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# NOW !!!

Spring 1993

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# ROYAL NAVAL AMATEUR RADIO SOCIETY

Affiliated to the Radio Society of Great Britain

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# Newsletter

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Journal of the Royal Naval Amateur Radio Society

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No 1

Spring 93

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# Vice-Chairman's Chat

I suppose that two topics which are uppermost in the thoughts of many members, and most certainly of your Committee, are the impending move of our Headquarters from HMS MERCURY to HMS COLLINGWOOD and the forthcoming Annual Rally which takes place at COLLINGWOOD in June.

For some of us who remember the spartan conditions which appertained to MERCURY in the early '40s, nostalgia will prompt us to look upon the move with regret, but we are indeed fortunate in that our headquarters will continue to be housed in an RN establishment. Work on the HQ station continues apace, thanks to the diplomacy of our Chairman and the hard work of members who reside in the Portsmouth area. Expense is of course being incurred, but it may safely be assumed that the transfer cost will be but a fraction of that which was originally envisaged.

In so far as our Annual Rally is concerned great credit must be given to the organiser Cliff Harper, G4UJR. His capacity for work and his organising ability never cease to amaze me, and we are truly indebted to him for his efforts. I

would add in the past that organisation on the day has been hampered by the lack of volunteers required to perform such duties as gate and car parking attendants. To offer your services for an hour or so would assist greatly and be most appreciated.

I would draw your attention to the list of area representatives contained in the Winter 92 NewsLetter. These are members from whom you may seek information, air a grievance or offer suggestions to be passed to the Committee.

In conclusion I would like to add a purely personal note. Since being elected to the Committee I now realise the complexity of problems which occasionally beset it. We cannot possibly please everyone all the time BUT WE TRY !! So those who are wont to "drip" about a "Pompey Club" (as I once did) - FORGET IT, because nothing could be further from the truth.

Kind regards to all ..... Eric G3DKH/  
Vice-Chairman

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## Help Line & Information Wanted

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G3OEA/3856 - I collect Naval Cap Tallies & would like to hear from other members who have tallies to swap or for sale. I have received an HMS SUPERB tally on a light blue ribbon with a pennant bearing an anchor at each end of the lettering, can anyone tell me when this would have been issued, and why? QTH 29 Vicarage Lane, Poynton, Stockport, Cheshire SK12 1BG.

G4CJY/0176 - Needs circuit diagram and operating instructions for the Technical Associates Audio Filter, produced mid-1970's. QTHR.



I found him like this, this morning  
Doctor. He just keeps on saying he's

" ..... gone QRP "

# The Way Back

(A Sequel to the tales of HMS FARA)

By Dave Stott/3315

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I had left HMS FARA in Madagascar and was now on my way to England. In Mombasa, I and my belongings were sent to Liwatoni Barracks, where I was installed in Hut D2 with cot, clean sheets and a pillow plus a mosquito net to keep the flies off. I had access to all the civilised facilities of the camp: the communal dining room, the beer canteen, dentist's and doctor's workshops, where I was checked and injected for my acceptance back into civilization. Every morning I was aroused from my peaceful sleep by the bugle blare of 'Wakey Wakey', in jazz tempo, played by a rating riding a bike at full speed round the premises. All I had to do here was wait for the next ship going South.

In this Naval establishment I came across my ex-shipmate Taff again. He was freely riding about the camp on a bicycle. When I stopped him and spoke to him he explained that he was still waiting to be tried. Apparently, before the trial could take place, the injured Coxswain would have to be present at the proceedings, and he was still far from fit for this. Also, according to Naval regulations a man can only be detained under "close arrest" for a specified period, and that period had elapsed so now Taff was under "Open arrest". He had been given the job of Regulating Office messenger, but during his off duty hours he had to report to the Duty Officer frequently. But not frequently enough ...

One night Taff slipped out of the barracks with another "skate". What transpired on this fateful run ashore I can well imagine, knowing Taff's unstable temperament and the company he was in. Dark tales of terror, knifing and fighting.

He came back into the camp with a mind filled with blind twisted vengeance against a world he didn't understand - or, a world that didn't understand him. He entered a banda at random and savagely stabbed an innocent, sleeping form repeatedly till all the hate drained from him; then gave himself up quietly. Following this incident I visited Taff in the confinement of his cell. He was subdued.

"Why ever did you do a thing like that?" I asked him.

The lad he had killed was, like me, waiting for a ship home after being away for years.

"It was a terrible thing I did. I hope they put me down for ever like a mad dog", he said.

Taff ended his days in Broadmoor. His madness had taken two lives and nothing can compensate for their kind of loss but a thought has often been at the back of my mind: was it his MADNESS that saved forty lives one bright morning in Diego Suarez harbour, when he ran to release the anchor chain which was tangled up with the moorings of a mine?

It was the 7th January 1944 and I was still waiting to get off the Dark Continent, but the Chief Yeoman in the Signal Office had found me a little job to do, to pass the time away.

On the coast, seven miles south of Mombasa a passenger/cargo ship, the BURMA, belonging to the Henderson Line of Scotland, was balancing on the edge of a coral reef, it's bow pointing to a romantic looking palm fringed beach. It had been driven there by somebody who didn't know his left from his right. I believe it arrived there

on Christmas Eve. I was asked to go to it and establish communications with the Signal Station at the entrance to Kilindini harbour. Carrying a four inch Aldis lamp complete with wet-cell battery I took off in a motor boat. Arriving at the BURMA, I climbed up it's tilting hull via a swinging rope ladder. The bow was high out of the water and she was listing about thirty degrees to starboard. The Chief Engineer welcomed me aboard; he told me that all "non-essential" personnel had been evacuated. Just a few of his staff remained. He explained they were just waiting for the next high tide to float her off the reef. He took me up to the bridge where I made myself at home in the wheelhouse. I scanned the shore-line to the north but couldn't pick out the Signal Station amongst the scattered clutter of white buildings just visible seven or eight miles away. Without much hope, I gave a few flashes in the direction of one or two likely targets but in this bright tropical sunshine it was not likely anyone would see me at this distance. With the equipment I had all communication would have to be at night.

As the sun was setting an officer came up to the bridge. I told him I was ready to raise Mombasa.

"I should leave it for now", he said. "It's dinner time. I'll show you the way to the saloon."

On the way there we passed an empty, well stocked bar.

"Help yourself when you feel like it. It's all covered." He nodded at the shelves of drinks.

"Very nice. Thank you", I replied with gratitude; and to think I'd been worried about missing my tot!

In the dining saloon a large, tilting with the ship table was set for a meal, with the full complement of cutlery laid out. I sat at the table with half a dozen Merchant Navy Officers, all properly dressed. Then a full team of stewards filed in bringing course after course of steaming hot food. The attentions of this "essential" staff was greatly appreciated by me. I admired the Merchant Navy's priorities.

Back at my post, I established contact with Mombasa Signal Station, reporting that BURMA was still stranded, but everything was still under

control. My plan for the evening was to make a bed of cushions (borrowed from the First Class saloon) on the floor in the wheelhouse, visit the bar for a bottle of Scotch, grab something to read and keep one eye open for flashing lights.

If the high tide came it didn't do the trick. BURMA was still on the rocks.

On the ninth of January, at 0200, two tugs tried to tow BURMA off the reef. (One could have been the EMPIRE FAIRY, she was a very familiar sight around Mombasa at that time). There was a great cracking and creaking from down below decks. It sounded to me as if she was breaking up. I was told the engine room and boiler room were flooded to fifteen feet, and she was not buoyant. The attempt had failed. On the eleventh of January all the catering staff were taken off (things were really bad!), and only two engineers were left behind. That night I sent a signal to Mombasa asking to be relieved.

On the fourteenth of January I left BURMA with the remaining officers. She was still rocking on the reef. Some years later I wrote to Henderson Line, asking if they could let me have a photo of their ship BURMA. I explained my involvement with her, and they sent me a picture. They also informed me that she had been subsequently refloated, repaired, re-named and she was still sailing around.

By the beginning of February 1944 I was in Durban, having had a lift from Mombasa in the cargo ship SS ORBITA. Another homebound Blanning Tossler took passage in this ship with me. He was familiar with this location and took me with him renewing old acquaintanceships. His name was Vic (Are you a member, Vic?). While we waited for a U.K. bound conveyance we were ensconced in the Naval transit camp outside Durban, not far from the racecourse at Clarendon. Leave was generous, with a full weekend off every other week. Through the good offices of my new oppo, Vic, I was well established with a wonderful family in Seaview, not so far from the camp who, all joined in to make that stay in Durban very memorable. At weekend it was dancing at the Athlone, house parties all four in the morning; going to the races in the afternoon, or picnics on Amanzantoti beach. We were treated royally till the next boat came to

After a few wonderful weeks it arrived. It was the NIEU AMSTERDAM; the five star, Dutch passenger liner. She was near to the top of the Top Ten of the world's luxury liners. She was one of the few ships who sailed the war-time seas unescorted. Too fast to be harassed by submarines. She was bound for the Clyde - non-stop. Sailing in big ships is a "funny" experience for small ship sailors. That long, slow roll seemed never ending; and the creak and groan of the plates heard in the quiet of night, deep in the bowels of the ship sounded like we were being slowly dragged down to the bowels of the ocean. Give me the happy clatter of bouncing along the top of the waves anytime.

This was a highly organised ship, and I was drawn into it's organisation. I had to work my passage home. I was detailed to be a dining room steward to Warrant Officers. I waited on Warrant Officers at meal times, plating up their food in the giant galley and putting in front of them at the tables. (There was clearing up and washing up to do after, of course; but there were a few perks....)

The food in that ship was the best. I mean the BEST. It wasn't fancy, just plain good. Good beef, good pork, good lamb, good chicken, good turkey, good bacon, sausage, ham, eggs; and so on.

Dining Room Stewards (acting, temporary)

had their meal before serving the Warrant Officers (we served ourselves); then butties for our messmates were surreptitiously prepared - turkey butties, chicken butties, beef butties, pork butties, ham butties, bacon butties - every kind of buttie you could think of, in abundance. Then the Warrant Officers were served.

Walking round the promenade deck one morning I saw Jack Wolf, Coxswain from my old ship, Fara, shambling towards me. I stopped and spoke to him. He looked at me with blank eyes, then walked on. He didn't know me. He had been changed by Taff's attack from a young man, physically and mentally fit, with well developed muscles made hard by manual work in Lowestoft deep sea trawlers, and a keen mind that had earned him a "Mate" ticket (he had been waiting to pass for "Skipper" at the earliest opportunity), to this doddering wreck.

I think we had one "action stations" on the way back. Real or practice I don't know, but the NIEU AMSTERDAM sailed majestically on regardless, and arrived in the Clyde on the twelfth of March 1944; the day after my twentyfourth birthday.

Thirty one calender months before I was also in the Clyde, waiting to start a foreign commission in the trawler HMS Fara. The itinerary of my round trip was a follows:

## Dave Stott's Anabasis\* with HMS FARA

South Africa	3 months	- Cape Town and Durban
Ceylon	6 months	- Colombo and "Up Country"
Kenya	6 months	- Mombasa and "Up Country"
Seychelles	10 months	- Mahe and outlying islands
Madagascar	2 months	- Diego Suarez and "Up Country"
On Passage	4 months	
Total	31 months	

(\* Look it up, this is supposed to be an erudite journal !!!!! Ed.)

*(Those of you who have enjoyed Dave Stott's articles about HMS FARA and its travels may be interested in the following letter he sent to me explaining how they came to appear in the NL. Ed.)*

.....It all started when I retired early and found time to sort out all the rubbish I had hoarded for years. I had a good clearing out of what I didn't want to keep, and had a good think about what I wanted to do with what I had left. There was a lot of stuff for the grandchildren, of course, and amongst the remainder were some notebooks in which I had written, up during my days in the Navy, incidents which had impressed me at the time.

One morning I was taking the air round town when I bumped into a former colleague from work (an ex-RN Sparker) who told me about the interesting and amusing magazine published by an organisation he belonged to. Soon after this meeting he lent me a few copies, it was the RNARS NewsLetter and the friend, Charles Emblen G0FQZ/3177.



Then

Now

## Dave Stott



Reading an urgent request for articles from members and, although not then being a member, I took the liberty of sending in an article based on information from one of those old note books. That article was published in the Winter 87 issue as "Find the Thimble" a tale about joining a trawler in Tobermory ..... since then I've written ten articles about my time in that trawler, better known now to RNARS readers as HMS FARA.

My apologies to those members I have bored.

Dave



## The Last Dash on CW

(Or The Final of Morse)

By Lasse Hinrichsen OZ1FJB/2087

One of the biggest changes in maritime safety communications since the invention of radio began to unfold this spring (1992). A new set of regulations for Safety at Sea (as well as equipment) took effect in February 1992 known as the Global Maritime Distress and Safety System (GMDSS). The authorities claim that the new system enables co-ordinated search and rescue operations to take place without delay (although heavy traffic on the satellite lines can delay matters).

GMDSS applies to all passenger and cargo ships of over 300 grt making international voyages. These ships have seven years to fit the radio equipment but once fitted no RO will be required as the master and other officers will take over the job. Longer hours and an even harder job in port. The equipment for GMDSS depends on the area the ship is operating in, the system being divided into four different zones:

Sea Area A1 - an area usually within 20 - 30 miles of land and within the range of shore based VHF having digital selective calling (DSC) capability (like Packet).

Sea Area A2 - an area excluding A1 but within the range of shore based MF radio - also DSC.

Sea Area A3 - an area excluding A1 & A2 but within range of the INMARSAT geostationary satellite system which covers the whole globe except small areas of navigable water in the Polar regions.

Sea Area A4 - all other areas outside A1 - 3.

In an emergency the GMDSS can give the identity and position of a ship in distress, the nature of the emergency and other relevant information. Initiation of an alert can be automated by the push of a button (or two) so there is no longer any need for spark or CW. All available methods may be used but all ships must have at least two different alerting systems. INMARSAT, a 64 country cooperative based in London, provides two different sys-

tems:

INMARSAT-A - a high quality, two way voice data communication system providing global direct dialling telephone, FAX, TELEX, Electronic Mail as well as automatic distress alerting.

INMARSAT-C - offers only data systems, two-way store and forwarding facilities @ 600 bps (12 times faster than conventional TELEX).

The small size and affordability of INMARSAT-C makes it the most mobile equipment in the world. A Danish team of 4 girls crossed the Greenland icecap in 1990 with a C-terminal from Thrane & Thrane in just one suitcase (including an antenna and the laptop computer). They tested the system under extreme conditions and it worked well.

So C-terminals are taking over in small ships, just as in large, where less voice communications over the satellite are required. To make the system 100% safe in ships they will also be fitted with a recently introduced emergency position indicating radio beacon (EPRIB) that also operates via INMARSAT. Up until now EPRIBS have only been used to transmit distress signals to the COSPAS-SARSAT satellite system. In a distress situation a free floating EPRIB, previously linked to the ships electronic system, automatically transmits the ships identification and position, these beacons can also be activated manually. So in the future all safety at sea will depend on satellite, I hope they are 100% reliable!

This revolution in communications at sea will make a possible 15,000 to 25,000 ROs redundant by 1999, to say nothing of the many shore radio stations that will close. After this time there will be no "Sparks" at sea and morse will be confined to such exotic fields as the military and amateur radio, should there be another war (hopefully not!) then good CW operators will be worth their weight in gold!!!!!! Long live the spirit of CW & amateur radio ..... we invented it after all!

*(The RN has stopped teaching morse to surface operators and in future maintainers will be expected to operate their comms equipment! A retrograde step if ever there was one .... but then I'm only a biased "Greenie" Ed.)*

# Six Years Under the Red Duster\*

By Cyril Malcolm GM3BXW/KB2NFT/2164

The war began in September 1939 when I was just 16 years old. Born in Glasgow, once the centre of the largest shipbuilding industry in Britain, and also at that time still a great seaport. I often wandered around dockland to see the ships of many nations coming in and out of our port.

Having left school at fifteen and a half, I had had a few dead-end jobs until I stumbled upon the Marine Wireless College. War or no war I determined to enrol for the course and wangled the fees from my parents.

I plunged into my theory and Morse Code practice with enthusiasm and soon found my little knowledge of physics and chemistry from school of some use. Such as  $PbO + SO_2$  became the sulphuric acid used in shipboard wet batteries. Some of my fellow students had been to sea in various other capacities, so we were regaled with many "sea lawyer's" tales.

My sea experience to date had been on pleasure trips down the Clyde on the many steamers which plied up and down river in those far-off days. By the way, I remember well sailing past the rusty skeleton hulk of number 534 John Brown's Yard. After a government sub to Cunard it was finally completed as R.M.S. QUEEN MARY. However the history of this fine ship has been documented elsewhere.

The day I left the wireless college with my pass mark, I hurried down the street to the local office of a marine wireless company that supplied equipment and officers to shipping companies.

The Clyde was very full of shipping at that time, being a main convoy base, but I was sent down to Swansea to join my first ship as Junior R/O. S.S. TEMPLE INN turned out to be a typical British cargo ship build around the mid

thirties. Bound for Boston, Massachusetts, with a cargo of Welsh coal in part-payment of war supplies sold to Britain by the U.S. Government. This was before the Lease-Lend Agreement between Churchill and Roosevelt. First night at sea, dive bombed in the Bristol Channel, no damage or casualties so joined north-bound convoy which was routed up through the Minches and around the Butt of Lewis due to U-boat activities in the open Atlantic off the west coast of Ireland.

Whilst in convoy, signals between ships were passed by signal flags or Aldis lamps. I soon learned to read the Morse sent by lamp instead of through a radio. I also learned all the code-flags, studied D.E.M.S. signal book to assist the bridge watchkeepers with visual signalling. When convoy dispersed it was radio watch on 500 KHz and messages from the Admiralty or Ministry of War Transport through Rugby Radio GBR on L/F or H/F. Off the eastern coast of America the QRM from the many broadcasting stations was horrendous, but I soon learned to read Morse thru' it; and in dense fog off the Canadian coast I had my introduction to D/F bearings from Sable Island and other direction finding beacons.

It took over three weeks from U.K. to Boston, with constant alarms about imminent U-boat attacks. Depth charges from the escort dropped frequently but there were no sinkings that trip. Coal cargo discharged Boston during very hot summer days in a country not yet at war. Everything going along as peacetime. Plenty of American hospitality and time to see something of Boston and district. Ship empty - sent to Providence R.I. to load cargo of military supplies of all kinds including building materials to establish base at Londonderry, N.I. Then to Halifax for convoy to U.K.

On that particular trip, Churchill, on board his battlegon homeward bound after meeting Roosevelt in Newfoundland, sailed right through

\* The Red Ensign flown, by UK Merchant Ships.

the convoy and gave us a cheery wave.

After discharging cargo and refuelling, back again to Boston and Providence to do the same run with almost the same cargo but this time voyage terminated Glasgow. So ended my first six months at sea with leave to come. S.S. HARTINGTON turned out to be a rusty old coal-burning tramp steamer that had to be utilised during the war instead of being broken up. With ancient radio gear, obviously from Noah's Ark, no lifeboat Tx nor much else in the radio shack, the ship was busily loading fighter planes in large boxes in the hold and on deck destined for R.A.F., West Africa who were supposedly going to fly these machines towards the war in Libya. No doubt they had staging posts in the Sahara to help them along en route to the Middle East. As we were about to depart on this projected voyage, came the news from Pearl Harbour with all its implications for the future.

Trouble began on HARTINGTON not long after we quit the loading dock, proceeding down river for convoy assembly at Greenock, the 'Old Man' was in violent disputes with the "mud pilot". Sorry to relate the O.M. had been drinking rum and his behaviour was shocking. Naturally the pilot reported this to N.O.I.C.-Clyde and our captain was relieved of his command. By the time a new skipper was appointed we had missed one convoy. We missed another because the engines packed up going through the boom defence and we were towed back to the anchorage for repairs from a shore-side squad.

We got away in the next south-bound convoy for Africa but before long we were straggling astern of it and in trouble with the commodore and the escort. Eventually we shuddered to a complete stop in a heaving ocean, pitching and rolling without power and steerage way. The tail-end of the convoy soon disappeared over the horizon and we were alone. A sitting duck for any stray U-boat.

Towards sunset a destroyer appeared alongside and after a slanging match between both captains, the destroyer left with their captain's final comments ringing in our ears for weeks to come:

"You have been a consistent nuisance since

we left the Clyde. We cannot endanger the convoy because of one ship. You are now on your own - good luck!"

In half an hour he had vanished over the horizon.

After a few days of aimless drifting the faulty boilers and broken fire bars were patched up enough to get moving again so the Old Man decided to put into the Cape Verde Islands to try to get better repairs carried out with help from the neutral Portuguese.

The only item of interest about St.Vincent C.V.I. was a brief encounter with the local British community who were employed at the Cable Station and rarely saw a British ship, especially during wartime.

One day an Italian submarine anchored for a while in the harbour, took one look at our old wreck and proceeded on his way. He could do nothing in a neutral port anyway.

Passage was made from Cape Verde Islands to Freetown at about average three to four knots. In Freetown we got the fire bars fixed up, took stores on board as well as "Kroo" boys and dhobi wallahs for service on the West African Coast. These so-called Kroo boys had loads of references which of course they could not read. The more references they had, they believed, there was a better chance of employment. However as most of their references had been written out by British seamen or servicemen they were all in the same theme,

"The bearer of this reference is a lazy no good, fat, greedy, useless so-and-so and no one in his right mind should employ this stupid idiot".

Onwards Freetown to Takoradi (now in Ghana). During radio watches static conditions at night were terrible and not much could be deciphered from signals unless close to a transmitter. Except for one phenomenon: through tinny earphones and sweat drenched ears came skip at night thru' the QRN. These signals were distress signals from ships being sunk along the Eastern Coast of the U.S.A. Long range U-boats were at work. Their targets outlined against the bright lights along the shore. No black out. A fearful toll of unarmed and unprepared coastal shipping was taken (the U.S.

had not been long in the war).

Naturally we had our share of signals from the Admiralty on routine broadcasts such as:-

"9 submarines reported active in your area".

"Suspicious vessel sighted in your area".

"Enemy surface raider reported - keep strict look-out".

"14 submarines now reported in your area", and so on.

Other strange messages came in from ships under safe conduct, such as hospital ships - Red Cross, Swedish or Swiss vessels, plus certain ships exchanging British civilians and diplomats for Japanese civilians at Laurencø Marques. There was an Italian passenger ship doing this job - it gave its position every 4 hours - all had to be logged.

Another incident not connected with radio or enemy took place on the old HARTINGTON early one fine tropical morning. The watch on deck went to call the cook at 0600. No cook - bunk not slept in. Captain alerted, all hands searched ship - still no cook. Was it suicide or was it murder? Never proved.

Master entered in log as follows:-

"Position lat...Jong....man overboard during night. Ship's cook - no trace. Unable to turn around to search due to reports of enemy in vicinity. Proceeding Takoradi - end of entry".

This log was studied by the investigation committee from the Board of Trade when we eventually got back to London. With our cargo of aircraft finally delivered to the R.A.F. - weeks overdue - and an African cook signed on, the empty ship was ordered to Lagos for bunkers. Then on to Duala, French Cameroon, to load mahogany logs.

Now why should Britain require mahogany logs in wartime? No one knew. However the ship eventually loaded with the help of working elephants, local labour with French overseers who, by the way, were still free as their colony was too far away from Vichy or the Germans for them to exert any influence.

The "club" was at our disposal as Europeans and allies. Drinks and even meals were often donated by these expatriate French people,

to all of us irrespective of position on board ship.

Duala back to Lagos - Lagos to Freetown for convoy to U.K.

But the story of this voyage is not yet over. About 20 merchant ships plus escorts left Freetown north-bound and we bravely tried to keep up with them. A few days passed with our ship tottering along always astern of position. Many curt signals came from the Commodore.

"Try and keep better Station".

"Make less smoke".

"You are too far astern. Increase speed number (whatever)".

Never out of trouble with the fire bars and boilers we soon stopped mid-ocean once more. Apart from rolling about as a sitting duck once again, the fresh meat and vegetables taken on at Lagos had quickly rotted in the tropical heat - no fridge on that ship, only an "ice-house" on the boat deck. Eventually everything, all rotten food, went over the side and it was "salt horse" and hard biscuits exactly as in the days of sailing ships. In desperation the Old Man tried to make it to Las Palmas, Canary Islands when we could get steam up. This was the nearest port of use to us and of course the Spanish were neutral.

The crew's theme song I quote:-

"Roll along you hungry b..... roll along

To the turn of your screw we sing our song

Many ships can be real fun

Just get us off this hungry one Roll along .....etc."

As we moored stern on to the Mole, we soon discovered that several German ships were tied up along the quaysides. They were interned for the duration. Reasons given:- Too far for them to run the allied blockade back to a German controlled port, without being captured or sunk. Also the crew's reluctance to leave a neutral haven and find themselves pitched into war. Nonetheless they seemed to get shore-leave and have a few pesetas to spend on beer or cognac in the same cafes that we frequented for our evening leisure. We also made use of the empty beaches, now shown in postcards packed with tourists soaking up the sun.

The economy was bad for the Canaries during the war. No tourists and no exports of their tomatoes and other goodies which always find a ready market in northern Europe. Repairs finally completed by the helpful Spaniards and fresh stores taken aboard, we quit the harbour of Las Palmas flying our biggest Red Ensign, sailing past the German ships to a ragged cheer from their crewmen loitering on deck. Perhaps it was the international fellowship of the sea - we were going out to brave its perils - they were stuck in port for the duration.

Outside the 3 mile limit patrolled a corvette flying the White Ensign - his Aldis lamp blinked:-

"I will escort you to join convoy - take up station astern - your destination London",

..... which meant sailing onwards, around the northern coast of Scotland - Methil, Fife for coastal convoy through E-boat alley, eventually reaching the Thames.

Mahogany logs finally discharged at Silver-town Docks, east London, in spite of repeated air-raids as the London blitz was in progress. So it had taken 9 months for a voyage that even in wartime should have been done in 3 - 4 months.

After London and the Court of Inquiry re missing cook, it was up to South Shields for dry-dock and pay-off.

I left the HARTINGTON without even a backward glance as I took myself ashore, thankful to have made it back alive and uninjured to Britain once more. Duly reported to Wireless Company office in Newcastle and given leave. During this leave period I passed the exam to upgrade my ticket and with the ink not quite dry on the new certificate, I reported back to Glasgow office. I sat in their waiting room about 3 days before my name was tapped out in Morse. I suppose the staff clerk had to make sure I still understood it.

"Ah ha", said he, "you are promoted now. Got just the job old man. Brand new ship - you will be in charge of the radio department with 2 juniors. Get down to the shipping office and sign on the S.S. JUNECEST as First R.O. It is chartered by the Ministry of War Transport - Good Luck".

It was good luck - I felt really proud of myself at 19 years of age. New ship - everything on board unused - bunk and blankets never been slept in. My cabin abaft the chart room was excellent but the furniture utility. But all furniture in wartime was supposed to be as utility as practicable. New radio gear - M/F and H/F transmitters, Belgian receiver (how did they acquire it in wartime with Belgium occupied by the Germans - another mystery?). There was also a broadcast receiver, lifeboat equipment, emergency Tx - D/F and later R/T was added to the radio shack.

JUNECEST BFBJ (nice call sign) was loading military supplies, vehicles, guns ammo etc., all destined for an army in the field - even demi-johns of rum which somehow had a terrific evaporation rate before they reached their final consignees.

There were also many new gadgets of D.E.M.S. equipment - such as early type rocket launchers - depth charge throwers and many new anti-aircraft guns such as Oerlikons. Even barrage balloon equipment. Where was this ship bound? QRD? No info available just then, not even at the convoy conference. Just secret packages given to ships' captains to be opened on receipt of a signal. When the signal came "Open package labelled One Ton", they found therein charts of the North African Coast and instructions for JUNECEST to proceed to Algiers. Next day, as dawn broke we were just in time to witness the trooper VICEROY OF INDIA disappear beneath the waves. She had been torpedoed leaving Algiers after discharging her troops. The invasion of French North Africa was on. This was November 1942.

Alongside a wharf in Algiers docks we discharged all our cargo as ordered in spite of nightly air raids, smoke screens, burning petrol - ships sunk at moorings and searches for survivors. There were many allied vessels all around packed tight in the harbour, troop ships, tankers, landing craft, cargo ships and warships, all taking their part in the invasion. JUNECEST made two trips on this run - visiting Bone, Bougie, Phillippeville and Algiers again.

Back in Swansea I was transferred to the Danish motorship GUDRUN MAERSK on the same run, military supplies to the British forces

in Africa. When Denmark was overrun this ship had been away from there, and the captain headed for the nearest British port to hand over his command to the British Government for the duration of hostilities. He was left with most of his original crew but needed a replacement radio officer and gunners.

After the GUDRUN MAERSK - next ship M/V PEEBLES. Built in Sunderland in the heydays of shipbuilding on the N.E. Coast of England. She was fitted with a Doxford diesel engine which required no fireman, stokers or even oilers. Instead two engineers on each watch were sufficient crew down below. Quite comfortable accommodation but not so well endowed with wireless equipment considering the period in which she was built. We did the run to North Africa again but when empty of cargo it was not a return to U.K. but a signal -

"Proceed New York".

After three weeks in slow convoy with constant alarms we made it to New York and docked in Manhattan, bottom of 14th Street. Very handy for the bright lights and entertainments of Times Square and Broadway. Forty five years later I took my wife down to these docks to show her where I had been on that summer of 1943. There was little to see but broken down piers and crumbling warehouses. A passing cop informed us that someday the west side highway would be built right alongside the Hudson River - this happened eventually.

With loading completed, we backed out of our berth 'slow astern' into the Hudson River loaded to the gunnels with military equipment of all kinds and vehicles lashed on deck. Destination Egypt. Due to the Axis forces in the Mediterranean shipping for East Africa, India and Egypt was at that time routed around the Cape of Good Hope - a long and expensive trip. This time the powers that be in command decided our convoy should proceed Gibraltar and try a run through the Med.

But luck was out - after several nasty encounters with enemy forces during which our starboard neighbour was blown to pieces by a torpedo. Only three survivors that were blown into the water. The ship must have been carrying ammunition. A Liberty ship, built in the U.S.A., she flew the Norwegian flag and was no doubt

manned by Norwegians who had escaped from the Germans earlier on in the war.

After cargo all discharged Port Tewfik and Suez to a grateful 8th Army - our empty ship ordered to Lagos, West Africa. This was my second visit to that place but this time for a different cargo - shelled peanuts, millions of 'em - loaded at Apapa wharf, Lagos, as well as taking on some of this cargo, literally "up the creeks" where the ship was moored to palm trees at the loading berth. This cargo was taken to Hull, during a blitz on that city. We were informed that the oil and other by-products from said peanuts was of great value to the British people in wartime. Finally paid-off at Blyth, Northumbria one year to the day from leaving Scotland.

What next? Tankers, but my first tanker was another floating rust bucket S.S. VALLDEMOSA. It had carried so much octane fuel in its day that the plates were reputed to be paper thin. Loaded Perth Amboy, N.J. for Sicily and Italy. Final port was Bari just after 18 ships had been blown up at once due to an explosion on one of them. Whether caused by enemy action, sabotage or other causes was never disclosed.

On the return trip to New York we had a serious collision in dense fog. Approaching the Narrows already with a Yankee pilot on board we hit the U.S. freighter WOODROW WILSON square amidships. Soon the ether was buzzing like mad with distress traffic to WNY. No lives were lost, neither vessel sank, but it got us two months in Brooklyn Navy Yard - rebuilding our forecabin. A much needed holiday for all hands.

When repairs completed and most of the crew rounded up it was back to N.J. to load again. This time destination Grangemouth, Scotland and pay-off. After leave I was now in for some different experiences. First of all I was appointed to a ship supposed to be on the Indian coast. Secondly I had to travel out to Bombay as a passenger on a troop transport. My first time on a big liner - the QUEEN OF BERMUDA, but not in its radio room. With about 5000 troops, about 200 Merchant Navy personnel, some civilians and an ENSA party on board, we made it via the Suez Canal to Bombay.

Naturally on arrival there, no one had ever heard of my ship, the S.S. PALESTINIAN

PRINCE, so the Chief Officer and myself ended up in the Grand Hotel, Bombay - not such a bad billet and not too far from the swimming club. After 10 days we were given railway tickets to Colombo and I had the experience of crossing India by train to Madras, then by train and ferry to Colombo.

No ship there so we were given tickets for Trincomalee and another train journey. Found ship eventually in Trinco harbour, a fleet ammo carrier R.F.A. which eventually ended up in the invasion of the Malayan Coast. As we anchored off Port Swettenham the signal came out, "Splice the mainbrace". The war with the Japanese was over. So who wanted a ship full of ammo if there was no fighting?

Sent down to Singapore in time to see part of the Imperial Japanese fleet lying between Singapore and the mainland - each warship flying the black flag of surrender.

There we re-stocked R.N.A.D. depot with British ammunition from our cargo, and took some Jap stuff to dump at sea. All work on board ship was carried out by Jap P.O.W.'s. Then Singapore to Rangoon, Burma. Did more re-stocking there; then returned Trincomalee to await further orders.

After dry-dock in Bombay, over to Aden, Suez, Port Said. Then one week stop in Malta to discharge some cargo.

From Malta to U.K. - end of voyage.

Things were rather unsettled in Britain in that particular post-war period so I decided to stay in the MN for a bit of "seeing the world" in peacetime. For my efforts I got another brand new ship, EMPIRE TEDMUIR. A tanker again - but a small coastal vessel about 800 tons G.R.T. Where was it going? Not coastwise around the British Isles. No! We had to sail it right over to Singapore for Far Eastern service. From our base at the oil installations it was coastwise runs to Thailand, Borneo and many isolated islands such as Morotai with deliveries to the smaller ports of Malaysia.

We made several trips to French Indo-China (now Vietnam). H.M. Government was helping the French to regain their colonial empire by supplying oil and stores - even troops.

Little is known about these post-war involvements in Indo-China and also in Java and Sumatra when the native populations were struggling to free themselves from the colonial powers. British and other ships, including ours, were often fired upon, going up and down the Mekong River; or attacked going in and out of ports controlled by the Dutch.

Having no armaments in peace time, and rarely any naval escorts, we just had to keep going through the rebel shooting. It didn't matter to them whose ships they fired at. All Europeans were enemies. Our normal cargoes were crude oil from remote fields to Singapore refineries, then loaded diesel fuel for above mentioned places as demand warranted. After nearly a year on the coastal runs I had a lucky break. A large (large for those days) Shell tanker docked ahead of us at Pulo Bukom Island, near Singapore. My oppo wanted to do a swap and stay on the coast out there. The two shipmasters and the wireless company representative gave this exchange of R.O.'s their approval and I found myself on the M.V. NUTTALLIA bound Persian Gulf to load.

Discharged part cargo Port Tewfik and part cargo Haifa - then ship ordered home to U.K. It had been out at least 2 years when I joined her. No doubt the owners wanted a "look-see" at their ship. So it was Liverpool, Cardiff for dry-docking and pay-off, then home to Scotland.

End of sea career, Spring 1947.

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## Meditation

How is it .....\*

That I who am so wise and knowing ....

Gifted in the way of language and perception ....

So understanding .....

Alert to every nuance and suggestion, And deeply read as well,

Should screw it up with such regularity ?

Anon.

(\* Insert name of favoured deity. Ed.)

# HMCS HAIDA

## VE3CGJ/3977

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The HMCS HAIDA was laid down on September 29, 1941, by Vickers Armstrong Ltd. at Newcastle-on-Tyne, England. She was launched August 25 the following year, entering service with the Royal Canadian Navy one year and five days later.

She is now one of only three wartime Canadian ships still in existence. She lies in a man-made lagoon in Toronto, next to the provincial government's tourism showcase, Ontario Place. The ship is open to the public in the warm weather, and is also used extensively by the Royal Canadian Sea Cadets, a nationwide youth movement supported by the Navy League of Canada and Department of National Defence.

It is fitting that her final berth in offshore from this inland city, because a publicity tour of the Great Lakes was, in fact, her last operation before she was paid off. And while she was in Toronto, taking reporters, veterans and school groups on tours, she was visited by six former crew members calling themselves the "Preserve

Haida Organisation", later known as Haida Inc. They began a movement to purchase her for preservation, and the result of their efforts now sits proudly afloat, teaching new generations about life on the wartime seas.

HAIDA's life on those wartime seas was a charmed one, but it was by no means easy. She was the fourth of the Tribal class to join the Canadian fleet .... preceded by IROQUIS, HURON and ATHABASKAN. Problems with design discovered in two of the earlier vessels were corrected in HAIDA, and she sailed with strengthened upper decks and other modifications.

She was, in fact specifically designed not as a submarine killer, but for attacks on surface vessels. Lean and powerful, she has been described by some writers as a "pocket cruiser", sporting six 4.7 inch guns in twin mounts, two four-inch high-angle guns, six Oerlikons, a multi-barrel two-pounder pom-pom, four torpedo tubes and 45 depth charges. She is 377 feet long,





37 feet wide, and displaced 3,000 tons in wartime configuration. Her first crew of 18 officers and 230 men was captained by Commander Harry G. DeWolf, a regular Navy officer.

After her trials, HAIDA joined the escort force for the Murmansk convoy runs. Although she saw little action in this role, she was with her sisters HURON and IROQUIS providing close escort for convoy JW-55B on Christmas Day, 1943, when Grand Admiral Karl Doenitz decided it was time to use one of his few remaining capital ships to wreak destruction on the Russian lifeline. The battle cruiser SCHARNHORST was ordered out of her hiding place on the Norwegian coast, and she weighed anchor at 7 p.m., escorted by the German 4th Destroyer Flotilla.

Unknown to Doenitz, the convoy was also being escorted by Force 1, consisting of three British cruisers, BELFAST, NORFOLK and SHEFFIELD. Also close by was Force 2, the Royal Navy battleship DUKE OF YORK, the cruiser JAMAICA, and a screen of British and Norwegian destroyers.

Twice the SCHARNHORST attempted to close the convoy and was driven off by the guns of Force 1. DeWolf and his officers on HAIDA's open bridge could only watch tensely as the gunfire flickered on the horizon.

As SCHARNHORST fled, she was met by Force 2, and went down, flag flying, under the guns of HMS DUKE OF YORK. Convoy JW-55 B sailed safely on to Kola Inlet, although HAIDA's guns opened fire to drive off attacking aircraft, and depth charges were dropped on submarine contacts.

In early 1944, HAIDA left the Russian convoys and joined the 10th Destroyer Flotilla based at Plymouth. Here, in the channel, she began the most exciting period of her life. And it was here, in late April, that she lost a sister.

On April 26th, HAIDA, HURON, ATHABASKAN and ASHANTI, with the British cruiser BLACK PRINCE, made radar contact with a force of German destroyers off the French coast. A few minutes after 2 a.m. BLACK PRINCE signalled contact with several enemy ships bearing 081 degrees at seven miles. For the

next minutes, it was a stern chase at high speed, and then BLACK PRINCE illuminated with star shell.

A few minutes later HAIDA and ATHABA opened fire at 10,900 yards, joined shortly by fire from BLACK PRINCE.

The enemy force consisted of three ELBING-class destroyers, T-29, T-24 and T-27. They made smoke and launched torpedoes in an attempt to slow down or drive off their attackers. At 2:48 the B turret on BLACK PRINCE failed, and the cruiser was forced to haul off seaward, leaving Harry DeWolf and HAIDA in command.

It was now an equal fight, three against three, but the British and Canadian destroyers were also taking fire from German shore batteries on the French coast. As the running fight moved through the channel, the fire from shore died away.

Suddenly, at 3:25 a.m., HAIDA spotted T-29, the German flotilla leader, attempting to escape through smoke to the west. HAIDA and ATHABASKAN altered course to intercept, and fire was opened at 4,000 yards. The enemy vessel was hit, and was soon burning fiercely.

The Canadian ships launched torpedoes, but with no apparent effect. HAIDA closed to within 1,000 yards and opened fire with her guns, and suddenly the German came to life, firing back with short-range weapons. She was burning from stem to stern, but was still on an even keel.

HAIDA withdrew to allow ASHANTI and HURON to close, and under their withering fire the enemy destroyer began to go down. The flotilla commander, the ship's captain, and most of T-29's crew were lost.

It was the first time the Royal Canadian Navy had sunk an enemy destroyer in surface action.

After the elation .... came the tragedy. AT 3 a.m., on the 29th of April, HAIDA and ATHABASKAN were on patrol off the Isle of Ushant, near the French coast. They were ordered to search for two of the German destroyers they had engaged previously, T-27 and T-24, both of which had been damaged in the earlier engagement. AT about 3:30 a.m. first ATHABASKAN and then HAIDA obtained

radar contacts, and altered course to close. The two enemy vessels were on their way from St. Malo to Brest for repairs.

Shortly after 4 a.m. at 7,300 yards range, HAIDA signalled to her sister to engage, and fired a star shell. Both ships began to roll to the recoil of their salvos. The enemy vessels made smoke and veered eastward, toward the French coast.

Shortly after the Canadian ships had turned toward their targets, thus trying to narrow their silhouette against torpedo attack, ATHABASKAN shuddered, slowed, and came to a halt. She had been struck by a single fish astern. Her captain, Lt. Cmdr. J.H. Stubbs, ordered the boats swung out. Meanwhile, HAIDA was left to shoot it out with the two German destroyers.

Suddenly there was an explosion aboard ATHABASKAN, and she held, going down by the stern until her stem was pointing almost straight up. She poised there a moment, and then slid down, taking her captain and 128 others with her.

HAIDA was fighting for her life. She had made hits on T-24, which broke away to the eastward, while T-27 made a dash for the French coast, HAIDA in hot pursuit. By 4:30, ablaze from stem to stern and clearly visible to the gunners aboard the Canadian destroyer, T-27 beached off Pontusval. She would fight no more.

As HAIDA came up on the site of the sinking of ATHABASKAN, her motor cutter and two other boats were lowered, and scramble nets put out. In all, she rescued 42 survivors, but left as dawn broke to avoid becoming a victim herself. Two of HAIDA's sailors were swept off the scramble nets as DeWolf ordered full speed, and the motor cutter, manned by three volunteers, was left behind.

HAIDA entered Plymouth harbour around breakfast time, her decks slick with oil from the ATHABASKAN survivors, her battle ensign flying from the yardarm. It was a grim victory, as ship after ship saluted her as she made her way slowly to her berth.

Meanwhile, 100 miles offshore, the volunteer crew of the motor cutter was engaged in a sea saga of their own. They had somehow found and picked up the two HAIDA men swept off

the scramble nets, and had also saved six more men from Athabaskan. Chased by a German minesweeper, buzzed by enemy aircraft, and struggling with a malfunctioning engine, they nonetheless made their way safely to a rendezvous with a rescue launch near Penzance.

The rest of the ATHABASKAN survivors, 85 men clinging to Carley floats, were picked up by German minesweepers and spent the rest of the war as prisoners.

When the Allied invasion of the Normandy beaches began on June 6, 1944, HAIDA had to content herself with routine patrolling in the channel, protecting the convoy lanes leading to the beachhead. Three days later, in the early morning hours of June 9, HAIDA was making a sweep with HMCS HURON when she obtained a firm radar contact at six miles. They closed to within a mile, believing that it might be HMS TARTAR, crippled in an earlier action. But their light signals brought only an unintelligible reply.

Suddenly, the mystery ship made smoke and sped away. It was the German NARVIK-class destroyer Z-32, larger and faster than the TRIBALS. At 31 knots, she began to open the range, but was running out of sea room, hemmed in as she was by an Allied minefield. But the German captain took the risk, and plunged eastward toward Cherbourg. The TRIBAL sisters altered away to skirt the minefield, and radar contact was lost.

Twenty minutes later the enemy vessel was detected, pounding away at 31 knots. The Canadians maintained a parallel course, and suddenly the German destroyer veered closer.

A running fight developed as the three ships bore down on the rocky shoals off the French coast, going like spit and firing like fury, star shell and main armament blazing away. One German salvo landed 50 feet off HAIDA's bow, while some hits were obtained on the NARVIK-class ship, cutting its speed.

Suddenly, shortly after 5 a.m., the German destroyer fetched up on the rocks off Ile de Bas. Fires broke out, and in the glow HAIDA and HURON steered away for Plymouth.

HAIDA joined the official ranks of the U-boat killers on June 24. She was ten miles north-northwest of Ushant, under a cloudless

blue sky, when lookouts spotted a Liberator bomber dropping depth charges on a surfaced Un-boat about five miles astern. The aircraft, flown by a Free Czech crew, then dropped a smoke marker as the submarine dived.

This was U-971, which had been under repeated attack since leaving her base in Norway two weeks earlier. Her captain took her to the bottom, hoping to lie doggo amidst the wrecks on the channel floor.

HAIDA and the RN destroyer ESKIMO approached slowly in line abreast, conducting a sound search. The first attack was made at 4:30 p.m. and depth charges were dropped for two hours, springing leaks in the U-boat's hull. With his crew standing ankle-deep in water, her skipper decided to fight out on the surface, and blew ballast.

As soon as the conning tower broke surface, HAIDA's "B" turret opened up and scored hits. Soon, the Germans were jumping into the water as the sub sank beneath them. The two destroyers picked up 53 from a crew of 54, landing then later at Plymouth.

HAIDA saw more action throughout the rest of the war, and arrived triumphantly back in Canada on June 10, 1945. She was undergoing refit for the Pacific Theatre when Japan surrendered. And so she passed into reserve, along with many other fighting ships.

HAIDA was re-activated in 1947, and underwent a trouble-plagued fitting out and working up period. On November 17, 1949, under Lt. Cmdr. E.T.G. Madgwick, she was sent, along with the aircraft carrier HMCS MAGNIFICANT, into heavy weather near Bermuda to search for the crew of a downed U.S. B-29 bomber.

With seas breaking over the carrier's deck as she was landing aircraft, HAIDA spotted a circling B-17 search plane and moved in. Rolling at one point to 42 degrees, she closed to a life raft holding the downed B-29 bomber's crew, and her whaler was lowered to leeward. Shortly, the wet, but thankful, airmen were hauled aboard, and HAIDA made way to rejoin the carrier.

The rescue brought letters of congratulations and a certificate for the ship's company:

"Whereas it has been brought to the attention of the nominating committee that the Officers and Crew of the Destroyer HAIDA have been outstanding in their field for many years, and rescued the shipwrecked crew of a B-29 plane whose copilot was a Texan; and whereas they would likely bring further honours to the State of Texas, they are hereby made Honorary Texans".

She spent the next two years in reserve, undergoing conversion to a pure anti-submarine role. Squid anti-submarine mortars were fitted on her afterdeck, replacing one of the gun mounts. She was recommissioned on March 15, 1952, becoming the first Canadian warship to commission under the sovereignty of a queen. Her new skipper was Commander Dunn Lantier, survivor of the ATHABASKAN sinking. He had spent the final year of the war as a prisoner.

Soon it was time to go to war again ... this time in Korean waters. HAIDA reached Japan on November 12, 1952, having stopped over at Pearl Harbour en route. The following week she sailed to join United Nations ships operating off Korea. By this time, the fighting on land had reached a stalemate, and naval forces were mainly being used for blockade and escort duties. On December 6, HAIDA was on station off the east coast of the peninsula, in company with USS MOORE, when they were called upon for fire support for the landing of supplies on the island of Yong Do. Once again, here guns blazed forth, and hits were observed on a factory and marshalling yards at Songjin. Turning away, HAIDA came under fire from enemy shore batteries, which were then engaged and silenced by her after 3.5 inch armament.

In the next two weeks, HAIDA joined the "Train Busters Club", shooting up Communist supply trains which tried to run across exposed stretches of track between tunnels under covers of darkness.

In June 1953, HAIDA sailed for home, making her first circumnavigation of the globe and reaching Halifax in July. After several weeks of refit, she sailed again for Korean waters, reaching the Far East February 5, 1954. After the armistice was signed she maintained patrols along the coast until ordered home again in September. Once again, she completed a

globe-circling cruise, and took up her peacetime Canadian fleet duties.

One of these duties, in the spring of 1956, was especially poignant. As HAIDA lay in the port of Montreal, pipes were sounded, and the chief of the Naval Staff, Vice-Admiral Harry G. DeWolf, Commander of the British Empire, Distinguished Service Order, Distinguished Service Cross, stepped aboard.

By the early 1960s, she was showing the signs of advanced age. In December 1962, when full-power trials were attempted, several defective bearings were discovered both in the main engines and in the boiler room fans. After she returned to the dockyard, more defects were discovered, keeping her alongside for a further two months.

By this time, her paying off date had already been announced, and in early summer 1963 she began preparations for her final operation, a good-will tour of the Great Lakes. And it was at this time that the first steps were taken to preserve her.

Now she floats quietly and majestically in sweet water, visited each year by thousands. On weekends, Sea Cadets swarm aboard for training, and each summer her guns fire again in accompaniment to the "1812 Overture", played by the Toronto Symphony Orchestra at Ontario Place, just across the lagoon.

But there is another annual tradition that is also observed, solemnly and silently by an ever-dwindling number of aging men. They gather aboard her in late April, and services are conducted to commemorate the loss of her sister TRIBAL, HMCS ATHABASKAN and all those who went down with her.

Her battle honours are as follows:

Arctic, 1943-1945.

English Channel, 1944.

Normandy, 1944.

Biscay, 1944.

Korea, 1952-1953.

Sharp-eared RNARS listeners to the Weekly Canadian SSB net (14132 Khz on Sundays at 1900Z) may have heard the Call VE3CGJ emanating from the museum ship HMCS

HAIDA moored off Toronto. The "HMCS HAIDA SPARKERS" club hold the callsign which is as close to the ships original callsign, GGJD, as they could get.

The RNARS welcomes the 8th venerable warship to a growing list of vessels whose radio stations are now affiliated to RNARS.

Any Ex-HAIDA's may be interested in helping to keep the ship and the station going by becoming a "friend" of the ship.

HMCS HAIDA is open to the public from May to September. Hours are 10 a.m. to 7 p.m. weekdays, 10 a.m. to 8 p.m. weekend. Further information can be obtained by writing to:

HMCS HAIDA,  
Ontario Place,  
955 Lakeshore Blvd. W.,  
Toronto,  
Ontario,  
Canada M6K 3B9.

## USA RNARS Incoming QSL Bureau

Due to ill health Tom (WD4CQY) is having to give up acting as the US RNARS Incoming QSL Bureau Manager. Paul N4OOG/0994 has agreed to take the task on and can be reached at:

Paul Sorchy N4OOG  
9004 Lido Lane  
Port Richey FL 34668-4917  
USA

On behalf of the RNARS I would like to thank Tom for all his good efforts in the past, a speedy recovery and all the best for the future.

To Paul, thanks for coming in and agreeing to take on this valuable task (*and just yell to the NL Editor if your customers don't behave themselves!* Ed.)

## How do you know when you are growing older ?

Everything hurts - what doesn't hurt, doesn't work.  
The gleam in your eye is the sun glinting on your bi-focals.  
You feel like the morning after, but haven't been anywhere !  
Your little black book only contains names ending with Dr.  
You get winded playing cards.  
Your children begin to look middle-aged.  
You join a health club, but don't go.  
A dripping tap causes an uncontrollable urge.  
You know all the answers, but nobody asks the questions.  
You look forward to a dull evening.  
You need glasses to find your glasses.  
You turn the light out for economy, not for romance.  
You sit in a rocking chair but can't make it go.  
Your knees buckle, but your belt won't.  
Your back goes out more than you do.  
You put your bra on back to front and it fits better.  
Your home is too big and your medicine chest is too small.  
You sink your teeth into a steak and they stay there.  
Your birthday cake collapses under the weight of the candles.

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..... Of course this wouldn't hurt if  
you came before Tot-Time.....

My Tot-Time that is !!!!!

The DK0WCY

10.144 MHz Beacon

By Ted Collins G4UPS

The following beacon details were provided by DK4VW:

Location: JO44VQ, 20 km south of the Danish border

Output Format: DK0WCY BEACON ---  
continuously repeated.

In the event of an aurora alert:

DK0WCY BEACON --- AURORA  
continuously repeated.

DK0WCY BEACON --- STRONG  
AURORA  
continuously repeated.

At every full ten minutes (may be changed to every five minutes) plus some seconds:

INFO 10 MAY 1056Z = WARNING  
STRONG PROTON EVENT, STRONG  
POLAR CAP ABSORPTION = R82 = FLUX  
124 = AK BOULDER 26 = FORECAST  
SUNACT LOW TO MODERATE = MAG-  
FIELD STRONG STORM = SWF LOW TO  
MODERATE = HF CONDS MODERATE TO  
BAD +

(The above data is an example only)

Explanations (the warning message is optional)

DATE TIME - refer to the last update of the file from which the transmitted data is extracted.  
R - yesterday's relative sun spot number.

FLUX - yesterday's 10 cm solar flux measured at Penticon, Canada.

AK BOULDER - yesterday's index of earth magnetic field, measured at Boulder, USA.

SUNACT - state of the sun's activity.

MAGFIELD - state of the earth's magnetic field.

SWF - probability of short wave fadeout.

HF CONDS - state of HF conditions.

NA - not available.

The transmitter is crystal controlled and 30w output. The antenna is a triangular loop at 6m. Since the 1983 World Communications Year the beacon DK0WCY, a club station operated by DARC, has served as an aurora indicator. When aurora propagation on VHF is observed in Northern Germany, the beacon will send a corresponding message. A limited number of amateurs can remotely control this. Now, some solar data and a forecast will be transmitted additionally. The "Forschungsinstitut Fi34" (research institute) of the Deutsche Bundespost, Darmstadt, is regularly updating a collection of solar data in the German BTX system (view-data system). This data is automatically transferred up to three times a day to the computer at DK0WCY and a selection of it is then transmitted on CW, however this data is only updated once a day.

Comments and reports of the beacon should be sent to:

Ulrich Mueller DK4VW

Kreutzacker 13 D-3550

Marburg

Germany

or via packet to DB0SIF

QSL via DK4LI or the DARC Bureau.

(Information from FOC FOCUS Ed.)

## HMS ICARUS

It is intended to hold a re-union of former crew members of HMS ICARUS in Mansfield over the first weekend in June this year.

Anyone interested in attending should get in touch with:

F.Ulyatt

28 Rugby Rd

Rainsworth

Mansfield

NG21 3LP

# LADYBIRD MISCELLANY

By Jock Perrett ZS1ZI/G3PYA/0116

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Terry Cooper's article on HMS LADYBIRD (Spring 1991 News Letter) raised me from my apathy in that I promised to write for the Newsletter a synopsis of our WW2 activities with apologies to the 'not another one' brigade!!

My first encounter with the River Gunboat HMS LADYBIRD was during a patrol off the Dardenelles on the 7th April 1940 whilst serving as an O/Sig. in HMS DRAGON. She was awash with heavy seas and really battling to make some headway when DRAGON arrived on the scene. After several attempts to get a tow across to her eventually one was made fast and off we set for a long slow haul to Malta.

I have no further details of what happened to HMS LADYBIRD thereafter as shortly afterwards we returned to our patrol line. I think I can vouch however that this LADYBIRD was not the old WA-SUEH built in 1931 at Taikoo Dockyard in Hong Kong. You may well ask why? The reason is simple if you care to read on.

Having been discharged from the RN in July 1942 and dubbed 'Unfit For Further Service' (my last ship being HMS SHELDRAKE running out of Harwich) the prospects of spending the rest of the war in Civvy Street was hard to contemplate when all your mates were doing their stint. Call it altruism if you wish, but I was most unhappy being 'outside' until May 1943 when I sat my PMG Certificate at the Torphichen School of Wireless in Edinburgh having attended evening classes there for the previous six months. In a matter of days we were requested to report to London for medical and other matters and promptly drafted to Greenock to join the American ship ss John Ericson about to steam south joining others on a North Atlantic convoy bound for India.

On arrival in Bombay myself and another R/O were destined to join the S.S. MELCHIOR-TREUB a Dutch K.P.M. passenger ship formerly running out of Batavia before the Japanese

occupation. It may be hard to believe but it actually took us another month before we caught up with her as she had just sailed for Colombo a few days before our arrival.

We were duly transported by courtesy of Indian Railways 1st Class to Colombo and an unforgettable journey it was taking almost a week to get to our destination - passing through historical places such as Poona, Kolhapur, Marmagoa, Trivandrum then on to the crossing at Adams Bridge and thence into Ceylon through Kandy and finally into Colombo.

More drama followed when we were informed that MELCHIOR TREUB had left the previous day for sea!!! A few days were spent awaiting her return, but to no avail, we were then told to be ready to entrain for Calcutta. We set off via the East coast of India passing through Tiruchirappal, Pondicherry, Vizagatam, Madras, Cuttack and on over the Howrah Bridge spanning the Hooghly River and into the teeming metropolis of Calcutta thus ending an 'Cooks' tour some 80 days after leaving the 'Tail O' The Bank!!

Having reported to the KPM Agents office we finally boarded the MELCHIOR TREUB at Outram Ghat only to discover that she was about to undergo a complete overhaul in order to facilitate accommodation for 300 hospital beds mainly for the evacuation of casualties from the Burma front. On completion of the alterations the British Army Medical Corp moved in, some sixty members all told, But I digress!!!! To get to the point WA-SUEH (Terry Coopers LADYBIRD?) used to berth astern of the MELCHIOR TREUB when in harbour at Outram Ghat and both ships enjoyed the company of each other on many occasions. We now know what happened to WA-SUEH, but can anyone out there tell me what happened to the HMS LADYBIRD last seen by me in Malta?

I have to comment on Bernard Reddington's G3JWY/1127 on H.S. OPHIR in the Autumn

1989 News Letter. On arrival in Bombay in August 1943 there were six of us newly qualified R/Os who were allotted to the KPM line and I being the senior of the group was given a choice of ships, the OPHIR or MELCHIOR TREUB. OPHIR happened to be alongside in Bombay at that time and we paid her a visit. What a handsome ship she was. Later a get together followed and I was told that the MT was much more interesting particularly with the prospects of a train journey to Colombo which would take about a week. We accepted. Fate or perhaps Serendipity played a large part of my wartime activities. My wife to be Mary, Irish as they come, happened to be one of Nursing Officers, QAIMS, who joined the MELCHIOR TREUB from the 119 General Hospital Ranchi.

We soon made friends and spent a very pleasant six months aboard ship and exploring Calcutta generally, when time permitted and sharing the ups and downs of a hospital ships daily routine, however it was not to last.

The authorities frowned upon wartime romances and certainly made ours difficult by subsequently posting me to Bombay to join a General cargo ship running up the Gulf. A horrid thought after the luxury (almost) of the hospital ship MELCHIOR TREUB. The freighter previously had no Radio Cabin and I duly arrived to supervise the new installations being carried out by Marconi (not Guglielmo..). The Marconi engineer informed it would take about another

two weeks before we could do any testing of gear so I took the opportunity of waylaying the skipper and asked if I could have some leave in view of the delays appertaining to the new Radio Cabin. He agreed on the understanding we were not to go near the Agents office as we were not entitled to any leave at that stage. I wired Mary in Calcutta, some thousand miles away

"Will you marry me? "

Back came the reply.

"Yes, am enroute for Bombay"

Luck was with us in that the MELCHIOR TREUB had just arrived in Calcutta from the Burma run the day previously.

On the 8th April 1944 I was ashore organising last minute details for the 'big' day and on my way to join Mary who was staying at Greens Hotel situated behind the 'Taj' - if my memory serves me right - when all Hell was let loose in the harbour precincts. Apparently two ammunition ships off loading their cargo in the central area of the docks caught fire and the devastation that followed was indescribable. 23 ships in all suffered damage some a total loss - mine included!! But for the grace of God .....!!

Mary and I are still together and have led a colourful life, 25 years in Kenya, 10 years in Malawi, and 10 here in one of the most scenic parts of South Africa. What more could a retired "mariner" wish for ?

## Canadian RNARS Gathering

1993

A "get-together" for RNARS members is being planned for the weekend of Aug 14/15 1993. The meeting will take place in Victoria, British Columbia. During the weekend a number of sight seeing tours will be arranged for participants as well as a social event for the Friday and/or Saturday evening. We are fortunate in having a strong VE7 membership in the RNARS to welcome our friends from the US and especially any visitors from further afield. An extended stay in BC would offer visitors a trip of a lifetime to view this most beautiful region of Canada. For more information regarding the event and the possibility of accomodation in the area please write to the Canadian Chapter Manager (address inside NL front cover) or tune into the Sunday Canadian SSB Net at 1830Z on 14.132 MHz.

*(Al at Fox Island - please note the above ..... and I'm still waiting for an article on your time onboard the USS GAMBIER BAY Hi! Regards Ed.)*



# The Lay of the Last Signalman

On a thickly wooded sponson where the signal projector stands  
The museum pair of signal flags idly hanging in my hands,  
With my jargon half forgotten, of my stock in trade bereft  
I wonder what's ahead of me, the only "Bunting" left.

The relics of my ancient craft have vanished one by one  
The cruiser arc, the morse flag and manoeuvring lights have gone,  
And we hear we would be useless in a final global war  
As the helio, the fog horn and the masthead semaphore.

The mast is sprouting gadgets like a nightmare Christmas Tree  
There are whips and stubs and waveguides where my halliards used to be,  
And I couldn't hoist a jackline through that lunatic array  
For at every height and angle there's a dipole in the way.

The alert and hawk-eyed signalman is rendered obsolete  
By the electrically operated optics of the Fleet,  
And the leaping barracuda or the charging submarine  
Can be sighted as a blob on the fluorescent radar screen.

To delete the human error, to erase a noble breed  
We rely upon a relay and we pin our faith in Creed,  
So we press a button, make a switch and spin a little wheel  
And it's ten percent efficient when we're on an even keel.

But again I may be needed, the time will surely come  
When we have to talk in silence and the modern stuff is dumb,  
When the signal lamps are flashing and the flags are flashing free  
It was good enough for Nelson so it's good enough for me.

*(From Admiralty News Summary No. 198 via GODKU & Southampton RNA NewsLetter Ed.)*

# Ship Group News HMS BELFAST

Derek G4WWP/2126 resigned as Chairman of the Group in October 92 for personal reasons and his place was taken by Phil GILKJ/2954, who is also acting as Group Secretary. Adam G7FTJ/2047 stepped down as Deputy Chairman and a replacement is being sought. HMS BELFAST has a new director onboard, not an ex-Navy man but he was a previous custodian of the Whitehall "War Rooms".

The shack now has an endless tape machine that can be used to provide a CW/audio sound track for the BWO when it's unoccupied and a new exhibition board covering the Falklands War has been acquired.

Shack manager Paul G4LNA/2069 has installed the recently donated ICOM IC271H, complete with a 154 MHz cavity filter to reduce the local pager interference. As a result of last years Easter Activity BELFAST now has a triband aerial and triplexer for the Yaesu FT726R and consequently is now operational on 2m, 6m & 70cm.

The Group now has a gold wire blazer badge available based on the BELFAST crest & RNARS logo, further details on this and membership of the London RNARS Group can be obtained from GILKJ, see inside the NL front cover for address details.

## HMS PLYMOUTH GB2PLY

The ship has now re-opened to visitors (1000 - dusk) on returning to its berth in the East Float, Birkenhead after a spell in dry dock for essential hull maintenance. The G5RV was severely damaged in recent storms and has had to be removed, this leaves only 40m, 20m, 15m & 10m whips available for use on the HF bands. A 2m co-linear has been rigged on the foremast and will be cabled up shortly. "Rabbiting"

parties have been active all over the country on the ships behalf and have located some VHF amplifier units that it's hoped can be re-commissioned, if anyone knows of 640 PA Units going spare the PLYMOUTH Group would love to hear from you ..... the only ones they know of are on the Royal Yacht (and may be missed ..... !!!!). Another welcome donation has been an FT101ZD, this will allow GB2PLY WARC Band operation.

The Group is putting a lot of effort into the forthcoming Merseyside Battle of the Atlantic activities, due to take place 22 - 30 May 93. Three stations will be set up, GB2PLY o/b HMS PLYMOUTH, G0SJW alongside and GB50WA from the Albert Dock in Liverpool. The World Ship Society has offered space to the Group in one of its trailers parked outside the Maritime Museum. The Group is urgently in need of more operators to man the stations over this period, if you can help (or would just like further membership details of the HMS PLYMOUTH Group) please contact:

Bill Cross G0ELZ

45 Rhiwas St.

Liverpool

Merseyside

L8 3UA

Packet traffic can also be passed to the Group via G8HTP @ GB7CRG.

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## As it was .....

### Whistling Effect

A musical sound sometimes heard in a telephone receiver when a carbon transmitter held close by it is suddenly jarred.

Hawkins Electrical Dictionary 1910

# Action Stations - Indian Style

By Ken Cradock-Hartopp G4PZR/2110

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We have several ex-Coastal Forces members in the Society but I don't think any of them were involved in the Indian operation, so perhaps they will forgive me while I shoot the breeze about how to cope with next to nothing, on your tod, when you are in charge of a high-tec outfit on its way to where you are at.

The boats for the Indian MTB Flotillas were built in America and were shipped deck cargo on Liberty ships to the only two ports in India which possessed 50-ton cranes capable of lifting them off - Calcutta and Bombay. The officers of the carrying ships were, to say the least, brutally frank on arrival when they told us to get the boats offloaded within so many hours or they would be ditched over the ships side. It takes a long time to float a 50-ton crane barge into the right place, and longer in India, but if one is lucky to have the crane on the jetty so much the better.

Half my (16th) Flotilla was floated in Bombay and the other half in Calcutta where the main store and base staff operated until the base at Visagapatam was ready. The Bombay-floated boats were commissioned and prepared for sea working out of Trombay and were in due course sailed right round India to join up with the Calcutta lot in Visagapatam to form the 16th MTB Flotilla boats. They were fuelled en-route in small harbours to which high-octane fuel had been despatched in 50-gallon drums, by ox-cart (!) many weeks previously, and fuelling was by open supply from the drum to the boats' tanks through a chamois leather ! The Calcutta boats made a two day passage down the Hooghli across to Visagapatam and fuelled from a petrol lighter in the Bay of Bengal before completing the passage.

But before all that listen to this bit .....

The arrangements for receiving the boats' crews and flotilla staff in Calcutta were virtually nonexistent. On arrival there I reported that our

people were due to arrive in a few days, and asked where they would be accommodated. I was told by the NOIC that they would be billeted as and where space could be found in the Calcutta area. This would have effectively prevented any progress in preparing the boats for war as they were to be secured down river in King George V dock when offloaded and which, in addition, was virtually inaccessible without dedicated transport. We had 20 officers and 120 ratings in transit.

The late Lt Hugh (Ram) Darbyshire RINVR, a resident in Calcutta and attached to the Flotilla came into his own at this depressing stage. He and I borrowed an Austin 10 armoured car from the Calcutta Light Horse, a splendid outfit known as the Calcutta Tight Horse due to their advanced ideas of hospitality. This enabled us to get where we were needed, and only just in time.

"Ram" Darbyshire also briefed me that in fact it was the Army which ruled India and I should go to them if all else failed - which it did.

So we went from Calcutta to Barrackpore, the headquarters of the 14th Army and asked to wait on the GOC. He kindly saw us, two Lts, with different stripes, one of whom spoke fluent Urdu and the other not a word. he was General Irwin, General Slim's predecessor. I took an enormous and impertinent risk, knowing the general's own regiment to be the west Yorkshires, asked him if he hadn't been one of my fathers subalterns in his early career.

"Are you Bundle Hartopp's boy then ?" asks the general.

"Yes, sir" I replied and life from then on took a more personal and rosy turn.

"What can we do for you ?" asks the general.

"Well, sir, we have six MTBs in Calcutta, £3 million of engineering and armament stores to

offload into KG V godowns and 20 officers and 120 ratings arriving in two days with no accommodation for them. We also have no transport”.

“Well the accommodation is easy” said the general and sent for his brigadier and told him to fix us a barracks in Calcutta to contain the ratings and to make sure the officers were adequately billeted and accessible. “What transport do you want ?” he asked.

“Well with all the stores and people, sir, two station wagons, two 15 cwt and three 3-ton trucks”.

“That’s not much is it” he replied (I wish I had asked for more !). “have you got any drivers ?”.

“Yes” I replied praying that we could raise seven out of our team. We did.

Two days later they went 80 miles up country and collected the vehicles which were ex-4th Indian Division and still had the Divisional sign on them, the Indians having gone to Egypt. This was quite something, and the smaller station wagon, which I drove, had the Div. sign on the front and “HQ 1” on the doors. I couldn’t understand why the sepoy who filled my tanks in

Ft Cumberland on the Maidan stood at the salute all the time until someone told me that “HQ 1” meant the Divisional Commander in person. I didn’t paint the letters out.

Such then was the opening scenario of the development of a Flotilla of 11 boats which eventually came together in Visagapatam. They trained to a total operational fitness, by which time there were no targets within 2000 miles for them to attack with torpedoes. Nevertheless they would have presented a significant deterrent to the Japanese had the 14th Army not been able to prevent their invasion of India by land, which would have provided many good enemy targets in the Bay of Bengal.

Anyway I managed to get approval for the Flotilla to proceed to Trincomalee (not unknown to a lot of us !) with the small depot ship HMS BARRACUDA where we operated as a Fleet Unit for five months before, sadly, paying off.

It was sad that we couldn’t have shown our teeth in that theatre of war, like so many of our Coastal Force colleagues did so effectively in the Mediterranean. Still, jealousy gets one nowhere.



16th MTB Flotilla RIN

# Commodities

The Commodities Manager has notified some minor changes to the Commodities List that came out with the Last NL.

SWEATSHIRTS - now only available with a normal size RNARS logo.

NAVY BLUE TEESHIRTS - now only available with normal size RNARS logo.

COFFEE MUG - with RNARS logo - now £1.80 ea

BASEBALL CAP with BELFAST logo - no longer available.

ENAMEL LAPEL BADGES - only require an s.a.e. when ordering.

OVERSEAS MEMBERS please add US\$ 7 (or £5.00) to cover postage.

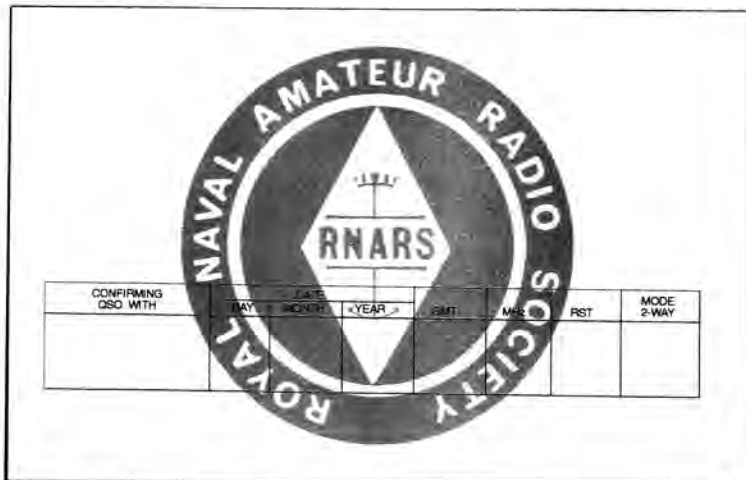
RNARS QSL Cards are now available for members only. The basic version (shown below) has the RNARS logo as a background and a box for all the usual pieces of information. The de-luxe version has your callsign and particulars printed on the card.

Basic QSL Card - £10.00/500 (incl. p&p)

De-luxe QSL Card - £15.00/500 (incl. p&p)

The De-luxe version is printed in batches of 6 orders so if a group can order together so much the better.

All Commodities available from Commodities Manager (address inside front cover)



# AREA REP .NEWS.

By Brian Davies GW0JXW/3369  
Area Rep.Co-Ordinator

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Since the last Newsletter two more Area Reps. have volunteered to serve the Society. We now have 32 Area Reps and all Area's are covered. All Area Reps.hold copies of the Committee Meeting minutes and an up to date QSL Bureau Users list. So get in touch with them, they are waiting to pass information on to you.

I am pleased to able to inform the membership that two of our Area Reps. Reg G4GGA and Norrie G3UEC who have suffered heart problems since the last Newsletter are making a good recovery. With the co-operation of G4KEE Vic I keep on Computer an upto date list of all QSL Bureau Users. All Area Reps. receive a copy of this every two months, as do Net Controllers and all Managers. If any member would like a list please send a s.a.s.c. to GW0JXW [Address inside front cover] there is no charge.

The new Area Reps. are,

## SOMERSET

Charles Holland G0FYF,  
44 Brightstowe Rd.,  
Burnham on Sea,  
Somerset TA8 2HP. Tel.0278 784716

## NORTHANTS & NOTTS.

David Seabrook G4LJG,  
"Sebanks",  
Blinco Rd.,  
Rushden. NN10 0DT. Tel.0933 312250  
(Daytime Only)  
Change of Address.

## WEST SCOTLAND.

Simon Lewis GM4PLM,  
9, Malcolm Place,  
Helensburgh,  
Strathclyde, G84 9HJ.

There follows an abbreviated round up of News from the Area.Reps.

## ISLE OF MAN.

Stan GD3LSF invites all members visiting the island to look him up and to visit the Royal Naval Assn. Club in Douglas where he is in Charge of the Bar. John GD4MNS is making a recovery from his recent stroke.

## LINCOLN.

Vic G4RAP advises that due to the fact that the organisers of the Lincoln Hamfest have decided not to make any concessions to the Services for stands at the Rally and as the Rally is not that well attended by RNARS Members he will not be at the Lincoln Hamfest in September. GB50SCC QSL Cards have been sent out to all units so members should have received some of them by now.

## YORKSHIRE

Terry G3YHA. I am happy to continue as the Yorkshire Area Rep. as I decided not to move south for a couple of years. I will be putting out an edited version of the minutes along with other Area News on the 1st.Wednesday of each month on the RNARS White Rose Net at 1430hrs. on 7.088 MHz.

## CORNWALL.

Brian G0RIZ. Although I have had my "A" License for nearly a year now I have only been on the H.F Bands for about three hours. I have been a member of the RNXS for some 13 years and for the last five years head of the Falmouth Unit, so it keeps me pretty busy. I plan to be at the Cornish Rally in July, in previous years some twenty members have signed in. The Sunday morning VHF Net attracts half a dozen regulars and visitors. Our two monthly get togethers at The Halfway House, Rame continue with upwards of six members and wives attending.

## BEDFORD.

Bob G3WEP. I have no input from any of the members on my patch. I did receive an enquiry from an ex.U.S. Navy Amateur who lives in Northants and thanks to all the information I now have to hand I was able to send his letter and a joining application form on to his Area Rep. Dave G4LJG. I do attend most of the local Rallies.

## CUMBERLAND.

Norrie G3UEC. I think I must have a very contented membership in this part of the world because I do not hear very much from them. RNARS did not attend the Lancaster Rally, unfortunately it fell on the same day as the Oldham Rally this year and Fred G8HTP attended Oldham as I was recovering from my heart attack. I am assured that they will be on different dates next year. I hope to show the flag for the RNARS at the "Kendal Gathering" which runs a month later in the year.

## LONDON & SURREY.

Philip GILKJ. Attended the Canvey Island Rally on Feb.7th 14 RNARS Members signed in plus one Russian UB5IAA. By the time this is read I will have attended the BRATS at Rainham in Kent, Picketts Lock, London, and the RSGB VHF Convention at Sandown Park. I plan to attend Flight Refueling at Wimborne in August, Harlow in September and Verulam ARS in Hatfield during December. I will have

commodities available at all these Rallies.

## BERKS & BUCKS.

Diana G0RNO. Very little news from this Area. Seven RNARS Members are also members of the same local Radio Club, so we do meet from time to time and I am able to pass information on. We have wondered about a VHF net but the topography locally, whilst not ruling it out does not assist us.

## CHESHIRE & MERSEYSIDE.

Fred G8HTP. Attended the Oldham Rally unfortunately it fell on the same day as the Lancaster Rally and I could not be at both. We are booked into the Bury Hamfest on 26th April, always a good Rally and well worth attending. Regretfully due to my commitments to the H.M.S. PLYMOUTH Group I must resign as the Area Rep. for Merseyside. I hope that you will soon have a volunteer to replace me. The PLYMOUTH GROUP will be running three stations to commemorate the 50th Anniversary of the Battle of the Atlantic to coincide with the City of Liverpool's special activities from the 22nd May until 30th May. H.M.S.PLYMOUTH will be on air with GB2PLY, there will also be a marquee alongside housing G0SJW. The WORLD SHIPS SOCIETY (in the person of Mickey Meras G80IH Norfolk Area Rep.) have kindly offered the Plymouth Group space in one of their trailers parked outside the Maritime Museum from where the group will operate GB50WA. We urgently need members to put their names forward to do a stint of operating especially during daylight hours, so please hurry and put your names down, don't miss this opportunity to operate these rare call signs.

## JERSEY.

Dennis GJ4TXB. All RNARS Members here are also members of JARS so all information received by me is displayed on the Club notice board and all the members look forward to reading it. I have just moved house and only have a wire up at the moment, I hope to reinstate my R7 soon and get back on the Bands.

*(Dennis was on the "BUBBLY RATS" to-day 25.2.93. Brian GWQJXW)*

#### KENT.

Barrie G4ZAW. I continue to revise and update the Area Lists. Have now split Scotland into two Areas for the Reps.concerned, West & Islands, East & Borders. Any Member that requires a list of members for an Area that they are visiting has only to send me an S.A.S.E and the name of the area they propose to visit. This also includes all overseas countries. This service

is also available to overseas members, if you are a Canadian member and plan to visit Australia or an Australian member planning a visit to the U.S.A or anywhere else we have members, a call list is available with address and telephone no. where possible. Overseas members please send 2 IRC's.

A full Call List is also available to Members with Name, RNARS No.& Call Sign, there is a charge for this of £3.00. including postage.

[Barrie's Address is in the Winter 1992 Newsletter. Page.38. Kent Area.Rep.]



## GUIDES THINKING DAY ON THE AIR AT HMS MERCURY

The Scout Jamboree on the Air and the Guides Thinking Day on the Air is now a well established international event on the amateur radio calendar. Over the years the RNARS has hosted Scout groups from the Hampshire area to a weekend of Amateur Radio, Sports and Scouting activities with camp being set up on Hyden Wood. Unfortunately due to security restrictions on the base this has been curtailed over the last few years. However for this year -

being the last for the RNARS at HMS MERCURY before it closes - it was decided to invite Scouts and Guides to the Headquarters for an afternoon introduction to Amateur Radio.

Come the 20th February some 20 Scouts, Guides, Beavers and Rangers arrived at HMS MERCURY, accompanied by their leaders. They were met by the RNARS team of Tom G3WAO, Mike G3JFF, Dave G4KLW, Philip G1KLJ and Chris (newly licensed as G70GX).



After a brief introduction by Mike and Tom three stations were put on the air and soon the youngsters were listening and chatting to other groups on VHF, on Packet radio and on HF. Each of them was able to tell the distant stations who they were, their ages, interests and the group they belonged to. It was soon obvious that a lot of them were natural "rag chewers" and they were very much at ease with the microphone!

Highlight of the afternoon was when Caroline Watts - A Hampshire "lone" guide - was enrolled over the air (on 2 metres) during a QSO with the Four Marks (Hampshire) guide group who were operating from GB4FMG. Caroline made her promise in a clear voice and afterwards spent a few minutes getting congratulation from other guides by amateur radio.

Soon it was time for tea and everyone moved to the Main House where tea, sandwiches and sausage rolls had been laid on. A short tour of the Main House, with a group photograph taken on the staircase, was followed by the excitement of witnessing evening colours.

All good things come to an end and it was time to leave and take their memories of talking to their compatriots around Europe and the UK with them.

It will be the last time such an event is hosted in HMS MERCURY - but it is sure to take place when GB3RN opens up in HMS COLLINGWOOD.

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## Here & There

Compiled By Mike Matthews  
G3JFF/007

7ZIAB: Members will recognise this as a very well known callsign of a club in Saudi Arabia used by expatriates (who are not allowed to hold individual callsigns in that country). Dick is back again and working for a well known defence firm, but he has been warned (by her who must be obeyed) that this is the last overseas trip for him, and from January 1994 she expects him home helping with the kids and chores! Having to share the club equipment means that Dick's only time on the air is between 1630Z and 1930Z on Wednesdays and

he tends to stay around 14052 KHz. With a short vacation coming up in May he says to watch out for G4WZI on the Bubbly Rats and other nets.

G4CQK: Albert served in the Royal Navy from 1943 to 1946 in the Sick Berth branch joining at EXCALIBER and moving on to RNH Stonehouse (Guzz) and RNH Chatham before going out to join the British Pacific Fleet and the Fleet Carrier FORMIDABLE - then being used as a hospital ship to bring Japanese POW's home. Albert is a keen ornithologist and enjoys listening to classical music - when he is not on the air!

2E1AUG: You've met the OM (G3MRC) now meet the YL. Besides being married to one of the original members of the RNARS (and other naval radio clubs) Janet confesses to having been a Wren Radio Operator with the Royal Naval Reserve down "Exeter way". Janet is one of our four Novice members and hopefully is being trained by OM Joe for advancement to a class A in due course. She is a busy lass and as well as the traditional decorating of canal boats and making Honiton Lace Janet enjoys fly fishing and photography.

9H5RV: Welcome to Cadet Rose-Marie Vella of Tarxien in Malta who has just qualified for her class B (VHF only). Rose-Marie currently has no equipment of her own but hopefully she is able to operate from the Maltese Amateur Radio Club (9H1ARC). Jim, G4TDS, reports that he had been giving her some tuition whilst he was visiting TS ST PAUL and that her Morse speed is now up to 8 wpm. Keep up the good work Rose-Marie and try to listen in to our nets when you can.

GM4AGL: It isn't often that we can report that three brothers are members of the RNARS. Bill is an Ex RNR Radio Operator and he likes operating /P in the Scottish hills (3000 ft ASL) on 2 metres. Brother Rob GM3YTS is a very active CW operator (and is currently the President of FOC) and brother number 3 is GM4ARJ.

G7JXL: Hailing from Dummow in Essex, David served in the Royal Navy for 12 years in the Engine Room branch. He joined FISGARD/ CALEDONIA for his apprenticeship training before joining the frigate TORQUAY for his first experience at sea. Soon he joined the carrier ARK ROYAL followed with a "through draft" to her sister ship - the EAGLE. After a couple of years ashore he joined the Guided Missile Destroyer FIFE for another two years seetime. Two years in the Chatham Naval Base (PEM-BROKE) finished his RN service and he became a civilian in 1974.

G3TLF: A keen advocate in retaining the morse code for amateurs it is a pleasure to meet Fred whose Royal Naval time goes back to 1943. After basic training at ROYAL ARTHUR he underwent his CW training at St. Dunstons followed by a Japanese morse and procedures course at St. Bedes in Eastbourne. Now trained as a Telegraphist (Special) he had a spell at sea in the Destroyer MYNGS after which he took passage to the East Indies in the cruiser BERWICK and the Carrier FENCER to join the RN WT station at Colombo, Ceylon (ANDERSON). Back to the UK and a spell at FLOWER-DOWN and soon it was time for demob. Fred enjoys meeting up with Ex navy types and "swinging the lamp" - long may he continue to do so !

VK2CGA: A regular supporter of the RNARS "down under" Gerry's naval service goes back to 1939 when he joined the Royal Australian Navy at the Flinders Navy Depot near Melbourne. He saw service in the Battle Ship FAMILLIES followed by a number of vessels including the STUART, MELVILLE, MAMOORA, QUADRANT, WARREGO and AUSTRALIA plus Harman WT and the RAN Signal School where he qualified as a Wireless Instructor. On leaving the RAM he joined the Defence Signals Division and spent the last 5 years of employment back at Harman WT. As well as a keen supporter of the RNARS (Australian branch) Gerry is involved with the Returned Servicemans League, plays bowls and the classical guitar.

PA3EBA: Jan joined the Royal Netherlands

Navy as a Radioman 3rd class in 1953. He served in most classes of ships and was promoted to Warrant Officer in 1979. In July 1981 he was promoted to Special Branch Officer and served on the Naval Staff at the Hague. In 1985 he became a civilian.

G4XZB: A Marconi man from 1952 to 1955 followed by some 20 years freelance (some of it with the Norwegian MN). Peter was an RO in the RMS GOTHIC when she was being used by HM The Queen for her trip to Australia and New Zealand in 1954 (whilst the Royal Yacht was being built).

G4XLF: Bryan spent his RM time in the Fleet Air Arm which he joined in 1943 as a Telegraphist Air Gunner (FX 704874). After basic training he started his flying training at HMS KESTREL (Worthy Down) and at RNAS St. Merryn. He joined 828 squadron (flying in Avengers) and flew from RNAS FEARN, HATSON, ARBROATH and INSKIP before joining the fleet carrier IMPLACABLE out in the Far East. He took passage back in the cruiser NORFOLK and left the RN in 1946. Bryan was first licensed as G6NHM and as well as Amateur Radio he enjoys oil painting and Green House culture. He is also a member of the Telegraphist Air Gunners association.

G4YYH: Joining our illustrious band of Ex Royals Ron joined at RM Deal in 1955. During his 7 years service he served in most RM depots in UK and was with 40 Commando in St. Andrews barracks, Malta and also 45 Commando in Aden. Ron holds a Private Pilots licence and also enjoys sailing. He is a member of the Cornwall Radio Amateurs club and may very well have joined into the Cornish RNARS VHF net by now !

# ROYAL NAVAL AMATEUR RADIO SOCIETY - AUSTRALIAN BRANCH AN UN-OFFICIAL HISTORY

By Terry Clark, VK2ALG/1196

The RNARS. was formed in 1960 by twelve RN telegraphists meeting at HMS MERCURY, the Royal Navy's Signal School, near Portsmouth, England. In order to use the name "Royal Naval" membership was to be open to all serving and former members of the Royal Navy, not just the communications branch. This included civilians employed by the Navy and Sea Cadets. Since then membership has been opened to Commonwealth, NATO and other western navies, plus civilians employed by those navies. Also admitted now are serving and former members of British, Commonwealth, NATO and other western Merchant Navies. Nearly 4,000 members spread world-wide have joined the RNARS. Currently there are members located in 49 DXCC countries, although some 83 countries have been activated from time to time.

In 1978 there were just 18 members residing in Australia. Led by VK2ALG, radio networks were organised on both SSB and CW to bring members together. This served to promote the Society. Then followed the "HM Barque ENDEAVOUR Award" which was aimed at encouraging overseas members to turn their beams in our direction. It was funded by the Australian members themselves. From this the Australian Branch evolved in 1979 when membership had risen to 68 RNARS members in Australia. VK2ALG was appointed Branch Manager since it was his idea in the first place - never volunteer ! The series of circulars sent to members developed into the journal "Australian Signal". The first edition was edited by VK6PF and published in October 1979. It went to 87 members.

An approach was made to the Maritime Trust of Australia to operate from the W/T Office of the WW2 corvette H.MAS CASTLE-MAINE, berthed at Gem Pier, Williamstown, Victoria. The ship first went on the air in February 1980 using the callsign VK3BZU

which was chosen because the RNARS HQ Station at HMS MERCURY was then using G3BZU. This association between the RNARS Australian Branch and MTA continues to this day. Later direct negotiations between the Branch Manager and the Minister for Posts and Telecommunications led by VK3BKK.

By mid 1980 a few changes had occurred. Membership stood at 128. The "Australian Signal" was edited by VK3BKK. Branch Manager was still VK2ALG, but there was a desire for a branch constitution and management by committee in place of the previous autocrat style.

January 1981 saw the interim Australian Branch Committee, chaired by VK3BKK take office. VK2ALG remained as Branch Manager. By this time the full international RNARS Callbook was being published in Australia by VK2DLP. A separate group was being formed in Western Australia. HMAS DIAMANTINA had gone north to Brisbane for preservation, the RNARS supplied the R/O for the voyage and VK2DGS/MM was very popular on our nets. Membership had peaked at 161. The first local group was being formed in South Australia, and another local group appeared in the A.C.T. The "HMAS CANBERRA Memorial Award" was introduced and eagerly sought after. VKIRAN was licensed as a club callsign. In September 1981 VK3BKK became the first elected (unopposed) Australian Branch Manager.

In 1982 the first attempt was made to form a NSW local group, but unfortunately this was unsuccessful. The South Australian's obtained the club callsign VK5RAN. Membership stood at 140.

Britain went to war with Argentina over the Falkland Islands, Australia rescinded it's option to buy HMS INVINCIBLE, thus sounding the death knell of the FAA in the RAN. Although several British RNARS saw war service, for-

tunately all survived. VK3BKK was still at the helm of the Australian Branch. Heard Island was put on the RNARS map by VKONL.

The next two and a half years saw a stagnation of the branch. "Australian Signal" was only published once a year and apart from the nets, contact was lost with many members. The constitution was tested - and found wanting. The branch was held together by the weekly 80m net run by VK5RA, whilst VK3QU had taken over the CASTLEMAINE group.

In mid 1985 VK3BPV took over as editor of "Australian Signal" and once again we were in the publishing business. Our membership was down to 100. VK6RAN was licensed as a club callsign in 1985. By late that year VK3BPB was asked by VK3BKK to take over as Branch Manager.

In January 1986 the Branch Constitution was suspended as the Branch began to re-organise. This was the year that HMAS DIAMANTINA appeared regularly on the bands as VK4RAN. "Australian Signal" was back to full production and the nets continued. Membership rose to 132. The full international RNARS Callbook printed in Australia made a welcome return towards the end of the year. It was now published by VK3KCB.

1987 saw the successful formation of the Sydney local group, by VK2CGA, originally at HMAS NARIMBA, they soon evolved into the NSW Chapter. Total RNARS membership was 132 with 99 belonging to the Australian Branch.

These figures were maintained throughout 1988 with new members replacing the few silent keys and dropouts. The Sydney members began planning their award as well as hosting some overseas members in town for the Bi-Centennial celebrations. The defunct South Australian local group was resurrected by VK5NGB (later VK5CGB).

The CASTLEMAINE group came under the leadership of VK3BPV in 1989 and during that year were fortunate to find replacements for the original W/T equipment for the ship - in Sydney and courtesy of a NSW Chapter member. Talking of the NSW Chapter, they found a permanent home on Snapper Island, which went to air as VK2CC. The VK5's introduced the

"HMCS. PROTECTOR Award". Membership in Australia maintained the previous figure with gains off-setting losses. The "HMAS. SYDNEY Award" was finalised and became available. Membership in Australia was 132, with 105 belonging to the Australian Branch.

Thus the Australian Branch moved into its' second decade, although somewhat fragmented. There being the Australian Branch with local groups in South Australia and onboard the CASTLEMAINE and DIAMANTINA. The Western Australia Chapter and NSW Chapter appeared to be operating outside the Australian Branch. The Branch Manger, A/Signal editor and Chairman of the Castlemaine group was VK3BPV. The NSW Chapter was presided over by VK2FYM, DIAMANTINA was under joint control of VK4CU/VK4DOR (later VK4GOR), with VK5CGB leading the South Australian group.

1990 saw the RNARS QSL bureau begin to operate in Australia with VK2ALG being kept out of mischief shuffling QSL cards. This bureau was under direct control of HQ and thus catered for all RNARS members in Australia. The "HMAS CANBERRA Memorial Award" made a come back after being defunct for several years. Australian Branch membership dropped to 88 before rallying to close the year at 94. For the first time since 1981 an Australian member took out the overseas section of the RNARS Activity Period Award. The South Australians ran the "HMAS ADELAIDE Award" to celebrate the safe return from the 'Gulf of the said frigate'.

Membership rose to 109 in the beginning of 1991 thanks to an aggressive campaign run by the NSW Chapter who gradually aligned themselves with the Australian Branch. The CASTLEMAINE group changed chairman to VK3BKK. Other local groups in South Australia and onboard HMAS DIAMANTINA continued as before, whilst the West Australian Chapter appeared to disappear. The RNARS Activity Award was given a shaking-up with a new world record score - set by an Australian.

In late 1991 VK5CGB was elected unopposed to the position of Branch Manger with a promise to re-vamp the constitution and return the Branch to constitutional rule. At the time of writing there are 105 members of the Australian

Branch out of 130 RNARS members residing in Australia. To date 264 people have joined the RNARS in Australia. 18 have sadly become silent keys, but it is to our shame that 116 members were allowed to drift away.

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## TO HULL ..... AND BACK !

(not Eddie Murphy but Mick G3LIK).

A weeks "up-date" aboard one of lifes Grey Funnel line was arranged through the kindness of Mal G4ZIY on HMS ANDROMEDA. I left the comforts of home on Sunday 21 February to travel by train to Hull, although British Rail maintain they are getting there, the train from King's Cross had no diner on it, just a buffet, guess some would rather eat from bits of paper and plastic cups!

I duly arrived at Hull station at 1600 having set off at 0900, with changes at London and Doncaster. Friendly faces of Fred G0BLE, Mike G0NAU and were there to welcome me to the Mecca of Humberside plus provide me with transport to the ship, which was berthed some 3 miles from the station, this was most welcome.

After touching base with Mal aboard, we arranged to meet Fred again that evening after I had sorted out my messing arrangements, plus a well earned meal.

After a few beers at one of the local pubs, we adjourned to Freds QTH, where more drinking, talking and time on the air was done till the early hours of the morning. Greg, one of Mals friends was with us and we are hoping he will make the transistion to being a fully fledged amateur in the not too distant future.

Monday Fred was there to pick Mal and myself up and transport us up the coast to Scarborough, via Bridlington which brought back memories from when I was there aboard HMS CHEERFUL, an ALGERENE Class minesweeper, in 1954 (although I didn't get to see the

billiard table I slept on Hi !). Fred took us to one of the famous hotels in Scarborough "The Highlander" to show us all the hand painted pictures of ships that adorn the walls of the place. We were also joined by Richard G0MII the Chairman of the Scarborough Radio Club, quite a few yarns were exchanged in the pleasant surroundings and this was all before 1700 Hic !!

A nice hour or so at Richards QTH for tea and we were off to the Radio Club for the evening, which is held in the Scarborough Cricket Club premises, Ernie G4FCH was there to welcome us aboard, sign the visitors book and get a drink at the bar, Oh Boy ! .... that bottle of Lambs certainly took a pounding!

Had the priveledge of meeting Gordon G3FVW, Ernie G4XBU, Terry G0KOE, Geoff G4ZGP, Geoff G4LRH, Ian G4DWU, Joe G4KTH plus Fred G0BLE and Mal G4ZIY all of RNARS fame plus John Waller G3DAV of RAFARS who I know Sheila will be pleased to hear is still full of beans and the great Henry Wiggins G2CP who related a certain story about the time he was sent to intercept a young lady to put her off coming aboard ship, it seems red tape had nothing on this girl and a certain Lt Cradock-Hartopp RN was none too amused when she arrived aboard, you will be pleased to learn he did not go into further details Hi !

The cricket club house was full of nostalgia for me, seeing photos of great cricketers that I had either seen or had the honour to play with and against, so many memories and too much to relate here.

The Tuesday Fred came and picked Mal and myself up at midday, where we proceeded to The Crown in Hull, where Mike G0NAU, George G1ZJH, Roy G3VLL & XYL, Esdie G0AEC, Ken G0ITI, Terry G3YHA & XYL, Bryan G4ZJJ, Les G4LNR all met for a lunch time session, a good bar and food menu was available plus a good number of tales were related in such company.

During the evening, a very pleasant time was had relaxing with Les G4LNR and his lovely XYL Babara, even a couple of QSO's from the loft shack was fitted in from the brand new rig that Les sports now, it even works on CW which I was pleased to try out for him Hi !

Wednesday pm was spent walking round the town centre, got to buy the odd ground bate etc. Due to Fred having night time burglars on Tuesday, he was a little reluctant to leave the house, so I spent the evening relaxing with the indoor games aboard.

The trip back to Portsmouth Thursday/Friday was uneventful and much to the annoyance of all my friends it was calm seas, so no pills were needed.

Many thanks to all who made the trip so interesting and pleasant, I will never forget the hospitality afforded to Mal and myself during our stay.

73, Mick G3LIK/0004

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## A Simple 2m ATU

By Dick Grindley  
G0MNL/2064

A simple 2m ATU based on the Pi-matching circuit has been in use at G0MNL for the past 2 years and has proved an ideal method of at least ensuring that an expensive solid-state linear is matched to the aerals in use (or for those of you that still insist on using PL 259 plugs & sockets, the aerial co-ax)

The drawing should make construction self evident but the following points may help:

- a. A suitable diecast box to use is:  
Maplin type DCM5007  
(Order No. LH72P)  
120x95x60mm.
- b. There is nothing magical about the co-ax socket & capacitor spacing, the holes are where they are from a previous project in the box.
- d. L consists of 1 turn 16 swg copper wire (silver plated if possible - but don't worry if you

can't get it) 11mm i.d. spaced 15mm. Why 11mm you may ask ? That's the size you get when you wrap soft drawn 16 swg wire round the body of a Berol Notewriter felt tipped pen !

e. C1 & C2 should be 5-30pf air spaced. The original ATU was made using narrow air gap capacitors from a rally junk box but these can arc if you get a combination of high power & a bad match. Suitable high quality capacitors are available from:

Jackson Bros (London) Ltd

Kingsway

Wadden

Croydon CR9 4DG

Type No. C804 Trimmer Capacitor

Part No. 4667/A

(9 fixed/10 moving vanes, 0.045" air gap)

Price £7.21/ea (+ pp + VAT) (Note 2)

The only point to note during construction is that it is better for the coil to be orientated towards the box centre, as shown. No alignment is required, just connect up, position both C's at about half mesh and using low power (at least for the first time) tune for maximum forward & zero reflected power. My arrangement uses a Diawa crossed needle VHF Power Meter (permanently in circuit between the 100w linear and ATU) to give a continuous read out of VSWR but other monitoring methods would undoubtedly be suitable. Using this simple matching network I have reduced a VSWR > 4:1 to 1:1; on subsequent investigation the high VSWR was traced to a PL 259 plug - be warned & treat your VHF equipment to some decent BNC/N connections !!!

Note:

- 1) Reducing L increases the amount of C required to achieve a match, Smith Chart explanation available from NL Ed.
- 2) Jackson Bros have a minimum order requirement but it would be covered by just 4 sets of ATU. If you would like to use the Jackson capacitors, let me know and I'll co-ordinate a bulk purchase if enough interest is shown.

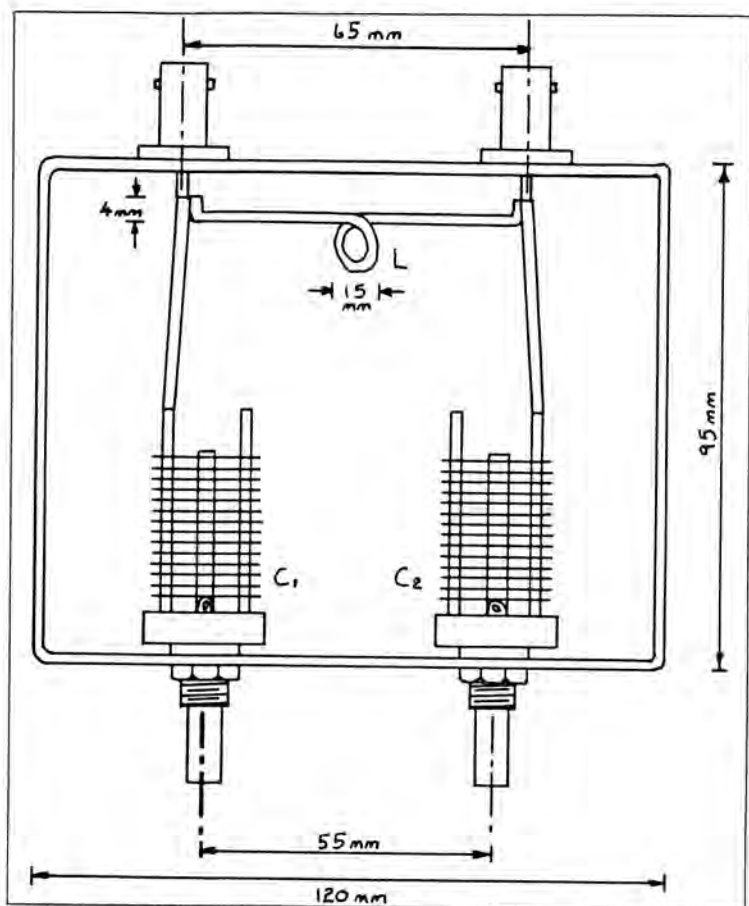


Fig. 1 Layout of Simple 2m ATU

## SECRETARIAL SCRAWL

By Mick Puttick G3LIK/0004

Once again it is Subscription time, for those who pay by Bankers Order, please check that your bank have paid the correct amount of £7. I am still in the process of chasing about 125 members from last year, who have failed to respond to my requests.

If your membership number below is mentioned, then I am still awaiting your £2 from last

year, and please check this years debit.

0196 0271 0321 0510 0515 0570 0610 0686  
 0748 0819 0862 0909 0921 0941 0962 0975 1109  
 1111 1214 1252 1301 1313 1327 1359 1403 1409  
 1453 1621 1669 1678 1732 1740 1821 1843 1851  
 1860 1906 1919 1983 2015 1030 2078 2102 2150  
 2169 2177 2181 2189 2191 2205 2210 2226 2238  
 2251 2283 2289 2301 2323 2332 2336 2339 2345  
 2359 2401 2411 2428 2446 2449 2456 2465 2489  
 2499 2500 2505 2512 2537 2576 2584 2642 2666  
 2689 2690 2704 2705 2735 2753 2808 2810 2839  
 2853 2856 2856 2890 2894 2895 2924 2928 2929

2945 2962 2967 2970 2970 3005 3018 3190 3192  
3211 2359 3334 3338 3342 3388 3390 3401 3403  
3428 3498 3570 3626 2634 3744 3774 3800 3829

Any volunteers for Committee work, I would like to hear from you, so if there is to be a vote, it can all be ready for the Summer NewsLetter.

Do not forget we still need a volunteer for General Secretary from the AGM 94, anyone who thinks he would like to get involved, then I will give a good long hand over.

Anyone who would like to take over the co-ordination of contests each year and compile articles for the NewsLetter, we would be pleased to hear from you.

I would like to thank all members who have written in with their letters about Doreen, she is progressing well and hopefully back to full fitness again soon. We both hope to see you at either the Mobile Rally or the AGM.

## WHAT ARE SENIORS WORTH?

Remember old folks are worth a fortune - with silver in their hair, gold in their teeth, stones in their kidneys, lead in their feet and gas in their stomachs. I have become a little older since I saw you last and a few changes have come into my life. Frankly, I have become a frivolous old girl. I am seeing five gentlemen every day. As soon as I wake up, Will Power helps me out of bed. Then I go to see John. Next it's time for Uncle Toby to come along. Followed by Billy T. They leave and Arthur Ritis shows up and stays the rest of the day. He doesn't like to stay in one place very long, so he takes me from joint to joint. After such a busy day I'm really tired and glad to go to bed with Johnny Walker. What a life! Oh yes, I'm also flirting with Al Zymer.

P.S. The preacher came the other day. He said that at my age I should be thinking about the hereafter. I told him, I do, all the time. No matter where I am, if I'm in the parlour, upstairs, in the kitchen or down in the basement, I ask myself: Now what am I hereafter?

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## Snippets

*(Don't blame me, 'LIK's flipped his lid  
!!!!!! Ed.)*

Use the willing led by the unknowing are doing the impossible for the ungrateful.

We have done so much with so little for so long we are now qualified to do anything with nothing.

### WHOSE JOB?

This is the story about four people named Everybody, Somebody, Anybody and Nobody. There was an important job to be done and Everybody was sure that Somebody would do it. Anybody could have done it, but Nobody did it.

Somebody got angry about that, because it was Everybody's job. Everybody thought Anybody could do it, but Nobody realized that Everybody wouldn't do it. It ended up that Everybody blamed Somebody when Nobody did what Anybody could have done!

## WANTED

Both the NewsLetter Editor and the Hon. Secretary are looking for reliefs, if YOU think you can do either of the jobs the Committee would be delighted to hear from you.

### General Secretary:

Wanted from AGM 1994

Only qualification needed is infinite patience.

### NewsLetter Editor:

Wanted from AGM 1993

Needs IBM compatible PC, access to a laser/bubble jet printer and a thick skin !!



# SWL Section

By Ron New G2PE2X/0183

Ron writes ..... Sorry for being rather late this time but I've one or two health problems this end that have resulted in my time being occupied ..... to say the least ! I hope my NL contribution this time isn't too much ..... it's usually t'other way round but I do have a couple of nice letters, but from the Tx OMs who seem to like to keep me busier than my BELOVED SWLs, Hi !!!!!

Dovercourt  
Harwich

From Alan SWL/3587

..... Here is a little information about myself, I'm a "dabtoe" having been so since first going to sea as a Deck Boy (or Wreck Boy as sometimes called) in both the Home Trade & Foreign Going. RN Service '57 to '68 RALEIGH, OCEAN, CAMBRIDGE, ALBION, EXCELLENT, JAGUAR, BELLEROPHON, MANXMAN, VERNON, LALESTON & GANGES. On leaving the "mob" I went back into the MN on the Coast, Short Sea & Middle Trades before joining the Trinity House Light-house Service in lightvessels, (South Godwin & East Godwin). Here we worked month on/month off for six months, an experience I'm glad to have had even if it was a dying form of seafaring due to the rapid automation of the lightvessels, now sadly all automated.

I transferred to the tender service & served in all five of the Trinity House vessels, finishing up in the flagship THV PATRICIA, which you may have heard of due to her Royal duties she carries out i.e. Royal Escorts & Cowes Week etc. I came ashore to be Duty Officer's Assistant in the Operations Control Centre at Trinity House Harwich after 35 years at sea.

On the radio front I have been an SWL since I was ten when my dad got a set (a Murphy, as I remember) which covered the MW Marine Band, I used to listen avidly to the East Coast vessels carry out their radio checks with Walton CG (now Thames CG) & talking with the tenders to order their stock requirements etc.

My current set up consists of the JRC NRD 535 with ECSS & Bandwidth control boards fitted. For VHF/UHF I use the ICOM R7000 - an HF board is fitted so the set covers 150 kHz to 2 GHz, and a Midland 5600 Marine Tx/Rx. An ICS FAX 1, Microreader & Display Unit connected to a Star LC10 Printer takes care of my monitoring of the utilities.

On the antenna front, for HF - a choice of three, a loaded random wire, a 170 ft wire to an ATU & a Diamond D707 Active Wide Band Aerial (500 kHz - 1300 MHz), for VHF/UHF - an ICOM AH 7000 Discone + the D707, the 5600 is on its own whip.....

Bracknell  
Berks

From Bill G0SCY/3780 (ex-SWL)

..... HMS NERISSA accounts for the second half of my "shortish" naval career (3 1/2 yrs). The first half, apart from training, I spent on HMS EKINS (K552), a Captain Class Frigate or Destroyer Escort as they were very often referred to. We operated with the 21st DF out of Sheerness and then with the 16th DF out of Harwich until mined in April 1945.

My radio rig is a Yaesu FT990 with a 1/2 size G5RV, which is fine for what it is - but limited. Unfortunately there are restrictions on the use of aerials in my neighbourhood but I'm currently working on a way to get round them .....

Atherstone  
Warks

From Bob SWL/3813

This is the first time I have ever written to any magazine or paper, but as a keen SWL I would like to say how much I enjoy listening to the RNARS Nets. I listen almost every Sunday morning without fail to the 80m net and, whenever I can, to the Bubbly Rats and other nets when I get the time. I keep a file on members heard, and "tit-bits" heard on the air as well as gleaned from the NL. I feel I almost

know some of you, so beware of what you say - I've got it down on paper!

..... I joined the Andrew in 1947 as an Air Mech (Airframes) but was for a while on loan to the Radio Section at RNAS St Merryn, Cornwall (HMS VULTURE) where my interest was kindled. Being a "nosey so-and-so" I am quite satisfied to just be a listener but there are times I must admit, when I hear something said, I would like to put my oar in!

In the Winter NL a mention was made of Naval Nicknames, a very good book for those interested is ROYAL NAVAL LANGUAGE by John Hard (ISBN 0 86332 5580).....

*(Don't forget also JACKSPEAK - The Pusser's Run Guide to Royal Naval Slangage By Rick Jolly & "Tugg". Available from Palananando Publishing, POB 42, Torpoint, Cornwall PL11 2YR - 10% to Naval Charities. Ed.)*

Aviemore  
Grampian

From Bill SWL/2941

Having now retired from being a very busy "hands on" licensee I thought I'd find time for the RAE but no chance yet after a year. Living in the sticks means a 30 odd mile drive to Inverness for the course, Hi, well that's my excuse anyway.

*(Don't know why you're classing Aviemore as being in the sticks Bill, you should try Portsoouth .... still, as they say in the language of Paradise, "obair là - taiseachadh!" Ed.)*

Having listened to the B\*\*\*\*\* R\*\*\* Net quite often I find it sounds like a jolly Womens Institute meeting, with many participants just using names but no callsigns - no offence meant at all as I'm sure calls are used, at times, to conform to regulations. Perhaps it's because I prefer CW, there are no accent problems in giving calls/names, plus speed in morse is no problem, QRQ is FB. Don't seem to get many RNARS on QRP, which is a favourite of mine - I was able to log 5 or 6 sheets of QRP'ers during the Xmas period.

..... On the subject of nicknames, why was the 1st Lt called "Jimmy the One" ? Was the original one a Glaswegian (sri !) as 75% of

males in that fair city answer to the name "Jimmy" (as in "Hey Jummy ....!").

*(I can answer that question Bill, after referring to my copy of JACKSPEAK. In older times "jenny" referred to neatness & spruce-ness, and the First Officer (beneath the Captain) who was responsible for this aspect became "Jenny the First"; or as he is now, "Jimmy the One"! Sorry for the interruption Ron. Ed.)*

Brian SWL/4020 from Cowes writes and is another "Airy Fairy" who served from '57 to '64 as an NA1/AH3 in DAEDALUS, GAMECOCK, EAGLE, CENTAUR, VICTORY, ARIEL, BOSCOMBE DOWN, SEAHAWK, VICTORIOUS, HERMES (previous 3 with 849 Sqdn B Flight), FULMAR, OSPREY & ARK ROYAL. He is currently doing a Novice course on the IoW and is practising morse for the CW test.....A beginner but enjoying learning the disciplines of Amateur Communications, especially CW & QRP.

Wellington  
Somerset

From Ray SWL/4023

.....I served in the RN from '49 to '60, spending my last few years in the (s) Branch as an RS(s). On leaving the RN I joined ACSWS as a civilian radio operator but after a few years we were eaten up by GCHQ and have remained with them until the present time. My interest in radio is mainly listening to, and hopefully hearing, distant stations, but I always enjoy spending some time keeping an eye on the amateur bands. At present I hope to take early retirement in May after which, apart from freeing my wife of quite a few domestic chores, I hope to spend more time with my "phones on. At present I use an FRG7, an ICF SW7600 & an MVT 6000. When not at work I try to listen to the "Bubbly Rats" Net and the odd evening morse sked.

Well I guess this must be my lot for this issue although I still have a couple more items. Please keep those SWL letters coming in, it's better to have too much material than none at all.

73 to all until the next time. Ron

# Letters to the Editor

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Peel  
Isle of Man

From Ken GD3RFH/0175

..... Enclosed is a Manx postage stamp depicting HMS AMAZON when she was on escort duty with HMY BRITANNIA during the Queen's visit to the Isle of Man in '89. The Manx Post Office has just issued a new set of definitive stamps, all depicting ships that have had some connection with the Isle of Man over the years and will doubtless be of interest to any members who are stamp collectors. The address of Postal Headquarters for anyone interested in obtaining a presentation pack of the whole set is:

Circular Rd  
Douglas  
Isle of Man

.....The article by Ken Pizey was very interesting and good to hear how the MN "Sparks" fared during the war. The popular acronyms "Talk Between Ships" for TBS and "Talk Between Land" for TBL were used to give an indication of the equipment's capability. TBS had a frequency range of 60 - 80 MHz and a power output was 40w I think. This set was used in my day and was crystal controlled for 4 channels. I only remember 2 of them, all about 70 MHz, Fleet Wave (used for manoeuvring the Fleet !) and Harbour Intercom (HIC). The TBL was a huge great thing with a motor generator to produce 2 kV. Frequency range was 1.5 - 30 MHz I think and the power output was 250w to the main roof antenna. A separate AM Modulator was used to produce 50w output on AM. This was the main HF Transmitter on frigates & destroyers and was mainly used for long distance CW communications like ship/shore working. The TBL had some big spherical shaped valves in it that used to emit a bright light - with the W/T Office lights off you could read a book from the light coming off a TBL ! When I was onboard HMS NEREIDE on the South Africa

station it was a standing instruction that before dropping depth charges the W/T Office had to be informed so that the valves could be removed from the TBL. If this wasn't done the valves used to shatter when the charges went off. As this was a time of dollar scarcity and very few US spares were available, it was considered the inconvenience to be worthwhile.

The TBM I believe was a similar transmitter but had a built in modulator, though I never used one I can't be sure. All 3 sets were American made as was the later 89Q, full of lovely 813's !!

A little niggle which seems to be cropping up more and more, concerns the use of QAP and QSX. How often do you hear someone, usually on a Net, check in to Net Control and then say

".... no calls at present - will QAP".

Now if you look up in the book, the meaning of QAP is given as

"Listen for me (or for ....) on ..... KHz (or MHz)".

What they are trying to say is obvious but is still the wrong Q code. What they should be using is QSX, meaning

"I am listening to (callsign) on ..... KHz(MHz)".

The difference between the two should need no explanation, but for the benefit of those who may be new to the game here is the way I see it - QAP indicates that you are going to do some transmitting on a frequency and for the addressed station to listen out for that transmission. This is hardly appropriate when trying to indicate to NCS that you are going to remain on frequency LISTENING, is it ? Whereas QSX definitely indicates that you ARE listening to the Net. I am sad to say the misuse of QAP occurs on RNARS nets too. In my younger days as a Telegraphist this would have resulted in the NCS sending me "ZNA 1" and further offences would have produced a "ZZB 1" and a pink slip from the

Staff Communications Officer (which in turn meant automatic Captain's Defaulters !). That happened to me once onboard HMS ZODIAC, but that's another story.

(ZNA 1 = You are encrypting Operating Signals incorrectly.

ZZB 1 = Indicate the name of the operator on watch)

People may say "...but it's only a hobby". Fair enough, but one of the reasons for its very existence is self training, training to do things properly and always remembering that the world is listening to us. By adopting things the professionals use (like the Q code) then we should use them correctly and instil some pride in our hobby.

*(Should ZZB have been followed by 1 ? I understood that ZZB alone meant "Indicate the name of the operator on watch". Ed.)*

Sima Valley  
California

From Ken W6NKE/3815

.....Beverly and I spent August '92 on a historical tour of England and Scotland. It was our second trip and we enjoyed it as much as the first. The only problem is the 12 hour flight from LAX to Heathrow and back, that's a long time to sit on an aeroplane.

We spent two days in Portsmouth and visited HMS WARRIOR, VICTORY and the Naval Museums. I wore my USN cap with an RNARS pin in it, RN personnel noticed it and were very friendly and I had some fine chats with them.

I'll be 73 this month but still hope to visit your country again

..... due to antenna restrictions I've only a end fed wire hidden in a pine tree. When band conditions are favourable I hope to work some of the members on 21 MHz.

Bless all of you at the RNARS !

Pinner  
Middlesex

From Nick G0IRM/3133

As I was already involved in the reading and copying for the RSARS MERCURY, I was asked by the RNIB Express Reading Service if I could possibly find a reader for the RNARS newsletter. Having now had it read for the last three editions and sent it to some of our members who were previously served by the RNIB's service, it occurs to me that there may be other blind members of the RNARS who might like to receive their newsletter on tape. If they send 4 C-90 TDK tapes in a wallet, with a return label (and postage), to the address below, I will be happy to oblige.

Nick Chambers G0IRM  
78 Durley Av  
Pinner  
Middx.  
HA5 1JH

Pontypool  
Gwent

From Con GW0FJH/2737

My last two years of a "seven and five" ended as an AR (Air Radio ?) instructor on flight servicing at HMS ARIEL. When the Novice scheme came in I saw an opportunity of putting my instructor training to renewed use and registered as a Novice Course Instructor. We have been running courses at Pontypool ARS since the summer of '91, with considerable success.

On our winter 91/92 course we had two 15 yr olds, a 14yr old and Charlton (RNARS 3125). At 79 yrs he must be one of the more senior novices to pass the C & G Novice Radio Amateur Exam. After attending the required training course Charlton asked to defer the exam for a few months to give himself time to consolidate the theory. He used the time well and in September was ready for anything "they" might throw at him.

He joined the RN in 1935 as a cook and saw service in the China Sea (HMS VENTURE) before the Second World War. A veteran of the Murmansk convoys (HMS ACTIVE) his war service also took him to the Med - convoy escorts between Gib and Malta - and the

Atlantic. He finished his service on HMS ILLUSTRIOUS at the time of the first jet aircraft deck-landing trials. By the time Charlton had earned the Atlantic, Burma, Africa & Italy Stars I was feeling my feet in secondary-modern school !

We at Pontypool are all very proud of this young man (I'm sure the grey hair is only a disguise !) and wish him well with the morse. He'll do it. Listen out for GW or GC3RNH on Tuesday evenings - it could be Charlton's voice you hear.

Toulon  
France

Packet from Maurice F6IIE @ F6KDJ/2898

I found your packet address in a recent NL (G0MNL @ GB7HJP) and decided to drop you a message to see if the link is OK.

All is fine except I'm busy and missing the Friday 10 MHz Net. Please tell everyone that I'm not forgetting the RNARS, it's just that I'm very busy - especially Friday evenings. I'm looking forward quieter times at work .....

My regards to all RNARS members.

Eston  
Cleveland

From Hugh G7NQR/3999

Reading the Winter NL brought back some memories of my time in the Andrew. It was Aug/Sept time 1979 I think and HMS JUPITER and her crew (myself included) were sailing for lands afar, West Indies Guard Ship to be exact - 1st stop Gib then onward to sunnier climes. We left Guz and headed straight into a Force 10 that lasted nearly all the way to Gib, at about 50 miles off Cap San Vincent we picked up a Mayday from a Greek ship called MV IRIS carrying sugar from South America to Spain. By the time we got to her she had gone to the bottom along with some of her crew. It was amazing that as we started to pull the survivors out of the water the sea, almost as if by magic, started to flatten out. I remember that the youngest crewman was just 16 and on his

maiden voyage, he was one of the lucky ones - we pulled out about 12 in all including 5 who had perished. The last I saw of any of these men was in Gib the next day, they were the most grateful people in the world, they only had a small amount of money but wanted to buy us all a beer. The rest of the trip was something else, visits to USA etc. The next Navy Day came along in Guz and low and behold we got a mention .... it actually said we were heroes but I don't agree, it was just what any sailor would have done in that situation and that was help each other.

If any of 3MP Mess of stokers is reading this and wants to get in touch just drop me a line, I was onboard JUPITER Jul 78 - Dec 79.

Also does anyone know the whereabouts of D169761G BADGER Peter ? He joined up with me and was from Southampton, I would like to get in touch with him again because he was a good oppo.

*(I was about 2 days behind you in that storm onboard HMS LONDON and can vouch for the state of the weather. We picked up some of the bodies from the IRIS you missed ! Ed.)*

Scarborough  
North Yorks

From Brad G4SKS/1404

Reading my copy of the Winter NL, I am pleasantly surprised with the interest taken in Madagascar. In the Navy News there has also been some correspondence and I did write to them correcting an item about who sank what in the landings of 5th May 1942. The main landings took place at 0400 on that day but the FOO's (Forward Observation Officers) and party were two hours ahead, I being FOO 1 and L/Tel Cocksedge FOO 2, his party going south to Antisarane whilst I took the northerly route to Diego Suarez and Orangea Peninsular.

On the morning of the 6th we were held up by naval gunfire (French) from FS D'ENTRE-CASTEAX, I called for indirect fire from HMS LAFOREY and in less than half an hour the white flag went up, not bad shooting really as the target was a sloop and the shooting was over the top of some hills. The outcome of correcting the item in the Navy News was a letter from an

old LAFOREY member saying that they had no idea what they were shooting at, shooting to maximum range and hitting the target several times in the 78 rounds fired wasn't bad going - all I did was "Up", "Down", "Left", "Right" and "Fire for Effect"

.....well everyone doesn't know these things !!!!!!!

East Didsbury  
Manchester

From Cyril G0PQU/3883

..... It was while browsing through the "Letters to the Editor" in the Autumn/Winter 91 NL that a letter from Bill G2DKG/ZS6AKC/3076 brought back memories of Slangkop, where I had worked as an RN Telegraphist from June 45 to June 46.

I had made arrangements to visit South Africa in April this year and if possible try and find the site of the wireless station. Having made my way from Capetown to Simonstown and Kommetje I found that the station had long since gone and the site on which it stood was now a very large caravan site, although with an approach road called Wireless Road!

Simonstown doesn't seem to have changed very much, St George St with the verandah'd shops, the Naval Dockyard and Lord Nelson Hotel still look pretty much the same after 46 years. Klaaver Camp, situated on the hilltop behind Simonstown, is now the South African Navy Signal School, and Jubilee square overlooking the Naval Dockyard has a life size statue of AB Just Nuisance (*that MUST be worth a story someone. Ed.*)

Capetown, like most modern cities, has changed beyond recognition except for the Gardens, the Town Hall and the monuments. The drinking places I vaguely remember were the Standard Hotel and Delmonico's, neither of which now exist.

I hope this little reminiscence may have stirred the memory of those who were either stationed in the Capetown area, onboard ships that put into Simonstown from time to time or just en-route for duties in other parts of the

world.

If there is anyone out there who served at Slangkop during my time I would be pleased to hear from them - I've a few photos of various oppos and Watches that may be of interest and bring back a few memories.

Ottawa  
Canada

From George VE3DMC/0725

..... Coincidences have always fascinated me; the two below are perhaps worth telling. A QSO with Denis G4CQJ/1817 a few years ago brought to light an incident in which we were both, unexpectedly, participants. He had come to Nova Scotia to join MMS 201, one of a group of motor mine-sweepers built in Canada for the RN. While the vessels stood by in Halifax for orders to depart overseas, U 119, on 1 June 1943, laid a moored magnetic minefield in the approaches to the harbour. The transiting MMSs and BYMSs were fortuitously available and, despite their inexperienced crews, were called upon to assist local mine-sweeping forces clearing the field FAIRMILE ML-053, of which I was CO, was sent out on mine recovery duty, tailing the sweepers and watching for freed mines to surface. The effort was "rewarded" twice when floating mines, swept by BYMS 988 & 989, were secured and beached for rendering safe by RMS personnel.

The second coincidence began even earlier when, in the last week of April 1932, two young men 2800 miles apart were granted Canadian amateur radio licenses. In Vancouver BC I was issued with the call sign VE5GS and Joe, in Bowmanville Ontario, was issued with VE3LG. Both of us served in the RCNVR in World War II and subsequently came to reside in Ottawa. Some years later, hearing strong nearby signals in our receivers, we found we were neighbours and living less than 200 yards apart. Another surprise was that our amateur radio certificates are numbered 1496 & 1498 respectively, both of us had wartime service in the Atlantic and that we were both members of the RNARS. I now sign VE3DMC/0725 and Joe VE3LBQ/1826. On the 60th anniversary of our becoming amateurs

we had a celebratory dinner with our XYLS.



Joe VE3LBQ/1826      George VE3DMC/0725  
on the 60th Anniversary of their becoming amateurs

Istanbul  
Türkiye

From Yus TA1AN/3839

..... Excuse me but I don't know too much English and beg your pardon for my mistakes. Hi !!!

When HMS SCYLA and ANDROMEDA visited Istanbul with other Canadian, Norwegian and German ships I met up with Mal G4ZIY/2122 and his friend Gerard, a "PO of the Radar", (*PO(R) I think Yus means ... Ed.*) who said "I will be a radio amateur as soon as possible !" We went to the Bosphorus, Galata Tower, Covered Bazaar, Topkapi Palace and many other places of interest that sailors traditionally like to see.

For the return match I visited HMS ANDROMODA, along with Hus TA2BU/3618 where we were well entertained. We talked too much about everything and drank beer in the PO's Mess ( ..... a fatal mistake, I know from

*bitter experience. Ed.)* which we enjoyed very much. Hus was talking too much so Mal and Gerard stuck a sticking plaster over his mouth ..... we laughed very much about that !!!!!

Later Mal and Gerard came to the TARC AGM in uniform and met many other TA amateurs, at the following meal they had a chance to drink raki and we played folkloric games (!) with them. Please pass my thanks on to them both, I enjoyed their visit and their gift of a flag and ships crest to my club was very appreciated by all the members.

I would also like to pass on my greetings to all the other RNARS members.

*(Thanks for your letter Yus, I'm glad to see Mal & Gerard maintaining the traditions of the RN - and I'll publish one of your photos just to prove it ! I've sampled that famous Turkish hospitality onboard TCG ANITTEPE and an ANITTEPE tankard has pride of place on my desk at work. Many thanks for all your efforts and those of the TARC. Ed.)*



Mal G4ZIY/2122  
(left)  
&  
Yus TA1AN/3839  
(right)

And if you think this is milk we're drinking .....!

Note from Editor to:

Jack G4IFF/0020

Dick G3TIX/0298

Peter GM3VNH/0292

Bill G4UFY/3027

Casey VK2CWS/3385

Your comments on the merits of publishing the AGM minutes in full are noted and I'll wind my neck in, my suggestion got no support what-so-ever .....

Sudbrook Park  
Lincoln

From Philip G3LPN/0193

At the recent AGM the proposal for the establishment of a new Affiliate Membership category was followed by a fair amount of dissent as well as support, after a somewhat inconclusive debate it was suggested that members should write in making their feelings on the matter known.

Speaking later to other members I found that some of them felt like myself in that although such a contingency proposal might well be a necessity for the future, we were uncomfort-

table with the proposals.

There is a feeling in some quarters that the RNARS is somewhat "top heavy" and removed from its original concept of being a Royal Navy amateur radio society for "licensed serving members, past and present", I made this point during the AGM discussion with my fear that the society was becoming "watered down". We were formed mainly by licensed ex-Telegraphists & Signalmen but it was inevitable that others who share the background of maritime brotherhood and radio interest would wish to join. Nowadays it would seem that we are becoming merely members of a sort of radio "Friendly Society", gathering under a convenient banner and gregariously netting for number & QSL swapping purposes and open to virtually anyone who can claim to have travelled at some time or other on the Gosport Ferry (!) ..... and here was the Committee proposing yet another easy way into the membership.

If, for financial and economic purposes, we need to attract ever increasing numbers then let's tighten and not loosen the requirements for membership. There are many more licensed and bona fide ex-RN, RM and MN personnel outside the Society than were ever in it who, I suggest, might be tempted to join provided the terms of reference were satisfactorily nautical and not just for another CB'ers fellowship.



..... If the proposal were merely one of expediency in order to allow the Society to honour or show reward to an individual who has shown special service, then surely the reward of HONORARY membership would suffice .....

My own view is that while I am sensible to the need for this and future honoraria I can see quite clearly the necessity for the correct terms of reference ..... I believe the majority of the membership will agree to HONORARY Membership being conferred to reward service to the society but few will remain comfortable with the vague term AFFILIATE.

The suggestion of nomination by a specific numbers of members cannot work satisfactorily ..... and could be open to a suspicion of lobbying.

In summary then I believe that:

- a. ... the requirement of AFFILIATE Membership as proposed at the AGM is wrongly conceived and that the award for a non-member who has given excellent and outstanding service to the Society should be HONORARY Membership.
- b. ... the Committee should be the body having sufficient power to confer both HONORARY & AFFILIATE Membership without reference to the general membership, but that the degree of priority and classification should be clearly defined and terms of reference published. .... and that applications for this form of membership need not be subject to multiple sponsorship and need only be proposed, seconded & carried within the Committee.
- c. ... AFFILIATED Membership should only be awarded to licensed amateurs of another Service or Service society who have given valuable service to the RNARS.
- d. ... AFFILIATED & LIFE Membership should be awards which the Committee may confer upon long serving officers of the Society.

Ffestiniog  
Gwynedd

From Brian GW0JXW/3369

The letters and comments that have been

brought about by the proposed AFFILIATED Membership, as proposed to the members at the AGM, requires me as the prime mover of this category of membership, to respond with some comments of my own.

I feel that it was unfortunate that the member who replied from the floor of the meeting referred to the exclusiveness of the Society as he saw it and the watering down of this exclusivity by including amongst others ex- and serving members of the Merchant Service. I would like to point out to him that there are very many members that have joined by this route and that they are not all ex-RO's which he seems to think is a necessary qualification to become a member, he would no doubt be surprised to learn that there are ex-MN members that are serving the Society on a day-to-day basis and not occasionally when they feel like letting off steam. This one remark at the AGM has done more harm and offended more members than any other I can recall. As another member pointed out in the Winter NL the RN grew out of the Merchant Navy.

The letter from G3LPN (*above*) ..... I was asked to read and comment on as a serving Committee Member.

The remarks about ferries I consider to be embroidery and not really worthy of comment but I would like to make the point that, for example, giving five years service to a society of which you aren't a member is by no stretch of the imagination an easy way into any society. I do not consider this proposal as a means to easily obtain a vast increase in membership, if the writer had taken the trouble to read the proposal as a means to easily obtain a vast increase in membership before putting pen to paper he would have seen that only one AFFILIATE member per year can be proposed, hardly a watering down of our exclusive membership. No, the proposal to have this category of membership grew out of the feeling that there were certain individuals who had given freely of their time to our Society but, due to our strict rules of entry, were unable to become members when that was their dearest wish. The Committee, and G3LPN believes that it should be the Committee that make the decision on his behalf, decided that they did not think that HONOR-

ARY Membership was suitable for these individuals. The name AFFILIATE was deliberately chosen because we do know what the word means, the parent in this case being the RNARS, and we considered these individuals to be like minded people of a similar discipline i.e. Amateur Radio.

Other points that Phil makes I tend to agree with, I do feel that the Committee should be able to make these appointments without having to refer to the membership as a whole, but the Changes to the C & R's have to be made first, and that has to be brought up with the

membership. I also agree that the title HONORARY Member really belongs to someone that the Society would like to be associated with but (either) has no connection with the sea or amateur radio. It is perhaps significant that there are currently no Honorary Members of the RNARS.

It was not my original proposal that sponsorship of ten members should be sought when proposing an AFFILIATE member, I felt that the Committee could be entrusted with this, however the Committee wanted to ensure safeguards and that is why sponsorship is proposed, prior to scrutiny by the Committee.



First the Jimmy was around .....

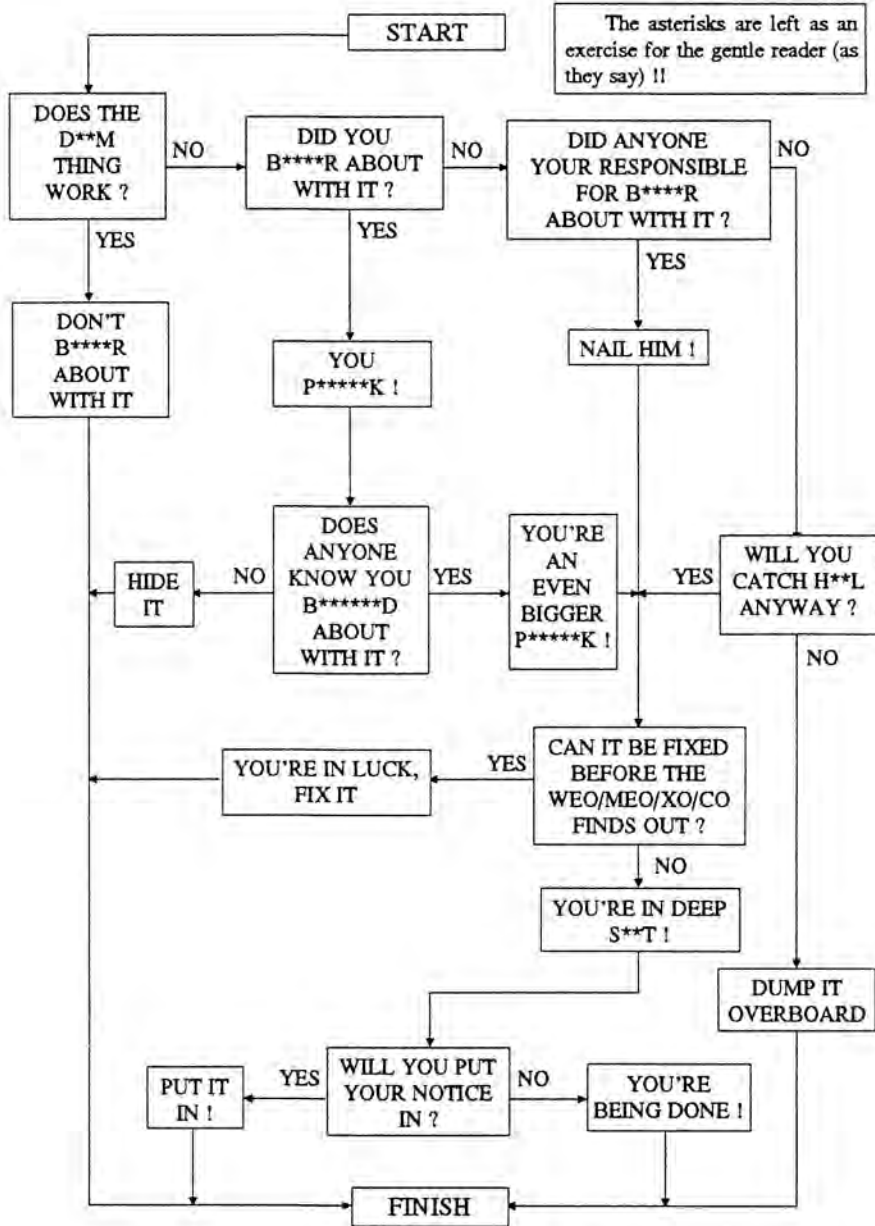
*(G4KLQ/2744 - middle row, stbd outer)*

## HMS GLASGOW at Gibraltar - Spring Cruise 1938

..... then he wasn't !!!!!!!

*(G4KLQ - port barrel)*





## UNIVERSAL NAVAL TROUBLESHOOTING CHART

# Changes & Re-joiners

John	0058	G8HV	Lt Cdr JRD Sainsbury RNVR, 2 The Precinct, Green Lane, Morden, Surrey, SM4 5PB.
Mickey	0092	ZS1WA	M Warr Ambleside, 87 Drama Street, Somerset West, 7130 Cape, R.S.A.
Bill	0123	GM4AGL	W R Ferguson 72 High Parksail, Erskine, PA8 7HX.
George	0199	G3RRX	G Oxbey Silent Key.
Nigel	0200	ZL2TX	N A T Hardey Add Post Code 46454.
Ceri	0252	G3SGN	Mrs C Stone Resigned.
Don	0346	G3WAU	D Smith Silent Key.
Harry	0435	G3EMO	H H Ward Silent Key.
Jack	0477	G3SCU	J Savage Resigned.
Glynn	0493	G4MYA	G Buhouse The Cedars, Foulbridge Lane, Stainton, North Yorks, YO13 9AY
John	0497	GW3TZU	J E Harding Beach Tree Cottage, New Road, Hammer, Clwyd, SY12 2JX.
Tony	0548	VK2IC	A Magon 2/29 Knox Street, Belmore, NSW 2192, Australia.
Doug	0626	G4BEQ	G D Hotchkiss Resigned.
Charles	0662	G3FUI	C Sargent Silent Key.
John	0711	G4BVA	J A Edwards 2 Chantry Close, Teignmouth, Devon, TQ14 8FE.
Sven	0871	SM0DX	S Milander Resigned.
Tony	0889	G3ZRJ	A C Roskilly 11 The Verneys, Old Bath Road, Cheltenham, Glos, GL53 7DB.
Bill	1097	G3RKC/W1	W J Bryan Silent Key.
Nick	1121	IT9XNM	N Mastroviti Via Marina Di Ponente 71/b, 96011 Augusta, Italy.
Ed	1245	VE3EWS	E W Shields Silent Key.
Ed	1306	VK2AQF	E Carruthers Rejoined.
Dixie	1323	VK7HP	R G Lee 4/25 Synnot Street, Werribee, VIC 3030, Australia.
Les	1335	G4NOZ	L I Boper Silent Key.
Bernie	1419	VK5BRNB	G Edwards Was VK5ABG.
Fred	1437	SWL	LRO(SM) F Upson, HMS Trenchant, BFPO 405.
Manny	1548	DK8LW	M Seivers Wendelstr 1, 5483 Ahrweiler, Germany.
Tony	1568	G4MTQ	A P Tapp Penujan, 22 Parsons Green, Kelly Bray, Callington, Cornwall, PL17 8EY.
John	1583	G2BYK	J C Payne Silent Key.
Bob	1599	VK/SWL	R G Askill Almondo Corner, Rushlea Road, Eden Vaqley, SA 5235, Australia.
Al	1600	VK2AXR	A Davis-Rice Rejoined.
Sid	1713	VK3ASC	S T Clark CGRV, 99/83 Freeth Street, Ormiston, QLD 4160, Australia.
Ernie	1932	G14MRZ	E Smith Resigned.
Don	1957	KA9CRF	D Driver Resigned.
Derek	2126	G4WWP	D G Barry 8 Dell Lane, Little Hallingbury, Nr Bishop Stortford, Herts, CM22 7SJ.
John	2216	G4XRN	J C Lucas 10 Laton Road, Hastings, East Sussex, TN34 2ET.
Ken	2226	VK1KF	K G Fairs PO Box 377, Jamison Centre, Canberra, ACT 2614, Australia. (G4KMG)
Chris	2324	GD3ZEX	C Douglas Ballacowin Cottage, Glen Road, Laxey, Isle of Man.
Eric	2420	G4WMT	E D McPherson Resigned.
Francis	2444	G6YWK	F A Goodman 22 Amal-an-Avon, Hayle, Cornwall, TR27 4QD.
Mervyn	2453	G6XZK	M G Saunders Resigned.
Herman	2455	PA3BFH	H Van Den Berg Hoofdweg 132, 1433 JX Kudelstaart, The Netherlands.
Angus	2456	G4EWQ	Rev AEA Murray-Stone, Silent Key.
Dave	2489	GIISB	D Macken Resigned.
Bernie	2698	G2VH	B G Byne 49 Greenfield Crescent, Cowplain, Waterlooville, Hants, PO8 9EJ.
Pete	2776	G0AIA	P J Scarff Lapsed.
Moirs	2782	VK8NW	Mrs M E Millgate, Rejoined.
Tom	2783	G4ZLI	T F Schofield 34 Oaks Drive, St Leonards, Ringwood, BH24 2QT.
Ian	2847	SWL	LRO(T) I S Pounder, 3Q Mess, HMS Chatham, BFPO 253.
Gerald	2851	PA3DKZ	G Van Der Voort, Meerkoetsstrat 104, 1761 ZK Anna Paulowna, The Netherlands.
Hugh	2858	G14RXP	H Finnegan Silent Key.
Andrew	2893	SWL	A King Resigned.
David	2903	GM4UTKD	R James, Baltic House, Baltic Street, Montrose, Angus, DD10 8EX.
Bert	2970	OZ1CKI	G Hologersen Paradis Alle 6, Ramloese Soekrog, 3200 Helsing, Denmark.
John	2991	G0IUE	J Wheeler Resigned.
David	2992	G6TRN	D J Best Lapsed.

Fred	3075	G3IAG	R F Pilkington 35 Calle Esperanza, Nuevo Chilches,29790 Malaga, Spain.
Charlton	3125	2W1BFK	R C Cole Was SWL.
Roy	3134	G8GMT	R B Mainwaring Resigned.
Ian	3190	SWL	I Borland Resigned.
Ken	3196	G1UGD	K J Deeley Silent Key.
Jim	3217	G10HHE	J W Dowey 27 Kings Avenue, Newtownabbey, Co Antrim BT37 0DD.
Arnold	3263	KK4VN	A Pederson Resigned.
Terry	3286	G0SWS	T J Stow Was G1XXCQ.
Dieter	3306	DL8KAZ	D Muller Resigned.
John	3326	G1NKM	LRO(G) J Davis 2Q Starboard Mess, HMS Cardiff,BFPO 249.
Neil	3363	GM0KBC	N McCormack Was GM1VXJ.
Chris	3377	G7DIO	CCWEA C J Harper, Resigned.
Bobbie	3387	SWL	Mrs R B Harper Resigned.
Mike	3455	VP8CMH	M P Gloister Also G0HCQ.
Paul	3458	G1CZH	P Harkins Resigned.
Larry	3519	VK2GWE	G R Tracey Was VK2VLT.
Paco	3528	SV2AJX	P Bountoukas 58 Abelonon Str, Thessalonika,GR-56123, Greece.
Don	3567	ZL4QO	D Lawson 30 McFadden Drive, Mosgiel, New Zealand.
Bruce	3578	GM0HQT	B D Bell Resigned.
Nick	3579	G8VGO	G A Grieve Lapsed.
Rob	3590	G0KNP	R Townsend Resigned.
Bill	3600	GM0HK5	WORS(SM) W Beattie, 50 Drumfork Road, Coltrain,Helensburgh, Dunbartonshire, G84 7TY.
Erik	3636	OZ7RA	E Oersted Lapsed in error - reinstate.
Glenn	3712	VK1XX	G C Dunstan Was VK1DD.
Steve	3730	VK4SJB	S J Bloxham 2 Teraglin Street, Manly WestQLD 4179, Australia.
Erwin	3758	NN8GE	J Raven 620 Second Avenue, Apt 1, Concordia,Kansas 66901-2799, U.S.A.
Brian	3801	G3MBN	B C Gibbs Resigned.
Andy	3803	G7GWA	A Jakins Resigned.
Vic	3840	G0MCX	V N Price Silent Key.
Martyn	3843	GJ0SVZ	M J Cooper Was GJ6HWX also CT3GB.
Richard	3858	G7JZR	S/Lt R Taffler Lapsed.
Brian	3888	G0TAR	B D Lucas Was G7JTW.
Jim	3913	EA7HBY	J Belles PO Box 2847, 11080 Cadiz, Spain.
John	3960	G3HKZ	J Hegerty 20 Edith Rd, Maidenhead, Berks, SL6 5DY
Albert	4002	G4CQK	A G Allnut Silent Key.

## DELETE THE FOLLOWING MEMBERS FOR NON PAYMENT OF SUBS IN 1992.

0062	GW3ITD	0274	G3TMF	0651	ZS6FIX	0681	SWL	0804	G4CQF
0978	G4EVP	1006	G14HMI	1110	G4DGB	1116	G13YMT	1437	SWL
1654	G4SJE	1665	VE3ESC	1739	G4SOL	1772	G4KXO	1809	SWL
1824	G0BCP	1881	G8YEV	2027	G4FMN	2034	G2DSB	*****	
2060	GW4LNK	2131	G4UQN	2206	SWL	2295	G8RWN	2308	G1DFK
2355	GW6HHO	2460	G4YDN	2478	G0AQL	2501	GW6UXD	2515	SM6CVE 2517
	G0AYZ	2615	DK1RT	2634	GM4XAW	2648	G4SJV	2651	SWL
2722	GW4XLK	2745	G0AVJ	2750	G4FZV	2824	GW1ENG	2828	G0DVD
2836	G0AWF	2847	SWL	2860	G0BUS	2873	PA0VDB	2903	GM4UTK
2914	GW4ZUO	2961	VU2FMB	2965	G0HVC	2972	GW0APL	3007	G1WZZ
3032	G0DXY	3064	EI9EF	3098	G6LIY	3136	G0FYA	3138	G7ATD
3160	G0PLF	3193	G0ILK	3197	G1PQQ	3221	SWL	3253	G3BTG
3316	SWL	3321	GW8NV	3330	G1DKX	3353	G0OJT	3415	SWL
3418	G7DQA	3451	W1UJ	3459	G0NWX	3501	G0BJN	3503	G0LPP

3514 GOMIK	3541 G0JJJ	3561 G4SMU	3575 GWOLXD	3588 GOLUB
3608 GOK YP	3630 G0OOM	3632 IK4HLO	3646 GW40JX	*****
3658 GU0MFP	3698 G1YJN	3701 KD1GH	3707 SWL	3714 GOLJL
3734 GM0LEY	3738 VE7JAK	3757 SWL	3769 K8KEM	3773 SWL
3775 PA3FHC	3779 G0OPT	3789 SWL	3792 VK1KT	3793 VE7BVZ
3807 VE3RWB	3808 VE5DMN	3821 OX3CS	3832 N6ANQ	3844 G0PHJ

## New Members

Derek	4006	VK2XDH	D A Holyoake 166 Hector McWilliam Drive, Tuross Head, NSW 2537, Australia.
Rose	4007	9H5RV	Miss R M Vella 121 Sisters Street, Targu, Malta GC, PIA 005.
Ron	4008	GW3IBX	R H Wright 89 Llandudno Road, Rhos-on-Sea, Colwyn Bay, LL28 4PJ.
Bill	4009	GW7MFU	W J Thompson Pfridd Fach, Bwlchderwin, Gamlodbenmaen Gwynedd, LL51 9EQ.
Andrew	4010	VK3AND	A P Abbot 35 Morinda Crescent, East Doncaster, VIC 3109, Australia.
Mike	4011	EI2DJM	L Wright 5 Woodview Park, The Donahies, Raheny, Dublin 13, Ireland.
Jim	4012	VE7IED	J C McGill 4456-46a Street, Delta, B.C., Canada, V4K 2M3.
Colin	4013	G4HHU	C Jones 3 Teneniffe, Marine Parade, Lyme Regis, Dorset, DT7 3JE.
Les	4014	VE7CSY	L J R McBurney, 4314 Vipond Place, Burnaby, B.C., Canada, V5J 1K6.
David	4015	G7JXL	D Kemidge 69 Springfields, Dunmow, Essex, CM6 1BS.
Ian	4016	GW3FSW	I Wilks Ty Celyn, Axton, Holywell, Clywd, CH8 9DH.
Fred	4017	G3TLF	T F Adey 7 St Peters Close, Orchard Lane, Hutton, Nr Driffield, S Humberside, YO25 9YZ.
Dan	4018	ZL2TON	D J Leyland PO Box 40820, Upper Hutt, New Zealand.
Willy	4019	DG2LAQ	W Raeth Norderstrasse 44, 2257 Bredstedt, Germany.
Brian	4020	SWL	B A Read 10 Shamblers Road, Cowes, Isle of Wight, PO31 7HF.
Colin	4021	G0AML	C Stewart Hamsfell Cottage, Grange-over-Sands, Cumbria, LA11 6BG.
Tony	4022	VK2BWC	A Cox 59 Monteith Street, Warrawee, NSW 2074, Australia.
Ray	4023	SWL	R Wilkin 117 Bam Meads Road, Wellington, Somerset, TA21 9BD.
John	4024	ZL2JON	J Robinson 9 Watson Street, Bulls 5452, New Zealand
Trevor	4025	VK7TJ	T J Wright 25 Richardson Crescent, Burnie, TAS 7320 Australia.
Peter	4026	G8YVU	P Kirkup 337 Wheatley Lane Road, Fence-in-Pendle, Burnley, Lancs, BB12 9QA.
John	4027	G1GSM	J Blackburn 26 Cherry Tree Close, Romsley, Stockport, SK6 4HD.
Arne	4028	SM4AJG	A Dalhusen Kopparv 20, S-791 43 Falun, Sweden.
Sten	4029	SM4CTI	S Tegfors Vikhyttan 190, S-776 00 Hedernora, Sweden
Ger	4030	EI8HT	G Kerneally 23 Knockaverry, Youghal, Co Cork, Eire.
Charlie	4031	G0OML	C J Dale Jnr 11 Sixth Street, RAF Croughton, Brackley Northants, NN13 5NQ.
Andy	4032	VE3CWG	A Mowatt 330 Victoria Road N, Guelth, Ontario, Canada, N1E 5J4.

The rules for both Naval Contests in 1993 are below, please read carefully and do not get them mixed up.

## INTERSERVICE CONTEST 18/19 DECEMBER 1993.

DATE/TIME	181600 GMT TO 191600 GMT
STATIONS	RNARS. MARAC. INORC. MF. YO.
BANDS	3.5, 7, 14, 21, 28 MHZ 3510-3570 7010-7040 14025-14070 21025-21070 28025-28070 CW 3700-3750 7050-7100 14150-14250 21200-21300 28500-28950 SSB
EXCHANGE	R.S.T. and Naval Number. Only one number can be used throughout the contest. Non members give serial number starting with 001.
SCORING	10 points per Naval Club member, 1 point non member.

MULTIPLIER	Total number of Naval Club members worked. (Station can only be counted ONCE although worked more times.)
TOTAL CLASSES	Total points multiplied by number of Naval Stations worked. Class A = All Band Mixed Mode      Class B = All Band CW Mode Class C = All Band SSB Mode      Class D = All Band CW Mode SWL Class E = All Band SSB Mode SWL      Class F = All Band SSB Mode SWL Class G = Top Non Naval Club Station
AWARDS SPONSOR LOGS	First in each class from each Naval Society. Italian Naval Old Rhythmers Club Logs to:-

TO BE ANNOUNCED LATER.

Logs by 31 January 1994.

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## RNARS ACTIVITY CONTEST 1993.

This is an RNARS Activity but to make it worth while incorporating other Naval Society members ie MF, MARAC, and INORC.

DATES:-	Saturday 13 November 1993 - CW Sunday 14 November 1993 - SSB
TIMES:-	0600 to 1800 GMT both days.
BANDS:-	+ or - 3.5 7. 14. 21. 28. CW 3520 7020 14052 21052 28052 SSB 3740 7050 14335 21360 28933
EXCHANGE:-	RST and naval number. Non members RST and number from 001.
SCORING:-	Contact with Naval Station 10 Points Contact with Non Naval Station 1 Point
MULTIPLIER	Each RNARS DXCC COUNTRY worked overall. VE, VK, ZL, W & ZS Call Areas all count different Country.
LOGS:-	Separate Logs for each band. Logs are to be received by 31 December 1993 to count.

### CERTIFICATES WILL BE AWARDED TO THE FOLLOWING:-

1. Top RNARS in each Country
2. Top RNARS QRP station (10 watts & under)
3. Top RNARS SWL in each Country
4. Top NON RNARS Naval Station in MF, MARAC & INORC.
5. Top NON RNARS participant
6. Top NON RNARS SWL

CW LOGS TO:-  
Ray James GM4CXM  
4 Pentland Place  
BEARSDEN  
Glasgow  
G61 4JU

SSB LOGS TO:-  
Butch Pearson G0CBY  
107 Southeastern Road  
RAMSGATE  
Kent  
CT11 9QD

1992  
INTERNATIONAL NAVAL CONTEST  
RESULTS (RNARS).

CLASS A.

1.	GB4RN	RN0004	356796	3.	PA3EVY	MA0164	112880
2.	DL0MFG	MF0750	281428	4.	SM5BDY	MF0517	39117

CLASS B.

1.	HB9ASZ	MA0333	639219	74.	DL3HXH	N.M.	42816
2.	LY3BA	N.M.	620653	75.	OK1FR	N.M.	42368
3.	G4LZB	RN2253	339295	76.	DL1JE	RN2657	39528
4.	GM4SID	RN1629	311264	77.	DL3BK	RN3156	38019
5.	DL5LAV	MF0411	307329	78.	PA2REH	MA0153	37024
6.	G3MRC	RN0033	279926	79.	G4PTE	RN2008	36452
7.	IK0SHF	IN0299	278300	80.	LA4KG	MF0418	36296
8.	DK6OR	N.M.	266450	81.	4X1OZ	MF0530	35206
9.	DK3VZ	MF0284	264750	82.	DL3BRA	N.M.	34375
10.	DJ9WB	MF0025	246480	83.	PA3CNK	MA0070	31096
11.	DL0MF	MF1000	223010	84.	DL9SJ	MF0311	29839
12.	UB5WAT	N.M.	218736	85.	DK2TB	MF0491	28836
13.	DL3HRH	MF0542	217250	86.	DL9HP	MF0446	27132
14.	H1YRL	IN0027	206000	87.	F5YG	RN3948	26190
15.	ON4EX	RN1682	180116	88.	PA3CBU	MA0322	25542
16.	OK1GR	N.M.	172960	89.	DL6LBA	N.M.	23310
17.	PA3CWG	MA0010	171248	90.	PA0ANK	MA0130	23230
18.	DL2LBG	MF0374	167552	91.	DL2JSN	MF0590	23000
19.	DL3JV	MF0340	165680	92.	DJ2ZB	MF0092	22489
20.	DL0MFB	MF0550	155088	93.	DF4QP	MF0493	22264
21.	KA4IFF	RN1626	145230	94.	PA3CVY	RN3443	22044
22.	G3AWR	RN1195	141564	95.	LY3BY	N.M.	20108
23.	LA1IE	RN2072	138031	96.	DF3FN	MF0242	20064
24.	DL3ZBJ	4N3419	135676	97.	DL4RR	MF0230	19909
25.	OE6PN	RN1243	131610	98.	OE4JMB	MF0334	19800
26.	PA3DNH	MA0099	128820	99.	YU7LS	N.M.	19152
27.	DK5VC	MF0074	125646	100.	DL2HCB	MF0490	18532
28.	DL0DAU	MF0450	125615	101.	DL1DRA	MF0604	17594
29.	PI4MRC	MA0100	120602	102.	DF3QN	MF0244	17176
30.	DL1VBL	MF0538	115974	103.	DL9AJ	N.M.	16834
31.	SP7DTP	MF0470	111012	104.	DL5LZM	N.M.	15873
32.	DL1ZQ	IN0149	108715	105.	DL8JE	MF0279	15522
33.	DL5HL	MF0543	105315	106.	DK2EE	MF0592	15340
34.	PA0YZ	MA0306	104030	107.	LA5AP	N.M.	15200
35.	DL1BJA	MF0568	106950	108.	DL1GE	RN2482	15086
36.	DJ7LH	MF0580	97375	109.	DL6FH	MF0412	14630
37.	LY2PAQ	N.M.	94203	110.	DJ3YU	MF0159	14393
38.	DF4QW	MF0027	92456	111.	DL8IH	N.M.	13685
39.	OK3CAB	N.M.	91168	112.	DL8UXF	N.M.	13392
40.	YC2DFA	RC0024	86031	113.	HA2RQ	MF0582	13284
41.	DL0MFW	MF0950	85680	114.	I3FDZ	IN0168	12392
42.	DL9MG	MF0384	85034	115.	ZS6AJS	MA0040	12256
43.	DL5OAI	MF0477	80367	116.	PA3CIB	RN2176	11232



44.	DL2DWA/P	MF0547	77231	117.	DI4QB	MF0184	10656
45.	DL6CGG	MF0504	77112	118.	SP2FAP	N.M.	10449
46.	DL2SBR	RN3257	76738	119.	LY2BCX	N.M.	10416
47.	PA0XAW	RN0967	75400	120.	PA3BEJ	N.M.	10336
48.	YO8FR	RO0044	74606	121.	PA2CHM	MA0026	10292
49.	YO3CR	RO0001	73146	122.	HA5FA	N.M.	9657
50.	DL1JHR	MF0578	68040	123.	DL1JRG	MF0602	9540
51.	DK8XB	N.M.	67600	124.	DF1TB	MF0170	9300
52.	PA3EVV	MA0314	66941	125.	DL6JB	MF0232	8536
53.	DI7AC	MF0329	94584	126.	DL9DBI	MF0370	8262
54.	DL3FCZ	MF0466	62396	127.	DK9HH	MF0228	7614
55.	DL4JYT	N.M.	61404	128.	OK2PAW	N.M.	7075
56.	DL1DSN	N.M.	59640	129.	OK2PID	N.M.	6250
57.	DF6ZK	MF0114	58236	130.	G3WP	RN0236	6072
58.	DL1EV	MF0245	58236	131.	DL9QI	MF0199	6024
59.	VK2ALG	RN1196	57882	132.	SM6JSS	RN1461	5760
60.	DL5HCS	MF0308	55278	133.	OE6ESG	MF0485	5016
61.	DL2AMF	MF0508	54504	134.	DI8MT	DMF0430	4950
62.	YU7SF	N.M.	53192	135.	YO4CBT	RC0006	3781
63.	I2OEB	IN0177	52233	136.	YO2CTX	N.M.	3438
64.	OK3KXR	N.M.	51940	137.	OK1CZ	N.M.	3230
65.	G0KKG	RN3485	49590	138.	DL3OD	MF0036	2992
66.	UY5OQI	IN0287	48832	139.	DK7FP	N.M.	2445
67.	G0DID	RN2917	47154	140.	YO2ALK	N.M.	1915
68.	DL6TG	MF0307	45568	141.	DL1LAW	IN0265	1781
69.	DI1PQ	MF0558	45360	142.	PA0HRM	MA0345	1631
70.	DL8TV	MF0495	45210	143.	DJ0SH	N.M.	1452
71.	OK3QW	N.M.	43896	144.	Y21GF	N.M.	855
72.	DL5AMF	MF0527	43281	145.	PA0VLA	MA0055	546
73.	DL7UXO	MF0616	42840	146.	DH0DO	N.M.	360

## CLASS C (SSB)

1.	GW0JXW	RN3369	39387	4.	DL3EAW	MF0360	4452
2.	ZB2/N5OKR	RN3831	13000	5.	OE8NIK	IN0242	2265
3.	PA3EKD	MA0091	5324	6.	DL9LL	MF0015	497

## CLASS D SWL

1.	OZ-DR2044	RN3675	164670	2.	SP4-208	N.M.	265
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## CHECK LOGS.

DL6COR, EA3JC, EA5GGV, OZ2JI, PA3EKD, PA3FFM, PA0JED, PI4MRC, SP2CBS

SV2AJX/MM (RECEIVED AFTER DEADLINE)

## GENERAL REMARKS.

Everyone seemed to enjoy themselves, which is the object of the contest, with most reflecting time to pass the time of day with their counter parts.

A lot of members failed to read the rules properly, which made marking more difficult than it should have been, however, with the scoring as it was, this was not difficult to rectify. The main error was counting of the multipliers, most counted every Naval QSO, whereas the object is to contact as many different members as possible, for you can only count a station ONCE for a

multiplier, this is intended to give the DX stations more of a chance.

A few people used more than one Naval number, which was confusing, remember you only transmit the Naval Number you start with, do not start quoting other Naval numbers, as this gets confusing to the stations you work and to the SWL's. This often occurred when people worked YO3CR and they wanted him to quote his MF number instead of his RO number, people should know it is the same operator.

Once again the mixed mode and SSB sections were poorly supported, guess our Naval Clubs are more inclined to the CW side of communications, though I did find it difficult to gauge any frequency to be near on SSB to get a contact, plus QRM seems to be more horrendous on SSB than CW.

Some comments received that not enough RNARS were active, in checking there were over 120 RNARS members logged at various times, obviously times and frequencies did not co-incide with those who complained. Having said that, most members say it is the wrong time of the year to have the contest, the last full weekend before christmas, where the demands of family visiting and last minute shopping is at a premium. I still consider the time is ripe to amalgamate with the INORC on their 3rd weekend in November, when RNARS have also been having their Activity Weekend. Having said that, where were the MARAC and INORC members?

It was nice to see the YO boys up for the first time and I have included them in the Naval results, lets have more of them in future.

Finally, congratulations to Gedi LY3BA on his achievement in reaching such a high position as a Non Member, his log was a pleasure to check.

Many thanks to all who took part and look forward to seeing you all again next year, when INORC will be the co-ordinators.

73 Mick Puttick G3LIK

Contest Co-ordinator.

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## RNARS CW Affiliated Contest Results 1993

Pos.	Call	1993	1992	1991	1990	1989	Team in 1993.
1	G3GLL	2120	2390	1930	--	--	Colchester
2	G3YEC	2030	1800	1890	--	--	Colchester
3	G3LIK	1840	2010	1900	1720	1470	Portsmouth
4	G3JTG	1730	1480	--	1680	957	Portsmouth
5	G3SWH	1660	1510	1610	1610	--	Bristol
6	G3YAJ	1650	1990	1770	--	--	Colchester
7	G3IZD	1570	1340	1440	--	--	Barrow
8	G4LZB	1530	1280	1457	--	--	Colchester
9	G3HZL	1480	1450	--	1550	1134	Liverpool
10	G3JFF	1470	1050	1340	1390	1000	Portsmouth
11	G3BZU	1350	1850	1117	--	392	Portsmouth
12	GOPSA	1310	--	--	--	--	Colchester
13	G4SFO	1290	1540	1440	1200	1144	Birmingham
14	G4KJD	1210	--	--	--	--	Bristol
15	GW3JI	1190	980	1030	--	690	Liverpool

16	G3HKO	1180	1460	1150	1070	--	Middlesbrough
17	G3AWR	1150	920	1220	1120	790	Middlesbrough
18	G4IP	1140	1280	1110	860	910	Birmingham
19	G4PTX	1120	--	--	--	--	Birmingham
20	G0JCY	1060	1000	--	830	--	Plymouth
21	G4FRN	1050	1400	1290	1050	1010	London
22	G0DID	1040	880	880	660	374	Lowestoft
23=	G3YYF	1020	1030	870	--	687	London
23=	G3KKJ	1020	810	530	--	--	Barrow
25	G4OKL	920	970	--	1050	617	Birmingham
26=	G4HWK	910	1040	967	830	700	Liverpool
26=	G4FCH	910	890	1050	980	540	Middlesbrough
28	GW4XQK	880	970	1120	730	530	Swansea
29	G4KKZ	860	--	--	980	--	Plymouth
30	GM3CFS	820	730	710	630	247	Thurso
31	G4USW	800	1180	1024	--	--	Barrow
32	GM3UM	770	1140	1130	980	770	Rosyth
33	G3KTT	760	720	--	--	100	Middlesbrough
34	G3MXZ	750	700	750	510	280	Middlesbrough
35	G8NT	730	660	670	780	440	Lowestoft
36	G4TNI	713	710	1470	--	--	Birmingham
37	G0LKO	710	--	530	--	--	Portsmouth
38	G3AQM	700	830	880	--	640	Plymouth
39	GW3IVX	680	820	870	570	--	Liverpool
40	G4RBE	350	--	160	340	--	Liverpool
41	G3OZY	200	140	297	317	140	London
42	G4PTE	170	470	--	540	--	London

## RNARS SSB AFS Results 1993

Posn.	Call.	1993	1992	Team in 1993.
1	G3BZU	1650	1457	Portsmouth
2	G3LIK	1360	--	Portsmouth
3	G3JFF	1260	--	Portsmouth
4	G3YYF	1080	1017	London
5	G0DID	800	--	Lowestoft
6	G3VNG	600	--	Plymouth
7	G8NT	560	--	Lowestoft
8	G3OZY	470	460	London

## AFS/CW Team results for 1993

Colchester	G3GLL G3YEC G3YAJ G4LZB G0PSA	8640
Portsmouth	G3LIK G3JTG G3JFF G3BZU G0LKO	7100
Birmingham	G4SFO G4IP G4PTX G4OKL G4TNI	5183
Middlesbrough	G3HKO G3AWR G4FCH G3KTT G3MXZ	4750
Liverpool	G3HZL GW3JI G4HWK GW3IVX G4RBE	4610
Barrow	G3IZD G3KKJ G4USN	3390
Bristol	G3SWH G4KJD	2870
Plymouth	G0JCY G4KKZ G3AQM	2620

London	G4FRN G3YYF G3OZY G4PTE	2440
Lowestoft	G0DID G8NT	1770
Swansea	GW4XQK	880
Thurso	GM3CFS	820
Rosyth	GM3UM	770

## AFS/SSB Team results for 1993

Portsmouth	G3BZU G3LIK G3JFF	4270
London	G3YYF G3OZY	1550
Lowestoft	G0DID G8NT	1360
Plymouth	G3VNG	600

## RNARS Comments on AFS 1993.

A contester I aint, still, I enjoyed the four hour stint, G4KJD.  
 My rig was OK but people were just not hearing me, G4PTE.  
 I heard G3BZU under umpteen stronger ones, was that you ?, G0DID.  
 About par for the course. I wasted a lot of time looking for a clear frequency, G3JFF.  
 75 last year, 102 this so some improvement, G3KKJ.  
 Enjoyed the contest but down a few on last time, GW4XQK.  
 I used a borrowed IC735 with no CW filter - hopeless, G4SFO.  
 My G3WGV program suddenly couldn't find any files. (computers are wonderful!), G3HKO.  
 Some stations did not give call signs when others were calling. That's cutting corners to much ! G3AQM.  
 Better than ever. One complaint - tea lady went missing - honestly, G3KTT.  
 I have lost my long wire and my receiver was playing up, GM3UM.  
 I think its about time I left it to the computer boys (See G3HKO Arthur!), G4OKL.  
 Enjoyed the mad thrash as usual. First time using Turbolog, G3HZL. Found it hard going, must be getting old, G3LIK.  
 Pleased that I did better than last year, G8NT.  
 Its frustrating when some bloke gives you 201 to your 71, G0LKO.  
 Good conditions this year, noted some pretty high scores, G3JTG.  
 Seemed to be less GM activity this year, think this contest should start later, GM3CFS.  
 Poor conditions for the first hour or so, G3IZD.

## Affiliated Societies Team Contest 1993.

By Sid Will/1629 GM4SID.

When you watch the Golf Open championship or the RAC International Rally, the cameras and commentators only follow the leaders. But the leaders would be nowhere if it were not for the hundred or so "others" who are also competing. So it is with the AFS. Near the end, I heard one guy sending 599 268. Well done one guy, but to do it he had to work 268 "others" most of whom will be virtually ignored in the results write-up. Don't be disheartened, it really is fun to take part, and anyway, one of these days it will be me. Honest.

This year there were 42 entries from the RNARS in the CW contest. This a good bit down on previous years. I think our best year was 72 entries. Some of you have your best ever score and I think there was more activity than recent years. It might be therefore, that many of our old regulars have been roped in for their local Radio Club.

We have 8 entries for the SSB Contest - 33 percent more than last year (!) when we had only 6. We have a full 3 station team with a good score for our home, "Portsmouth" team.

Jim GM3CFS and I have been running a campaign for years to have the AFS start time put back two hours because those of us in the north of England and in Scotland are disadvantaged by having no propagation into the Midlands and South of England on 80 metres until about 1500.

I had decided that, to help our case, I needed to operate in the south and put in a big score to prove our point. I'm afraid I have egg on my face. I normally make about 110 from Aberdeen and was hoping for maybe 180 from G3BZU. I only had 135.

I put it down almost completely to a) Bad operating under different conditions, and b) My 500hz CW filter was U/S and I only had the 270hz which is too narrow if you want to operate in Hunt mode. I still think AFS should start later than 1300.

I also had a difficult 15 minutes at the start because of an S7 buzzing noise in my receiver. I finally cleared that by switching off the shack fluorescent lights. When it got so dark that they had to be put back on - the noise was clear. I enjoyed the different location and I know what I would do if I were to do it again from the South.

Driving home from Alton on Monday was a bit of a trial. Because of forecasts of snow and gales, I decided to go up the East side of the country to avoid Shap on the M6 and Beattock on the A74. There was some snow between Coldstream and Edinburgh but I was not delayed by it. It was snowing moderately as I left the Edinburgh by-pass to approach the Forth Bridge at about 2.30 p.m. but soon joined a queue of traffic at a dead stop. Thankfully the local repeater was working and it soon transpired that there was no movement north of the Forth in either direction so I decided to return to Edinburgh an book into a hotel for the night.

Whilst in the queue, I heard David GM0MDB/3602 on the repeater asking for road condition reports between Perth and Glasgow. He was heading home to Helensburgh from his shift as a Coastguard in Aberdeen and I had a few words with him to cheer him on his way. I rather think he was one of the ones who got stuck, although I have not heard from him as yet - he is now on a course down at Highcliffe.

Next morning I left Edinburgh in about 8 inches of snow but crossed the Forth Bridge no problem, one hurdle down. The next hurdle was to get across the Tay and on to Aberdeen but that's another story for another time. Suffice to say, I eventually managed to get home at 3 p.m. - 7 hours from Edinburgh instead of the usual 2.

As I said at the start, its fun competing in AFS ..... ain't it ?

Don  
ZL4QO/3567



Casey VK2CWS/3385

Editor

.... Yes, it is a morse key the Editor has his hand on .....

..... and no ! It isn't connected !!!!

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## Xmas '92 VK/ZL NewsLetter Delivery Run

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John ZL3CE/0158

### Editor/ZL3

*(I know I'm the Editor  
.....but should I really be  
delivering them all by hand  
?????)*

*Many thanks from Anne & myself  
for all the fine hospitality and advice  
we got from the VK/ZL Members met  
during our trip. For those we missed  
.... sorry, but we'll see you next time !*

*Apologies to George/ZL4HB for  
forgetting the photo but Anne had this  
thing about Albatross (it was Puffins  
when we first met), however there's  
only the Condor left now - and that  
should be fixed Xmas '93. Still  
..... dare I tell her about the Roc  
?????*

*Ed.*

# Just about the Last Page

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## RNARS (Scotland) GROUP

Since the departure of HMS PLYMOUTH to Merseyside members of the above group have been meeting on Sunday mornings at RNR HQ HMS GRAHAM in Govan. Unfortunately this establishment is closing down and all Service activities will re-locate to Navy Buildings at Greenock by 30 Sep 1993.

Fortunately the Group has obtained very suitable alternative accommodation at TS GRENVILLE, 27 Ferguslie Main Rd, Paisley PA1 2QU.

Until our new W/T Room has been re-wired etc. and aerials erected activities will continue at HMS GRAHAM.

Further details can be obtained from:

RNARS (Scotland) Group Secretary

C S Miller GM3NEC

19 Craighill Dr

Clarkston

Glasgow G76 7TG

*Info from Chas GM3NEC/0631*

## East Suffolk Wireless Revival

The East Sussex Wireless Revival will take place on Sunday 30th May 1993 at the Maidenhall Sports Centre, Ipswich. RNARS, World Ship Society and the Ton Class Association will be represented.

*Info from Michael Meras G8OIH/0928*

## RNARS White Rose Network

The White Rose Network has now been in operation for 14 months, with very good results. The Net was initially set up with the following aims:

a. To entice some of the 100 or so Yorkshire & Humberside members to come on the air.

b. To try and get some of the said members to meet up at various Rallies and venues, here in Yorkshire and Humberside.

c. To lessen the load on the Bubbly Rats Controller by having a "free & easy" type of Net in which members could natter away to their hearts content.

Up to date the results have been quite good but we need do need more RNARS members to participate as we now have an Award scheme operating open to both licensed members and SWLs. The requirements for the RNARS White Rose Award are:

i) 21 stations must be worked on the net whose last callsign letter makes up the words RNARS WHITE ROSE NETWORK.

ii) No check logs are required but SWL's must send in a log giving details of the stations in QSOs they have logged.

iii) The cost of the award is £1 to cover printing & postage.

So far the award is proving very difficult to obtain, we have only issued six Awards due mainly to the lack of certain stations with R, S & T as the final letter of their callsigns (and others .... !). Please note that this award is not confined to applicants from just Yorkshire & Humberside.

Net Details

Time: 1500 local

Day: Wednesday of each week

Frequency: 7088 kHz (+/- QRM)

Control Station: G3YHA/G3OZY

G3YHA (Yorkshire Area Rep) will come on at 1430 (local) on 1st Wed of each month to inform members in the counties of the various



activities and Area & National news that may be of interest to them.

*Info from Terry G3YHA/3294*

## Attention Area Representatives

Would all Area Reps please send their contributions to the NL via the Area Reps Co-Ordinator Brian Davies GW0JXW/3369 so he can "co-ordinate" them. Ed.

## RNARS Members at Australian Government House

RNARS Members man the 3 HF stations at Government House each year on the 17/18th for the broadcast of the JOTA opening speech by the Governor General of Australia. The youth members of the ACT Scout & Guide Branch form a Guard of Honour for the Chief Scout, Chief Girl Guide and other official guests prior to their speeches. Individual Scouts, Guides, Brownies & Cubs are chosen at random to enter into the spirit of friendship in radio contacts.

1992 saw some new steps being taken in the technical setup. Relay stations were used to receive the broadcast from the local VHF repeater at Black Hill, and re-transmit to HF on 7, 14 & 21 MHz, using tried and tested home stations. The HF radios at Government House are the immediate back-up in case the VHF link fails or a relay station fails during the broadcast.

Following the speeches, call backs are taken via the HF radios at Government House. These manually operated stations are used during the frantic call-back sessions when other stations try to obtain the once a year VK1BP callsign.

As always, despite multiple tests, Murphy struck on 14 MHz when the co-ax stretched just a little harder than usual creating a short circuit, which completely absorbed the out going RF to ground. The SWR remained at 1.5:1 and no energy was radiated out or back, leaving an operator wondering what had happened to all the usual 14 MHz call backs ! An unknown, and hitherto perfect, 7 MHz Tx only played up on callback - leaving the relay station to do the manual switching using Peter Hughes' voice comments coming over the 2m link ! Needless to say, after the call backs had finished the 7 MHz Tx operated correctly and all the 14 MHz signals came booming in, once the co-ax outer cable was undone !!!!!

*Info from Dave VK1AR/VK1RAN/3785*



Peter VK1KEP/1528

Glenn VK1XX/3712(back)

Dave VK1AR/3785

Micheal VK2ZGU

Jim VK1JL/0049(back)

Peter VK6HU  
(standing)

## The Legal Bits etc.

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

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

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

MEMBERS ARE REMINDED THAT THE SOCIETY HOLDS ITS RECORDS ON A COMPUTER DATA BASE SYSTEM.

## So you want to write something for the Newsletter ?

The RNARS Newsletter is prepared using Microsoft Works WP & Timeworks Publisher 2 DTP software packages on an Amstrad PC2286/40 IBM clone. I have both 3.5" (720KB/1.44KB) and 5.25" (360KB/1.2MB) disc drives available and can handle articles/letters in the following formats:

DCA/RFT, DisplayWrite/RFT, LocoScript, MS Word 4 & 5, MS Works, Multimate, WordPerfect 4 & 5, WordStar (but NOT WordStar 2000). If you can't convert to any of these styles then straight ASCII is just as easy to use.

If you are putting something in on disc please mark which of the above formats is being used, unless you say other wise I'll do my best to return the disc afterwards. When preparing an item don't bother with indents, "tiddly" spacing etc. 'cos it sends my DTP into auto. Normal wordwrapping, carriage returns at the end of paragraph followed by a blank line and Tabs between any items of data you want in a table form is all that is needed. A hard copy of the item is useful when I'm juggling column/inches.

NB. For those of you who hate computers (like the Ed ! ) typed or hand written copy is just as welcome. The Editor can also be reached via Packet as GOMNL @ GB7HJP.

If you send photos with a contribution please indicate if you want them back or if they can be retained for futher use in the NL.

## Deadlines for the next 2 issues

Summer 93 - 5 July 92

Autumn/Winter 93 - 13 Nov 93

If its urgent and really MUST (!) go into the next NL - at least 1 month before deadline.

## RNARS NETS AND FREQUENCIES +/- QRM

UK: ALL TIMES LOCAL

Monday-Friday	1130 - 1330	7055/3740	The "Bubbly Rats"	G0BLE/G3VLL
Monday	1900	3740	North West RNARS SSB	GW0JXW
	2000	144.350 (S14)	London Group VHF Net	G4BCJ
	2000	144.240	Teesside VHF CW	G4ANL/G4JXR
	2045	145.350 (S14)	Teesside VHF FM	G4ANL/G4JXR
Tuesday	1900	3520	RNARS CW Net	G3HZLG0JCY
	2000	1965	Top Band SSB Net	GW0JXW
1st of month only	2000	3520	Code Proficiency Run/News	GB3RN
Wednesday	1500	7088	RNARS White Rose Network	G3YHA
	1900	3740	RNARS SSB Net (News at 2000)	G4SFO
	2000	145.400 (S16)	Stand Easy Net	G1HHP
Thursday	1845	3666	NE UK RNARS SSB	G4FCH/G4AXF
	1900	3552	Scottish Group Net	GM3HUN
	2000	1845	Top Band CW Net	G3AWR
Friday	1900	10117	RNARS CW Net	LA1IE/G3APO
Saturday	0900	3660/7088	RNARS NESAT Net	G4FCH/G4AXF
Sunday	0830	3660	RNARS SSB Net (News at 0900)	G3LIK
	1000	7088	Northern SSB Net (News at 1015)	GM4SID
	1030	145.400 (S16)	Cornish RNARS VHF Net	G0RIZ
	1100	7020	RNARS CW Net	G3WP/G3AWR

## DX: ALL TIMES ZULU GMT \* non-RNARS

Daily	0400	7090	VK2 RNARS SSB	VK2FYM
	0800	14052	DX CW Net	G3APO/VK2ALG
	0800	14303	Maritime Mobile Net*	G8OS/G4FRN
	1800	14303	Maritime Mobile Net*	G8OS/G4FRN
Monday	0930	3615	VK2 SSB	VK2CWS
	1000	3615	VK5 SSB NET	VK5RAN
Tuesday	0930	7020	VK RNARS CW	VK3QU
	1030	3527	VK RNARS CW Net	VK6RAN
	1800	3740	MARAC SSB Net*	PA3DKX
Wednesday	0930	3527	VK CW Net	VK5RAN
Thursday	1800	3740	MARAC SSB Net (Winter)*	PA3DKZ/PA0QLD
Saturday	0800	14052	RNARS CW Net	G3APO/VK2ALG
	1430	21360/28933	DX SSB Net*	G3JFF/WA1HMW
Sunday	0200	7090	VK RNARS SSB Net	VK5RAN
	0800	3740	MARAC SSB Net (Winter)*	PA3DKZ/PA0QLD
	0800	14052	RNARS DX CW Net	VK2ALG/G3APO
	0830	7015	MARAC CW Net*	PA3CVU/PA3EBA
	1230	14335/21360	Isle of Man DX	OEBNIK/GD3LSF/9H4R
	1400	18150	Malta RNARS SSB	9H4R/GW0JXW
	1430	21360/28933	RNARS DX SSB	G3JFF/WA1HMW
	1800	21052	Canadian CW Net	VE2DOH/VE4FA
	1830	14132	Canadian SSB	VE2DOH/VE4PZ/VE7FKK
	2000	14284	Nth America SSB	WA1HMW/WD4CQY

RNARS "Scene of Action" frequencies are designated:

VHF FM	145.400(S16)
VHF CW	144.035
HF CW	1845, 3520, 7020, 10118
	14052, 18087, 21052, 24897, 28052
HF SSB	1965, 3660, 7052, 14284, 18150, 21360, 28933

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

# Forthcoming RNARS Events

13 June 1993

Mobile Rally

HMS COLLINGWOOD

9 October 1993

AGM & Social

2 - 10 April 1994

HMS BELFAST Activity Week