA members and RAF affiliates, I hope to have a book review of a recently found unpublished manuscript of the very last book in the Biggles series written by WH Johns; "Biggles Flies Undone", so don't miss out; check with Wally Walker that your subs are up to date. Got to close now and take the dog to the vet, she swallowed some Scrabble tiles; her next visit to the toilet could spell disaster.

*Colin (GM6HGW 1870)*

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*Merchant seaman had their pay stopped when  
their ship was sunk, unlike us in the Royal Navy.  
One person was sunk 14 times and miraculously  
survived and their families had no pay...*

*- Lt Commander Ken Reith*

A quote from the Battle of the Atlantic exhibition - Edinburgh Castle.

**RAFARS Nets** With an invitation to RNARS members to join in.

More info: [www.rafars.org](http://www.rafars.org)

RAFARS Nets	Time	Freq	Control / Notes
Daily	1100 A	3.71	G2AFV G3HWQ G14SAM MØRGI
	1830 A	3.71	
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	5.4035	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		

### **Joint Service Net - 5.403.50MHZ**

A Tri-service 5 MHz net is now well established and operates on 5.403.50MHz on 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 hours local on Tuesday evening. The net controller is usually G3RAF (GØTAK) depending on conditions.



"One reason the UK Military Services have trouble operating jointly is that they don't speak the same language.

For example, if you told Navy personnel to "secure a building," they would turn off the lights and lock the doors. The Army would occupy the building so no one could enter. Marines would assault the building, capture it, and defend it with suppressive fire and close combat. The Air Force, on the other hand, would take out a three year lease with an option to buy."

## 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, **if there are any inaccuracies contact Mick Puttick, NOT the editor.**

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	GM3XGX
	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
	1430	21.41	DX Net	W1HMW/EA5AVL/K4XAT
	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	W1HMW
Sun	0800	7.015 / 3.555	MARAC CW	PA3EBA/PI4MRC
	1430	21.41 / 28.94	RNARS DX	W1HMW
	1900	E-QSO	When HF poor	VA3ICC
	1900	14.33	N American	W1HMW

### 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 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 £5-20 for UK postage and packing; after the Royal Mail increased their rates 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.

UK orders are normally processed within twenty-one 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: \_\_\_\_\_

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

Call & RNARS No: \_\_\_\_\_ | \_\_\_\_\_

Name: \_\_\_\_\_

Address: \_\_\_\_\_

Post code: \_\_\_\_\_

Phone: \_\_\_\_\_

Item	Colour	Qty	Size	Price	P&P	Total
Sweatshirt <b>Old Logo</b>	Grey/Navy			£5-00	£2-50	
Sweatshirt <b>New Logo</b>	Navy			£15-00	£2-50	
Polo Shirt <b>Old Logo</b>	Navy/White			£5-00	£2-50	
Polo Shirt <b>New Logo</b>	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	
<b>Total Enclosed</b>						

**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](mailto: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.



## **Royal Naval Amateur Radio Society**

Chairman: Lt Cdr Doug Hotchkiss, MBE QCB RN G4BEQ

### **RNARS 2013 AGM Proxy**

I \_\_\_\_\_ being a fully paid-up corporate member of the RNARS hereby nominate the Chairman of the Society (Lt Cdr Doug Hotchkiss MBE QCB RN G4BEQ) or \_\_\_\_\_ to act as proxy and vote in my name at the Annual General Meeting of the Society. The person nominated as proxy must also be a fully paid-up corporate member of the RNARS.

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

Member's name: \_\_\_\_\_

RNARS Number: \_\_\_\_\_

Callsign: \_\_\_\_\_

Date: \_\_\_\_\_

Signed: \_\_\_\_\_

Send your completed proxy form to:

**RNARS** Hon Secretary Joe Kirk G3ZDF

111 Stockbridge Road, Chichester, West Sussex, PO19 8QR