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WINTER 1993

ROYAL NAVAL AMATEUR RADIO SOCIETY

Affiliated to the Radio Society of Great Britain

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Overseas Members Are requested to send their subscription in STERLING or by International Money Order.

US Members May send their subs of \$15 direct to Bill Cridland (WA1HMW) 57 Pinewood Rd, Bolton, Mass 01740 USA

VK Members May send their subs to the Australian Branch Treasurer - Eric Leach (VK5AFN).

The Society's Bankers are *Lloyds Bank plc 272 London Rd, Waterlooville, Portsmouth PO7 7HW*
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Front Cover : Tom G3WAO RNARS Chairman (r) greets Captain The Lord Mollistone RN (Rtd)(l)
 Immediate-Past Patron of the RNARS, at the Puckpool International Marconi Day Exhibition.

Newsletter

Journal of the Royal Naval Amateur Radio Society

No 3

Winter 93

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CHAIRMAN'S CHAT

Tom Biddlecombe G3WAO/0655

Not so much a Chairman's Chat, more a Bits and Pieces really - I would urge you to read the AGM Minutes, especially the bit where I asked for volunteers, as you may be able to help me out. All I need is the name of a likely candidate - I promise not to divulge my informant's name.....

Anyway, on to other matters; we will have a new President in Jan 94, as Captain Lucas has resigned from the RN to take a civilian post. I have already sent him the best wishes of the RNARS, together with our thanks for his enormous help in establishing the new HQ in HMS COLLINGWOOD. He will be relieved by Captain C M C Crawford RN.

Those members local to HQ, especially those who worked so hard to get the building ready, have formed a RNARS Group which will meet every 3rd Thursday of the month in The Shack. Full details from G3JFF.

As there will be a nucleus of members in GB3RN on a regular basis perhaps it is time to air an idea proposed by Bob Wilson G0FEK, Chairman of the London (HMS BELFAST) Group. Bob has suggested that an Activity Period, say a weekend, is agreed between all the Museum Ship stations plus HQ. Net times will be published with the aim of getting all the Ships on the air, and then allowing the membership to work them for points, awards or whatever, with out the pressure of contest-style contacts, i.e. it will be possible to have a chat! The idea has enormous possibilities -please write to Bob or me with your views and suggestions.

Looking ahead, the Committee, although unchanged this year, will see several members standing down or offering their services for re-election next year. If you are a volunteer for the Committee PLEASE ensure you record the fact IN WRITING to Mick G3LIK by the 7 July 1994. Even if you are not successful in the ballot, I bet I can find a job for you! Remember, I need more offers of help to allow the restructuring of the Secretary's job and I need a NewsLetter Editor. Please put on the thinking caps and talk to me if you have a name.....

SECRETARIAL SCRAWL

Mick Puttick G3LIK/0004

Once again we are at the festive season, on behalf of Doreen and myself I would like to wish all our members a very happy christmas and a prosperous new year, and hope that 1994 will be a good one to you all.

I know it will be a momentous year for me, as it will be the last full year that I will be serving in the Royal Navy, with 44 behind me it will be quite a severe, however we both look forward to what life after service life will hold, and hope that we will be able to meet many members on home territory during our travels in 95/96.

1993 has been one of many changes, and looks as though about 250 members will be lost to the Society for one reason or another, I know the recession has been one to hit the pockets of our elderly members, but I would like to make this available to them that when they become aged 65 or over and have 10 continuous years in the Society, they can apply to the Secretary for Life Membership, which will cost £28 at current rates.

I will not bore you with a lot of scrawl, just look forward to seeing you on the bands over the coming months in either some contest or other, or for a rag chew.

Do a good deed for Xmas,
send VP8CIL a packet
..... and help prove his
new link.
See Page 29-32 for more details.

Which is where I came in, so I will leave you to read the AGM Minutes.

I wish you a joyful Christmas and may 1994 be all you hope for it.

Tom

AREA REP NEWS

BY BRIAN DAVIES GW0JXW/3369

AREA REP. CO-ORDINATOR.

We still have two vacant Area's Norfolk and Essex, however we do have two volunteers for the Essex Area and an Area Rep. will be appointed to that Area shortly. Still looking for a volunteer from the Cheshire Merseyside Area to take over from Fred G8HTP who is still holding the fort, there must be someone from the large membership in that Area who could take over.

Vic G4KEE has recently instructed me to delete 30 members from the QSL BURO USERS LIST, he has advised these members of the state of their envelopes without response for six months, so if it's you get some sent off to him.

RALLY NEWS

Cornwall.

Brian G0RIZ ran the Cornish Rally and reports a good turn-out of RNARS members signing in along with Commodity Sales, all visitors to the Area are asked to call in the 2mtr see previous Newsletter for times and freq.

Berks & Bucks.

Diana G0RNO, George G3OZY and Philip G1LKJ ran the McMichael at Slough and had a surprising number of RNARS members signing in. Well worth while and will do it again next year.

Shropshire.

Edd G4KLQ, Don G4ZHU & Dave G0SMW ran the Telford Rally. First time the RNARS have attended the Rally, 20 members signed in and good commodity sales were recorded. Several of the Liverpool contingent travelled down to attend.

Dorset.

Philip G1LKJ put on a stand at the Wimbourne Rally a very well attended Rally with 48 members signing in, some commodities sold. Philip also attended the BARTG. Rally assisted by Diana G0RNO, 41 members signed

into this one. Better commodity sales.

Midlands.

Eric G3DKH, Jim G4GEU assisted by Don G3HZL organised the Leicester Rally, the Midlands Premier two day event. An absolutely packed event with 130 RNARS members signing in and exceptionally large commodity sales.

North Wales.

Ran this one myself ably assisted by Don G3HZL, who had to come up to Llandudno and stay for two nights at his own expense to help out. A good rally with 37 members signing in and good commodity sales recorded.

South Wales.

Les GW0JTE ran the Barry Rally despite having travelled back from H.M.S Collingwood the day before where he managed to put his foot down a drain and had to be carted off to HASLER by our Chairman Tom. He survived and signed 35 members into the Barry Rally and sold some Commodities. All due to the secret weapon provided by the Royal Signals, too secret to be mentioned here, ask Les.

Plea from the Editor

I need your articles but please, please don't try and make them look all "tidily" on your nice new WP Software package 'cos I can guarantee that my DTP Package can well and truly "un-fiddle" them, ASCII IS BEST !!!!

It doesn't matter if your table columns wander all over the place so long as they have a tab between them. Two of the table listings in this issue of the NL took 4 nights hard work to get into a state that the DTP wouldn't muck up.

You may well also be asking what's happened on page 2 & 3, well two of the authors (*whose blusies I'll save this time*), didn't read the bottom line of "DEADLINE etc." one of these days, so help me.... !!

FIRST G OPERATION FROM LITHUANIA?

From the diary of Don Walmsley G3HZL/0012

Well as far as I know and from what I have been told by the LY operators, I definitely was the first. Never in my wildest dreams had I envisaged activating what would be a new country for FOC and the RNARS, but it has happened. It all began when LY3BA claimed the Mercury Award (issued by RNARS) of which I am the manager and we began to QSO and then to write very long and involved letters. I purchased the WAB record book for him, sent him the large Automobile Association atlas, plus my old RSGB callbook and he has become one of the most avid overseas WABers that I know and Gedas's ultimate aim is to work all the WAB areas on CW, a difficult task.

Eventually the idea was born that I should pay him and his family a visit and Lithuania having won its freedom after over fifty years of occupation by one big power or another, the Lithuanian government signed an agreement with the UK government which removed the need for visas. Off went copies of my validation certificate so that Gedas could approach the LY communications department and hopefully get them to grant me a permit to operate from there and I began exploring the ways to get there, visiting travel agents etc., with very little success, Lithuania is not on the tourist map, my local Thomas Cook's did not know that the place existed, others suggested Intourist. I began to despair, but then in July, the couple I work with in our local Citizens Advice Bureau drove to Poland for a holiday and they brought back lots of interesting information and I found ways of getting there, the first was by ship to Gdansk but when I enquired the dates I wanted to travel on were booked, so looked at the alternatives, air rather expensive, coach cheap but I do not like sitting on one small seat for nearly three days,

then there was rail, which I chose. Went to my local travel agent, who said that they could book me as far as Warsaw, so arranged that, but a few days later I had a QSO with Larry (Valery), UC2AAA, who said that it is much easier to carry straight on to Minsk, so enquiries began again. Took a trip to London, because I now had to acquire a visa, I chose a Wednesday, big mistake, the Russian embassy was closed, so back to Euston station again and attempted to get into the International travel section, bad luck struck again, alarms were going off and I was unable to enter. The delays continued, I work Thursdays, so to London again on the Friday and filled in the paper work required at the Russian embassy, was told that I could have the visa on Tuesday the day that I had planned to begin the trip, so back home slightly disappointed.

I had been asked by Larry to bring aspirin, so to Boots in Longton on the Saturday and purchased four bottles of one hundred tablets each, assured the shop assistant that I was not contemplating suicide, purchased a new pair of slacks, more candy for the children plus colouring pens, bars of soap etc.. Had a restful weekend, well I tried to. Monday, 7th September came, up early, carried out daily 10MHz sked with good friend George, ZL4HB, stowed my two bags (Wow! they were heavy and for someone like myself who requires two sticks to walk any distance they would prove to be a problem) into "Noddy", my small three wheeled car, specially designed for the disabled, but definitely not designed for comfort or for carrying a lot of baggage and departed Westwards, the opposite way to what was required, but I had to collect travellers cheques from my bank.

0945 and began journey to London and to Peckham, where I begged lodgings from my friends. To Russian embassy on Tuesday morning, joined the queue and eventually collected my visa, spent another night with the Gordons after ordering a "mini"cab for 0800 the next morning.

Wednesday and the great adventure begins, Larry UC2AAA had supplied me with many telephone numbers, his plus the number of Sakalas, LY2BO in Vilnius, so that I would not be stranded anywhere without communication. Into the "mini" cab and into Londons rush hour and to Liverpool Street station, where the first struggle with my luggage began because its a bit of an awkward station and I had a little way to walk, but I managed it with a struggle, the first of many. Found a friendly British Rail official who carried my luggage down a flight of stairs and found me a luggage trolley, which he loaded and pushed to the required platform. There I met up with a pleasant couple from New Zealand, who gave me more assistance there and at Harwich. Safely aboard and the train departed on time, 0930, the trip had finally begun, punctual arrival at Harwich and soon aboard the ferry to the Hook of Holland, a very smooth trip, the North Sea was like a millpond, most unusual, the few times I have made crossings before it was rather wild.

Arrived Hook of Holland as the sun was setting, a young member of the ships crew (temporary only, he is at university and had managed to get the job during his summer vacation) assisted me to the Moscow train, where we told that it was going to be moved to the next platform, walked round to that platform only to be told it was not going to be moved at all. I cursed, because the Russian sleeping car was right at the front of the train, which meant another long struggle with my bags, the very helpful crew member having returned to his ship. Problem solved by sliding over the edge of the platform and then being lifted up by the two Russian train conductors, soon settled into my compartment, supposed to be for four, but at that time myself as the only occupant. Came darkness, the conductor made up the bed and I settled down for a kip, no problems getting to sleep, but somewhere around Berlin I was awoken as two other passengers joined me in the compartment,

both Russian with negative English, man of around forty and a proper Babushka in her seventies, mother and son I guessed (the Russians are not bothered about men and women sleeping in the same compartment) got to know them when daylight came somewhere in Poland and we communicated after a fashion, the lovely old lady feeding me Russian bread, cake etc..

Also got to know the two conductors quite well, although their English was limited to one phrase "No problem", which I found later has become normal in many other languages, I also became acquainted with a Russian Merchant seaman, who gladly accepted the Navy News that I had read from cover to cover during the journey. "No problem", but there was because my ticket ran out at Warsaw, but my booking for the sleeping car did not, the conductors still insisted "No problem", but when we reached Brest I was a little worried, but all was soon solved, my Merchant seaman friend was leaving the train at Brest, but his ticket was for Mirsk, small transaction involving \$20 and I had his ticket, should not really have worried because no one asked to see my ticket at Minsk! Quite interesting at Brest where the standard gauge bogies are removed and replaced with ones of the wider Russian gauge, the coaches are lifted bodily with the passengers still aboard, one set unbolted and rolled out and the new ones rolled in and secured. Dozed from Brest to Mirsk, arrived there at three in the morning, scrounged a 15 kopek coin from the conductor and said my farewells to my travelling companions, fortunately I know "spasebo, dovidsдания, da and niet" and that is about all the Russian I do know and that is thanks to amateur radio. Stood on the platform, which was deserted, trying to find the way, could not understand any of the signs, so hauled my heavy bags up a sloping walk way, well I began to, but another friendly Russian carried them for me and I found myself in a crowded waiting room, but I could not find a telephone there.

Back down the sloping walkway, no assistance this time, down some stairs into a subway and judging by the inflow of people, who were streaming in I went in the opposite direction to the general flow, asking "Telephone?", it sounds the same in Russian, but everyone pointed in different directions, climbed a flight of

stairs, by this time my arthritic legs and joints were really giving me hell, but eventually I reached the open air and hooray, staring me in the face were a row of telephone booths. Pushed my lone 15 kopecks into the slot and dialled UC2AAA's number, a sleepy voice responded "Allo" (also universal) identified myself

and Larry says where are you and I described exactly where I was located, Larry answers "Stay there and I will meet you."

There's me at four in the morning expecting a car, but Larry arrived on foot, he buys me an ice cream and explains that we must wait for the Metro to start running. We stood and chatted like only radio amateurs can for the next two and half hours, then down more stairs, fortunately this time with Larry as the porter, into an extremely clean Metro system. I soon heard the rumble of an approaching train, larger than our tube trains and much more spacious inside, we boarded and off we went, the stations having typical names like Lenin Square, Oktober Square, they haven't got down to changing the names and I do not think they should, Uncle Joe done his rewriting of history and the names should stay because they are history and as Larry said the Russian people are already bewildered by the changes that have taken place.

We eventually arrived at Akademy Square, and left the Metro, up more stairs, but I did notice that there was a sloping ramp for wheelchairs so their disabled do have access to the Metro. Out into a lovely sunny morning and



LY/G3HZL

just over 200 yards to stagger to Larry's apartment in the Academy of Science building. Settled in, had coffee, met Lyda his attractive wife and found out that Larry is a very well known entomologist and his salary is, wait for it, the princely sum of something around 5000 roubles per month, and when you receive 440 roubles for every pound (280 for a dollar), you realise that a top scientist is only getting around £11 (\$US15-20) every month.

Worked George ZL4HB on 10.113 MHz, the RNARS crowd now know that I have arrived. Waited until Larry's grand-daughter Sasha (Alexandria) woke up and I crept into the bed and had four hours of lovely sleep. Woke up at noon, refreshed, had a meal, presented Sasha with a 400 gm bag of Liquorice Allsorts and she said "Thank you", in perfect English. Then Larry, Lyda, another UC2 and myself went touring, no car, but in a trolleybus, lovely to see this type of vehicle again, because I started my working life as an electrical fitter repairing such vehicles, but left and began repairing aircraft when London Transport scrapped their large fleet.

Minsk is an attractive city, with an excellent

public transport system motor "buses, trolley buses, trams and the metro, did not get a chance to travel on the trams unfortunately, but saw them, but I had, as usual left my camera in my bag. Minsk was completely destroyed during World War Two many armies surging backwards and forwards made sure of this and it has been completely rebuilt, with very wide streets. We proceeded to the centre of the city and then used our feet and at the easy pace we strolled, it was not too tiring, the weather was gloriously warm, the shops are many and seemed reasonably well stocked, but there were queues for milk and vodka. Had a good stroll round where the local artists were displaying their work and I chose a couple of small paintings which I liked, also into a store which had local folk weave products and purchased something there, then for another ice-cream (I love ice-cream). Then all too soon we boarded the metro to return to Larry's apartment, went on the air on 14MHz and worked Jan, G0JCY and G4MXO, total three contacts from UC2, sorry no time to get on 025, because the meal was ready. Enjoyed the meal, more rag chewing and back to Minsk station for the 2000 train to Vilnius, gave Larry a £20 note to pay for what I had purchased, he protested that it was too much, two months salary and much, much more than I had spent and said that the surplus would go to a fund for Chernobyl that he looks after.

The train, an empty one rolled into the station and scenes that Larry described as reminding him of when they were fleeing the German army in 1941 took place, hundreds of people were literally fighting to get aboard, fortunately the other UC2 was a big hefty chap and he charged through the crowd and grabbed a seat for me, I said my farewells, with Larry asking me to return and join him in operating EU20 (memory plays tricks here) next year, so that another country could be represented in his international team, he has had operators from W, DL, F, I already and would love to have a G on the team. The train departed on time, packed tight, I had my passport and visa ready, because Larry had said that it would be inspected when the train crossed into Lithuania. Its not a long journey, but its a slow train, and I was reasonably comfortable and I had a very pretty YL sitting opposite to look at, no one seemed to

speak English, but to my surprise after two and a half hours in the train, the young man sitting next to me, turned and said "We are now in Lithuania.", could not see anything it was much too dark, but no border check, getting out was as easy as getting in. Arrived Vilnius station at 2330, stood and smoked a cigarette and then someone tapped me on the shoulder, "Don?", it was Sakalas LY2BO. Very tall man, accompanied by an even taller son, introductions made and I had my first eyeball with an LY radio amateur. My bags soon hefted into a car, me inside and away we went through a still busy city, to the outskirts where Sakalas has an apartment, had a small snack, wash and bed.

I was sleeping in the room used as the shack, so when I awoke around 0700 local the first thing was to look at the rig, the usual UW3DZ home brew, negative 10MHz, looked at 14MHz not much life, washed, shaved opened the curtains and went out on to the balcony, to find it was another beautiful day, and Sakalas's apartment block was absolutely dwarfed by the nearby TV tower, very impressive and I had managed to dig my camera out by this time, so the first snaps taken.

Breakfast and during the meal Gedas, LY3BA and Vilmantas, LY3BY arrived. Said cheerio to Sakalas and his XYL, down in the lift and out to Vilmantas's car, then the grand tour of Vilnius began, it's quite different to Minsk, having mainly escaped the ravages of the 1939-1945 conflict, lots of new building, but also lots of very old buildings, including many beautiful churches, both Roman Catholic, Lithuanian main religion and Russian Orthodox the next main one and a few Lutheran and other minority religions, even some mosques, because a few thousand Tartars have lived here for hundreds of years. Public transport, which consisted of buses and trolleybuses again very well patronised, and not too many cars. First stop at Cathedral square, where I had good look around the beautiful cathedral, forgot to take camera from car again, typical. Then a short walk around to the Headquarters of the Lithuanian Amateur Radio Society (Lietuvos Radijo Megeju Draugija - LRMD), had to climb a few flights of stairs, but not as many as I climb to reach the WO's and SR mess at HMS MFR-CURY. Found quite a few LY's there, because

Saturday is the day for collecting their QSL cards, the bureau was very busy, but they have one big moan, because some foreign radio societies are still sending QSL's via Box 88 in Moscow and they are not reaching LY and they ask everyone to realise that are completely independent now and they would like all QSL's to come via PO Box 1000, Vilnius 2001, Lithuania. Spent a considerable time there chatting, before descending the stairs again and into the sunshine.

Tried to change some sterling into roubles at a tourist shop, but they did not have sufficient roubles to convert my £20 note, so we walked around a bit more, while Vilmantas went to see if any banks were open, but like the UK, they also close on Saturdays. Into the car and out to the Hotel Lietuvos, the major tourist hotel, only to find that the foreign exchange bureau had just closed, still no local money. Then onto the road to Kaunas, the other major city, we stopped on the way there at a Heritage museum, this covers a very large area near the village of Rumsiskes and depicts country life and housing from all the regions of the country, many, many different styles of housing from all wood to stone and brick, roofs thatched with reeds, turfs, clay tiles and wooden shingles. People were working the fields wearing their various national dress, very interesting and if anyone else visits these parts and I hope that they will, it is well worth a visit.

On the road once more and off down another side road, where a superb array of various antennas were pointed out to me, down some dirt roads and we ended up at an abandoned Russian army base, with plenty of decrepit troop carriers slowly rusting away, but with a couple of big towers and a few smaller ones sticking up from the buildings, topped with mono banders for ten, fifteen, twenty and forty and various dipoles for other bands. Parked up and we entered what looked like a garage, but no ...!!, it was an amateur radio station, in fact the contest station LY7A, which was participating in the WAE SSB contest, a multi, multi effort, six separate operating positions in different rooms, each one equipped with a Tx/Rx and massive KW linears, conditions were not too good, so at that time only 20,15 and 10 were in action and the scoring rate was not too good, Gedas loves contests, so he took over on 15 whilst I chatted

and was taken on a conducted tour of all the stations.

Back once again to our transport a quick drive round Kaunas, more trolleybuses and then to Kaunas University of Technology and the location of LY2ZO, the University club station, once again superbly equipped with beams and dipoles, home brew rigs and lots of stuff under construction, met Sam a LY-SWL and i/c of the club station, his English was perfect. Onto the road north at last, travelling through rather flat countryside, but well wooded with lots of windmills, a little bit like the Netherlands, but a lot more trees. Birch, beech, ash, oak, spruce and other firs being the main ones. Plenty of farms, still mainly collectives, but they are slowly being broken up into private holdings again. Lots of small towns and villages, plenty of churches and road side crosses.

Eventually it became much too dark to see anything, but I saw a roadside sign saying Birzu Rajone, we were nearly at our destination, all major road signs were indicating Riga in the adjoining republic of Latvia. Soon the town sign of Birzai appeared in our headlights beam, roads very dark and we nearly crashed into an unlighted horse drawn farm wagon, quick blast on the horn by Vilmantas plus some rude words, saying he should have a tail light and we came into dimly lighted streets and then turned into the entrance to an apartment block, we had reached Gedas's home, but not his radio QTH. Was introduced to Regina, Gedas's XYL and to Audrius his son, who managed a polite "Good Evening", he is just beginning to learn English at school and to Sarune his daughter who was absolutely bubbling with excitement, Audrius disappeared to his bed, because it was around 2300, but little Sarune did not want to sleep, especially after the sweets appeared and she was soon stuffing jelly babies like mad, my friend for life as long as I supply her with candy.

An excellent meal was served up by Regina, we sat and chatted and eventually at 0100 Sunday I got to bed. The apartment is very small, two large rooms, a tiny kitchen, plus bathroom and toilet, so a bit of re-arranging had to be done so that five persons could sleep, but because most families have small apartments, some very ingenious furniture has been designed, what you think are sofas soon become beds. I

was pleasantly tired and slept extremely well. Sunday 13th September and the beginning of my first full day in Birzai, not up very early, washed, dressed and breakfast, then at last I opened my suitcase, which had remained locked until today, having had enough in the large shoulder bag to satisfy my needs until now, out came all the candy, the children were really over the moon. My old Spectrum computer accepted and Audrius was soon seeing if the games would work on a Russian machine, some did and others would not load. Regina's sister arrived with transport and off we drove to her mothers house where the shack is located, it's two and half kilometres away, hence the lack of early appearances on the bands. Found that Birzai is a pleasant town with lots of tree lined streets, all main roads paved but a bit like Staffordshire Moorlands, they are full of potholes, side streets are mainly dirt. On my map there had been no indication that there was a railway in Birzai, but we crossed narrow gauge tracks on the way to the shack and on enquiry I was told that there was a passenger service and Birzai was the end of the track.

Jonas,
LY3BU's antenna system was pointed out to me en route, down one side road, turned into a dirt road and was confronted by a large tower topped by three full size five element yagis and adorned by wires, another liberated Russian army tower being put to very good use. Introduced to Reginas parents and a

third sister, plus lots of little children, one lovely little girl of four was intrigued by my two walking sticks and she was always coming into the shack to ask questions (which unfortunately I could not answer, not knowing one word of Lithuanian). Presented Reginas mother with bottle of 100 aspirin, like myself she is instructed by her doctor to take one each day to prevent blood clots and she was very grateful, aspirin being like gold dust in these parts. Eventually I was led up a steep staircase to the shack. Gedas gave me a run down on the gear, small LY type black box, which is manufactured in Kaunas, an eight band three watt transceiver which would be ideal for our novices, priced at US\$300, the VK's are interested in importing this model. I really liked it once I began to use it. Major drawback is negative QSK, although the rig is fitted with it, but there is a lack of good fast relays, so Gedas (and lots of others) use a foot switch for change over, awkward because you tend to chase the switch all over the floor and I could not use both my feet like Gedas does to return it to a more convenient position. Reginas mother served up a lovely dinner, the food was plain but very nourishing with potatoes



Gedas LY3BA

much in evidence and potato flour used extensively for making dumplings, waffles and pancakes. Cepelinas being a great favourite with everyone, potato flour dumplings, stuffed with meat and steamed, quite tasty and very filling. Soup also very popular, potato, cabbage, beetroot etc., and I love any sort of soup.

Up the steep staircase again and LY/G3HZL put out his first call which resulted in a QSO with UA4SJK, the key took a bit of getting used to (in fact I never really did get used to it), it was a little like the first paddle I ever made which utilised a hacksaw blade and old relay contacts a proper home brew effort, a few ZPY or Bencher paddles would go down very well in LY. Next contact with G4AYÖ, who was very surprised to find a G operating from LY, then up comes Ole, OY3QN the first of many FOC/RNARS contacts to appear in my log. Filled two and half pages of log before QRT at 2215 local, 17 countries worked, 35 FOC, 18 RNARS, down below for more food and back to the apartment for much needed sleep. Monday, my host and XYL had to go to work, Regina works at the bank, Gedas is a Post Office engineer, the children disappeared to school and I was left alone. Breakfast of cheese, cold meat, black and white bread left on kitchen table for me. Could not get to the shack, too far for my legs to manage and anyhow I did not know the way.

Gedas home at lunch time with his bosses car, ate a quick lunch and was driven to the shack. Not too bad a day, up to a total of 92 contacts, 7 more countries being added to the total, a lot of my time is spent rag chewing, maybe I should chase DX more avidly, but I love having long chats because its the only way that you find out what other people are like. Still looking for Oceania and South America for WAC. QRT 2045 local. Tuesday, normal routine, bus to shack at lunchtime, but you cannot buy a ticket on the bus, you have to purchase that somewhere else. The bus goes a different route to the one I have taken in the car, through the town from the stop directly outside the apartment block, past the local police station which has curtains at the windows and looks nothing like our police stations. Dropped off at a stop from where I can see the beams and it was around five minutes walk to the shack, arriving there just before three locals, apologies to all for not

appearing earlier. Reached 128 contacts by end of the day, not too productive, but reasonable amount of members, as usual many rag chews, closed 2315 local. Not too much success on lower bands, the QRM is horrific and 3 watts does not penetrate it all that well. Wednesday, up 0930 local, family at work and school. Boiled eggs and bread left for my breakfast. Weather gone bad, its pouring with rain, guess UK weather has caught up with me. Sat and looked at Lithuanian books, I have now learned three words Taip=Yes, Ne=No and Achiu=Thank you. Reached shack 1500 local, conditions poor and it was not a very productive day, but up to 144 contacts.

Gedas collects coins for Audrius and has a reasonably good collection of Lithuanian(pre-war), Latvian, Polish, USSR, Tsarist Russia, Danish, West and East German plus two old English pennies. I will add to this collection before I leave and also send some Irish coinage. Thursday, still chucking it down, the weather improved around 1045 local and the skies brightened and the sun was soon shining brightly. To shack after lunch, conditions lousy and I ended up on 10MHz, which was the most productive band today, quite a few FOC and RNARS found me there, plus my local G3JZI who gave my brother a buzz on the landline to let him know that I had reached my destination safely.

Number of contacts now up to 190. I closed early, 1925 local because Gedas has a sked with Alimantes, SM7/LY2BHK who is learning about Swedish farming techniques. Alimantes XYL and little son are always in the shack there for these skeds. Friday and Audrius got his stamp collection out for me to look at, mostly from the Eastern bloc, but quite comprehensive, some from Cuba and USA, I can certainly donate many from other countries, and any donations from anyone reading this will be very gratefully received. Not into shack until 1800 local, 28MHz was showing signs of life but I only managed to work an EA, so QSY 21MHz and after a long fight I grabbed Nigel from V85, then began dashing about the bands with LA1IE and LA2UA. Jonas LY3BU arrived and we left for his shack in his car, supper ready when we arrived there. After supper into Jonas's shack, same little three watt rig, but with a large linear,

fired up on 1.8MHz, hardly any QRN and soon many stations were lining up for me, ploughed through the U's, LY0 is a rare prefix and snared LA1IE, Otto is always there, Gus SM3BCS showed up, plus a few others, but not enough warning for the rest of the gang. Sorry I could not manage Top Band again, but Jonas works in Kaunas and the shack is only available at the weekend, but all being well next year Gedas will have a antenna up for this band, all he wants is some insulated wire to throw over the overhead power lines and he will also have quite a bit more power by then, so contacts will be much easier. QRT well after midnight. My body stayed at UK time because of this, 2200/2300 bed and up 0630/0730.

Saturday up early for a change, into town for a good look at the shops, our housewives would be appalled at the lack of goods and the lack of choice, in fact it reminded me very much of the UK in 1943, when we were well and truly under siege. Met Jonas and XYL, she drove Regina and the children home and Jonas joined us in Regina's fathers car and off we went for a more extended tour of Birzai, saw the bus station, very busy, but that was not our objective. First stop was at the Freedom statue, not 1990 but 1918, which had been smashed and then buried, but the locals had resurrected it and it was back nearly in the same place that it stood in 1939, they could not re-erect it in its exact spot because that is now occupied by a cemetery of Russian war dead. Many churches pointed out to me, none open, it's Saturday not Sunday and although very religious, they do not go to church every day like some of the Irish do. Then to the local castle, which houses a very good museum, which is in its infancy, but they have already built up an extremely interesting collection of local artifacts, flint arrow and spear heads, much local peasant craft work, both tools and local folk weave, bridal chests, they don't have bottom drawers. A large collection of early photographs celebrating the photographers 100th anniversary, unfortunately he died seven years ago, but his early techniques were well in advance of his time and he was internationally recognised. A reasonable collection of medieval books, mostly in Latin, but some examples of early bibles in Lithuanian. I love museums and although there were many stairs to climb I found it absorbing and was

reluctant to leave, but Gedas said lunch would be ready, so I had to move. Made shack sometime after 1550 local and QSO's built up to nearly 300 and countries total to 45. QRT 2230 local. Made the shack quite early on Sunday, 0800Z, unfortunately very short skip, and no signs of VK/ZL and only JA for a new one, bit off putting and not too many contacts, went QRT very early 2030 local. Sarunas LY2BSQ paid a visit. I can now manage good morning, good afternoon, good evening, good night and so long in Lithuanian. Did not make the shack until the evening on my second Monday and QRT at 2200, but pushed country score to 49 with OD, 9K2 and FY, the first South American, only Oceania to find now. FOC and RNARS scores still increasing and G3LIK on 5 bands.

Gas has virtually gone and Regina is finding it extremely difficult to cook anything. Spent rest of evening looking at family photos and not into bed until 0030 local. Thick fog on Tuesday morning and much cooler, a very similar morning to UK September, the leaves are beginning to change colour, the birds are lining up on the telephone wires ready for their departure to warmer climes, guess this is the first signs of winters approach. Reached shack around 1400 local and heard VK2CWS very weakly on 21MHz. 50th country in the bag with VP5P. The RNARS lads at last heard me on 80 metres, QRM not nearly so bad this Tuesday. 9 lucky ones. The Lithuanian 80 metre allocation is much smaller than ours, it ends at 3650, this is in line with U, but now that they have independence the band could be extended to line up with the rest of Europe, but until then there is absolutely no chance of checking into any of the UK SSB nets. Returned to apartment around 20.00Z, gas gone completely so no hot food.

Up around 09.30 local on Wednesday, glorious sunny day. Still negative gas and it took ages to boil water for coffee on a single electric hotplate. The LY government wants to arrange a different supplier for gas and oil, but until the port of Klaipeda is developed, this will be difficult. Bread, cheese, fruit and honey for breakfast, expect Regina will manage to rustle up something for lunch with the meagre resources she has available. Reminds me of 1943-1945, when we were short of everything and there is still rationing here, sugar and salt.

Off to Reginas mother for a hot lunch, one advantage of that, I was in the shack earlier than usual. Fired up at 11.00Z on 18MHz, very short skip so shifted to 21, to find that also full of short skip, but with a few USA stations coming through. Had a superb 599 both ways chat with Chuck, KL7PJ on 14MHz, surprising what 3 watts to a five element yagi will do. Over 400 contacts in the log now. Thursday and another beautiful day, quite warm and in shack by 11.00Z again, one advantage of gas shortage, we get there much earlier. Five extra countries worked, J28, 8P9, ZA, UL and at last a VK and it was Terry, VK2ALG on 14 MHz short path at 16.00Z, he had forsaken his bed just to get me, I was very pleased because I had achieved all continents at last. Gedas informed me that today is the beginning of the change to a new currency, the Russian rouble will not be acceptable after the first of October, the interim currency will be tickets, with denominations of notes as low as 10 kopecks, until proper coins and banknotes are produced in Lits. Bed around 23.00 local.

Another glorious sunny day on Friday, Sarune has day off school, so had to get washed and dressed quickly today. Regina who works in the bank must work all weekend because of the money change over, everybody is spending their roubles like mad and they all have to be counted, before they are sent back to Russia. On air at 11.15Z and aimed beam short path to VK, no luck at first, but at 12.50Z, Terry came back to a CQ on 14MHz, he alerted Casey VK2CWS by landline and my second VK was soon in the log, QSY to 18MHz and worked Terry, then to 21MHz and found both Terry and Casey. Made Rad, W6THN's day a little later, first West coaster. On 10MHz net later, reasonable conditions, but lost G3COO when we moved up one to avoid QRM, sorry Fred. Assisted Gedas in punching a hole through the shack wall for the feeders and rotator cable, getting chilly in the evenings and if he does not tidy up these, he will freeze during the winter, because at present they are all entering via an open window.

No Regina when we return home, she is working through the night at the bank. Up 08.00 local on Saturday, weather lovely again and guess we have stolen Britains Indian summer, suits me. Gedas went for transport, because he had planned an early start today, but returned

without the car, father in law had the back wheels off because a bearing seal had gone, so out to the bus stop to catch 09.30 bus. Straight up to the shack and at last I found my old pal George on 10MHz, 59th country ZL4HB and that really pleased us both because George was beginning to despair. Terry popped up on 10MHz, and during the day we had a contact on 28MHz to complete a five bander. Added VK5CGB and VK6GW on 14 plus VK2CWS on 28. Strange propagation on 28, I was beaming short path, Terry beaming long path, tried pointing my beam long path, signals virtually disappeared, then both tried short path, again signals dropped, so back to original settings and Terry peaked 579, strange, but this propagation thing always has something new to reveal. Extremely good day for FOC members as well and countries up to 62 total. Early QRT and early bed. Sunday and my last day of operating, clocks went back last night and we have an early start, so up at 04.00Z, in shack before 05.00Z for the LY championships, a three hour contest, where you can contact each LY station once every hour on CW and SSB, so making a total of six contacts. I only went for CW, because I cannot understand or speak enough Lithuanian to even attempt a SSB contact, and I guess that they would not have changed to English just for me. It was good fun and I made 85 contacts.

QRT for a nice hot lunch, the repairs to the transport had been completed and we went for a drive around after lunch. Saw a bit more of the surrounding countryside including Gedas's garden. Explanation, because most folk live in apartment blocks, they are allocated so much ground outside the town for a garden, much bigger than the wartime allotments that we had and they grow their fruit, flowers and vegetables here, they also build a garden house, some quite palatial. Gedas's one isn't complete as yet, but it's well built of white brick and has four rooms, big enough for the family to sleep in over the weekend, with wood burning stove for cooking, they do like to spend full weekends in cultivating their plots. Early QRT after returning to shack, 636 contacts, WAC and 62 countries. I am sorry if I disappointed some of the chasers, but they want me to return next year and hopefully I will and with more power and more knowledge I will spend longer in the shack and give many more

RNARS, FOC their first LY.

Spent a relaxing evening at the apartment. Up early Monday for the drive to Vilnius, said my goodbyes to Regina, Audrius and Sarune and departed at 07.30 local. I had decided to fly home, expensive, but I could not face two days on the train again. Into Vilnius early, flight doesn't depart until 15.15, said my farewells to Gedas, and then checked in. Lufthansa to Frankfurt and then Heathrow. Now that I know what airlines serve Vilnius, I can arrange staff travel flight for next year, faster and much cheaper than train and maybe British Airways will have begun flying to that destination by

then, which will make it even easier. I enjoyed the experience of visiting Lithuania and hopefully by next year some of the problems of changing sterling will have been resolved. They want to attract tourists from the West and a few motels are being built in the southern part of the country, but it will take time. See you all (well the ones who use CW that is) from LY sometime next year, and I promise that I will give you ample warning before the next visit.

Action Stations - Indian Style - Run Two.

By Ken Cradock-Hartopp G4PZR/2110

As I wrote previously (Spring 93 NL) the 16th MTB Flotilla got itself to Trincomalee and worked as a fleet unit for four months. There wasn't a regular job or patrol to do but there were one or two incidents which brightened life a bit. Meanwhile the army was fully extended and eventually successful in keeping the Japs out of India, the struggle going on in Burma in and out of the monsoon but with only small craft support from the sea. The Arakan coast is shallow and has continually changing shoals and had not been surveyed for many years. The rivers up which the coastal craft had to penetrate were lined down to the water with mangrove bushes and the like, so ML's and Landing Craft, though armed, were often caught by sudden bursts of fire from the jungle, and unless the smoke of weapon discharge could be observed no effective reply could be given. The nearest Japanese craft of any size were at Rangoon or even further East which was a minimum of 1200 miles from Trinco.

The Eastern Fleet sorted the Sumatra Japs out with the air strike and bombardment of

Sabang, but I think it was the Jap air strength which forbade anything similar in the Rangoon area at that time.

Anyway, back to Trinco and it may be recalled that our billet was in Cod Bay in the farthest cove from the harbour entrance.

So when I took five boats out for exercises with some of the fleet for the first time we crossed the harbour at 22 knots. On our return I received a signal from the Flag Officer, 2nd in Command (FO2) referring me to an Eastern Fleet General Order which limited the speed of ships moving within the harbour to 9 knots. Next time we went out we did 9 knots only, with the boats' sterns well down (not planing), clouds of blue smoke and creating an enormous wash.

On return I received another signal, this time from the Commander of the flagship (HMS RENOWN) which told me to cease breaking up his boats at the boom.

Enough is enough, so I asked permission to wait on FO2, which was granted for 1130 the next morning. Armed with both signals I took



my MTB alongside RENOWN's quarterdeck just forward of her port gangway. What I didn't appreciate was that the two 9-inch exhausts from the starboard and centre engines had "holed out" exactly opposite the large wardroom scuttle, and were thus discharging great quantities of exhaust gas into the ship's wardroom at gin time.

We switched off, I climbed the guardrails and made my way up the ladder forward to the Admiral's office, noticing that there was a large and hasty arrival of indignant officers up onto the quarterdeck from below. On arrival in front of the Admiral I said that before we started on what I had called on him about he should perhaps expect a complaint from the Commander concerning what I have described. However he thought the whole thing very funny and laughed his head off, so we got away with that one.

It took five minutes to explain and get confirmation to proceed in and out of harbour at 22 knots in future, so all was settled and the bureaucrat who sent the original signal was doubtless told to pipe down. Whilst with the Admiral I had to make a very sad request to him which was to ask if I could be transferred from loan service with the RIN back to the RN,

thereby giving up a super command (but with no operational prospects whatever) and get back to the fleet and re-learn my trade after four years in Coastal Forces. The C-in-C was consulted by telephone and I was transferred to a destroyer leader two days later, but the flotilla continued in commission for another two months, with nothing to do, and eventually paid off in South India.

During the aforesaid two months three of our RNVR Sub Lieutenants paid a call for a drink on the submarine depot ship ADAMANT and returned to the flotilla as enlisted submariners!

They trained on the station and became torpedo officers of "S" class submarines, two on the station and one in home waters, so they got themselves a really worthwhile job each and didn't have to stagnate any longer.

Before I got my station transfer we did have one very successful exercise with the fleet as a whole, battleships, cruisers and destroyers, and it took place on a rainy night in rough water.

All eleven boats managed to surround the fleet at a range of some miles, and when the

fleet was in the middle of a tropical rainstorm (and we weren't) came in fast and fired our green very lights, signifying torpedo fire, all within about one minute of each other and from all quarters. We did hear we had created more than a little gunnery confusion in the process. A pity they were our ships and not the enemy, for 22 kippers can inflict a lot of damage. Enough of that - when I eventually got back to UK after two years in the tropics I was sent to North Russia on convoy escort and I'm sure I was colder than anyone else.

A rather exceptional sequel to all this took place in Salisbury in March this year. By writing to everyone suggested to me from time to time we enrolled 26 people on our ex-members list. Sixteen of them, all with their wives (who had never met) arrived for a "dinner and overnight do" which was a resounding success. I provided lapel badges for all, including wives, because after 49 years it seemed probable that we wouldn't recognise one another, which in the event was only partially true.

All hands want another one.....oh well!

Life After Life

By Ron Baker G0LKO/3573

(Senior Officer H.M. Customs & Excise/
a.k.a. a Gauger Ed)(Retd)

You remember the article "LIFE" in the Summer 1990 edition of the Newsletter? Well, this is a resumé of what happened next.

For a number of years when still serving in the R.N. I had envisaged life thereafter. It occurred to me that when returning from foreign, one met up with the "Customs". They had a certain powerful kudos that meant obedience, discipline, control, discretion, respect - that aura of invincibility - looking like naval lieutenants with their two gold rings, but having a much more positive effect! The charisma of the "Customs" stayed tucked away inside my

memory banks until the time came to decide "What next?".

My final full year in the service was spent in HMS Mercury - in those days the mother of all communicators - as a Chief Radio Supervisor, Radio Communications Instructor, helping to mould the Lieutenants on the Long "C" course to become competent Signal Officers. One day I gazed at the Information Board in the Chief's Mess, and spotted a notice giving details of the requirements for the National Examinations for Entrance into the Civil Service as an Officer of Customs & Excise.

This was a grade of Custom Officer above that of the Waterguard (The Uniform Branch), which I felt was commensurate with my ambitions for the future in Civvy Street.

There was also the lingering thought of tobacco goods smuggled through and the odd gold bracelet and chain! - one wished to redress the balance; to step across the dividing line; to become the upholder of right!

In broad terms the Department of Customs & Excise exists to enforce the Acts of Parliament relevant to Revenue Duties, Excise Duties and Value Added Tax. In addition the department acts as an agency for other Government Departments in the way of Prohibited Imports, Registry of Shipping, Light Dues, Exchange Control, Import Licensing and a variety of others. Also as members of the International Customs Union and the EEC, we cope with legislature at that level.

Within the department we have sub-cultures of our own. H.Q. in London, Accounts and Statistics in Southend-on-Sea, and Regional Areas around the country known as Collections. Within each Collection - Districts and Stations. The Custom House is usually the seat of authority in the Ports and the Excise and VAT Offices in the city and towns.

Our work is broadly divided between Customs, Excise and VAT, but each type of work overlaps somewhat in practice.

To handle the Departmental work there are uniformed Officers engaged primarily on the clearance of passengers and baggage and rummaging of ships and aircraft. For the prevention and detection of smuggling - a note of warning

here - the uniformed Officer at the Airport and Quayside is a PREVENTIVE Officer and NOT a PREVENTATIVE Officer! They get rather nasty if you refer to them as the latter!!

The non-uniformed Officers handle the Trade Imports and Reports in both airport and docks - Customs Work; and in the towns - Excise Work- Bookies, Bingo Halls, Licences and Revenue Manufacturers, Importers and Exporters, Breweries, Distilleries, etc.

When they first let me loose in the Department I worked in the Agricultural Hall in Islington, London. An ancient building, vast cobblestone floor, with rings still set in the walls where they tethered cattle in the days of its use as an exhibition hall, with a wooden floored balcony where we plied our trade. In my time the Post Office used it for the Foreign Parcel Mails. Our job, as it is today, was to examine the contents of parcels for contraband goods, prohibited goods, private purchases, and gifts of trade goods, and take the appropriate action - Free it; Charge it; Detain it; or Seize it!

Working with Parcel Mails is like Christmas every day! You'd be surprised at the highly peculiar things that turn up in parcels. The whole panoply of life gets laid out before your very eyes - there isn't room for secrets in a parcel. Some of the things I've seen and read in the line of duty would make your hair curl or drop out!

While examining a line of parcels one day I came across a skull - human type, little red lines on the top and all. The custom declaration said "Grampa - No Commercial Value". How does the phrase go? "Ah Fair Yorrick, I knew thee well"! The addressee was an immigrant from Darkest Africa, and I gather wanted to keep his family together.

Drugs abound in some countries mail. Our department, in company with the Police, employ trained dogs to assist in detection of drugs - usually Labradors. Large soulful eyes, a long wet tongue, would come around sniffing and licking.

One I remember well. Eventually she had to be put out to retirement, though. She became addicted. Time and time again she would course up and down, round and round a stack of parcel bags and eventually settle on one bag. The bag

would be dragged clear and opened with glee - the dog suitably praised for her tenacity and diligence and expert detection. The dog would indicate the individual parcel from the bag, the postmen would open it and 'et voila' - Chinese Sausages! Cherry was addicted to Chinese Sausages!!

During the Postal Strike of 1970 most of our officers involved in work in the Postal Depot were found alternative employment with other Customs areas. I was seconded to our Investigation Branch to assist in a drugs case that originated in my depot and was brought to court during the period of the strike.

As I had the use of my own car and was thereby mobile, one of my first tasks was to visit the addresses in South London of witnesses for the Crown. Finding the houses and the bodies and getting them to accept my invitation to appear in court in North London, at a specific time and date, was a feat in itself. My visits stretched into late evening into some very questionable areas.

The case itself centred on the illegal importation and possession of cannabis resin, and concerned eight people. The slabs of cannabis resin were secreted inside fancy stuffed toy elephants and drums. My job in court was to present the exhibits as and when required by the presiding judge. I sat in the well of the courtroom surrounded by stuffed elephants and drums!

As it was my first occasion of being in a court in session I found it most stimulating. Like the TV - in real life!

It wasn't until the day of pronouncement of judgement that the alarm bells rang. I realised then that it was for real; when one went to jail for six years; two for four years; two for two years; a couple of heavy fines, and the wife of one set free in order to look after their child. From the back of the court there were screams and sobs and all sorts of language thrown at the judge from two distraught women. After that I felt I wanted to go home too!

Still on the drugs scene, about the same time, a ton of herbal cannabis was found in London Airport. The Officers there had placed it into those large peat bags and it was transferred

to the Queen's Warehouse - just along from Tower Bridge. As the Investigation boys wanted it in smaller, handier bags to produce in court another fellow and myself were asked to re-bag it.

There was I, in my best working suit of city black, tailored by Sin Jelly Belly of Hong Kong, late of Wei Hi Wei, shovelling cannabis seed and dust for hours on end getting covered in the stuff from head to toe, and hoping I wouldn't meet up with a Police sniffer dog on the way back to my digs, or he'd have gone berserk!

In each Collection there is a Queen's Warehouse, where all seized goods capable of salvage, or too large for local destruction are deposited. That which is not saleable is destroyed by fire or smashing and consumed on the local dump. Saleable items, when there are sufficient accumulated, are tabulated and lists circulated to the trade and subsequently sold to the highest bidder. The duty and tax thus realised goes into the national coffers with the rest. Tobacco goods other than sealed cartons of cigarettes are destroyed in the "Queens Pipe" - the name given centuries ago to the incinerator in the Queen's Warehouse. The sealed cartons are distributed occasionally to the Prison Service, and Servicemen Overseas.

After a couple of years in the London Overseas Mail Office I changed from Customs work to Excise work at an office in the Bow District of the East End of London. Furniture Manufacturers, Toy Manufacturers, the Rag Trade, Bookies, Bingo Halls, Hand Bag Makers, Pickles and Treacle, Gaming Machine Licences, Hydrocarbon Oils, General Warehousing, Methylated Spirits Users, Purchase Tax. Quite a mixed bag. I think I gave back more than I collected during the time I was out and about in the East End! I grew quite fond of it all, working among the multi-national citizens - the East Enders! - the battle of wits, with the wide boys, the genuine rogues and the tax dodgers.

For some weeks I had been tracking down the owner of a warehouse in order to invite him to contribute some purchase tax on account - on account that he was some few thousand pounds in arrears - and we had come to the end of the line. Pay up or call the bailiffs in.

One morning we met in his warehouse and

had the usual verbal cat and mouse games and after admitting that perhaps he could now find a little to help the arrears, he turned his large, bespectacled Jewish eyes on me with heartfelt sadness in his voice and said, "What's a nice Jewish boy like you doing in a job like that!!" And there was I, a pillar of the Anglican Faith, and Church Warden to boot. There's no answer to that, is there?

Another of my traders, down in the Isle of Dogs, was Fowlers Treacle Factory. The departmental interest was the subsidies on sugar at the time - Black Treacle and Golden Syrup! A sample can, hot off the line - it took me years to finish that can of Black Treacle, as I found that 'twas only myself in the family that liked it!

After about a year of plodding the streets of the East End I eventually managed to get a transfer to Southampton Docks. Britain's Premier Port, with two tides a day, and as this was twenty years ago, plenty of real ships and commerce about! Container Ships and the Jumbo Jets put paid to the old style cargo ships and passenger vessels. Progress I guess, but many of our seagoing members on the commercial rather than military side will remember the times with nostalgia and regret.

So there I was, back in the parcel and packet trail, only to be diverted for a while into setting up a major Bonded Warehouse for an International concern in wine and spirits - whole ship loads of wine into 27,000 gallon vats, casks of Brandy - Vermouth - I wonder who drinks in all?

I was involved in the initial trials in containerisation of bulk wine. Huge plastic bags of it, the size of a container lorry, sloshing about behind the head of the driver! There could be a case for being pickled each day.

One particularly hazardous, although rather innocuous case I was involved in concerned a letter from South Africa containing a quantity of Guava Beans. These are the size of a haricot bean and have a white and purple colouring. The youngster had sent them to her friend for her to make a necklace with.

From a trade importation of such necklaces a few weeks earlier, and subsequent analysis by the Port Health Authority, I knew them to be highly toxic and liable to cause paralysis if

ingested. My job was to detain the goods and arrange analysis by the Port Health Authority. Their job was to analyse them and report their state of fitness and recommend subsequent action. They recommended destruction. The legalities of the system though are such that they are not prohibited imports, so my department had no grounds on which to seize them. The Port Authority had no authority to seize, only to recommend destruction to the firm importing them. The importing firm said "We want them for sale", so legally they were entitled to receive them, and did.

Only when actually seen to be on public sale could some other obscure Government Department step in and legally seize them. The final outcome of that particular consignment is not known to me.

My purpose in mentioning it is because of the moral dilemma I found myself in, having detected some Guava Beans in a private letter. Legally I could do nothing. Morally I felt it imperative that I did act. I selected a compliment chit, impressed it with my dated address stamp, and recommended the girls parents to destroy the beans immediately on receipt, and briefly explained why. There are two sequels to this story.

The following week I was on leave. During the week a letter arrived for me at the office from the girl's father thanking me for the action I had taken. He said that whilst his elder daughter was showing Mum the note I had inserted in the letter baby daughter had knocked the beans onto the floor and was happily scabbling for them. Mum got to all the beans before baby did though, thank the Lord.

The parents contacted their local press to advertise the event in order to help other families who might be in a similar position. The Birmingham area press tried to contact me by phone at my office for a statement and I of course was on leave so my colleague handled it. Officially there was no comment, because the beans are not prohibited from being imported. Some little time later a copy of one of the northern Weekly papers was shown to me and it contained a report of the happening.

Even later, a South African newspaper - part of the packing from a parcel seized for reasons

of contraband tobacco goods - was shown to me. It contained a photograph of the tree which produces the beans in the garden of the house where the pen pal lived - plus pen pal! And of course a report on the action here in England. Their comment, "They grow quite commonly hereabouts. We didn't know they were poisonous". I'll always wonder!

Remember, my comments are personal - not officially departmental! If you go abroad, watch out for the Preventive Officer on your return! If you go sailing, watch out for the Revenue Cutter! If you're expecting any parcels from abroad, watch out for the likes of me! CONTROL - VIGILANCE - and IMPARTIALITY !!!

SMUGGLING

Also by Ron Baker GOLKO/3573

It occurred to me the other day that many of our members are ex sea going personalities and that they might know a thing or two about the subject matter involved in this article. Not of course in the first person, but by hearsay!

The coasts of Hampshire and Dorset in the south of England have a history steeped in the Smuggling Trade. The whole area was one big entry port between the years of 1700 and 1850. When you think how close the warehouses were in such places as the Channel Islands, Cherbourg, Le Havre and Dieppe, it's not surprising that the busiest smuggling beaches then are today among the south coast's premier seaside resorts.

The beaches themselves provided smoothly shelving fine sand and were sheltered by every sort of bay and cove that the entrepreneurs of smuggling could desire. The prevailing wind is south westerly, which made sailing across the Channel from England quite easy; and when filled with a variety of desirable goods the ships were helped enormously by breezes from up the Channel. The fast galleys of the time would have found the rowing out and scudding back in the

south wester a very fast ride.

Behind the beaches were stretches of land which provided immediate cover for the smugglers to get their goods inland as quickly as possible, by wagon, tubman and pack horse to evade the forces of the Crown. Smugglers took to calling themselves "Free Traders", when duty on certain items was imposed. They looked upon their activities as those of freedom fighters whereby Free Trade, the birthright of every Englishman, was kept alive! Import duties were collected as early as 979 AD from French ships bringing wine and fish up the River Thames to Billingsgate Wharf in London, and there has been a Custom House near the famous fish market ever since.

When William the Conqueror secured the English Throne, the flow of French wines became a positive flood to his Norman Barons. Wine was dutiable, but not in money: the King's Butler, with his tasting cup on a chain round his neck selected the best wines from each cargo, and these went straight to the King's cellars.

The reign of King John produced many good ideas, and a national Customs Service was set up for the benefit of the whole country. In 1203 a fixed duty of 15% was levied on all goods coming in and going out of the realm. This was collected at the port by "Collectors", which has served as a title for the most important Customs official to this day.

In 1275 King Edward I imposed an export duty on all wool and hides. "Trounours" were appointed to weigh wool leaving the country, and the main instruments of office were huge scales known as the "Kings Beam", erected outside every Custom House. Even today the Headquarters of HM Customs & Excise in London is housed in King's Beam House.

From about 1700 Britain was waging war in some part of the world pretty well continuously against France, Holland, Spain and eventually the American colonists. Taxes had to be raised for them, so more and more goods were either taxed directly or had duty levied upon them.

The bigger the British Empire became, back along the trade routes came an ever increasing supply of new commodities which were duly taxed. Europe, Africa, the Near and Far East, the

West Indies, North and South America all contributed goods, which started as luxuries and became necessities.

During the seventeenth and eighteenth centuries there was a proliferation of huge country estates and the great houses to go with them. Their noble and nouveau riche owners filled with them with such luxuries as silks, lace, spices, wines, spirits, tea, perfume, fruits etc. The trade routes then had to be defended by an ever growing fleet, paid for by increased taxes and Customs duties. By the time George III came to the throne in 1760 there were 800 items on which Customs duty had to be paid. In the following fifty years a further 1300 items were added.

This was the smugglers "golden age", with a vast number of items worthy of his attention; from lace for gloves, through brocade of gold and silver, snuff, straw hats, raisins, figs, tobacco, whisky, brandy and gin, wine, tea, sugar, dice, playing cards, pearls, coal, timber, coffin nails, newspaper, prisoners of war and spies!

A poor countryman once asked how he lived on 12 1/2p a week said, "I don't live on it". "How do you live then", asked the enquirer. "Why! I poach. Its better to be hanged than to starve to death". The man might just as well have said "I smuggle" instead. Smuggling had many advantages over poaching; it paid a hundred times better, and smugglers were very unlikely to be caught and beaten to death, shot or maimed by the squire's gamekeepers, or crippled for life by one of their man traps.

When a man was out as a "Free Trader", he only had a weak Customs service against him most of the time, and even if he were cornered by the Dragoons, he usually came off best. Even if he was taken alive and appeared before the magistrates it is unlikely that he would be convicted: he was far more likely to be let off, sometimes with an admonishment to the King's men for being too officious!

The Gentlemen were in the game at the top level just as the Free Trader was at the lower. Most of the time smugglers were as safe as houses, for their gangs were so powerful no forces of the Crown could face them, thus leaving large parts of the coast free for the pursuit of their illegal activities.

Between 1750 and 1840 smuggling was at its height, the population of England and Wales more than doubled. (Now I wonder why that was!). Whatever the reason the farmers had to produce more food. In consequence - land enclosure. Six million acres of common land disappeared. Demand for grain fluctuated leading to agricultural depression. Farm labourers were thrown out of work with little form of relief to help them and their families. This was the time of the "Tolpuddle Martyrs". A time of land re-distribution, in which the Squire, the Parson and richest farmers gained most for themselves. The answer to the inability of the labourers to protest or even to resort safely to poaching to feed their families because of the savagery of the Game Laws, was smuggling, which though illegal and dangerous was still profitable enough to make it worth the risk.

After Waterloo smuggling had never looked so attractive, nor was it so profitable or viable. Cheap labour became immediately available provided by returning ex-servicemen. Ex servicemen made splendid smugglers; Naval men found themselves back at sea manning the luggers and cutters while the veteran soldiers made the infantry for guarding the convoys of contraband the Gentlemen of the Night ever had. Smuggling also attracted ex servicemen because they missed the excitement of fighting and, even more surprisingly, they missed the superiority of service living conditions.

Dr. Johnson once said, "Claret is the Liquor for boys; Port for men, but he who aspires to be a hero must drink Brandy". In the early fourteenth century Brandy was known as aqua vitae or "water of life" and accredited with the ability to keep those who drank it ever young; it was believed to stimulate the heart, protect against the plague; and cured colic, dropsy, paralysis, fever toothache, gout and a hundred other ailments. Brandy was issued to both soldiers and sailors to give them "Dutch Courage" before battle. Rum was encouraged to be the drink of both British Services to boost the West Indian sugar trade, but certainly up to the Battle of Trafalgar it was Brandy that was given as the essential essence of valour and oblivion.

The demand for it was insatiable much to the smugglers delight. The Free Traders basic vessel was the lugger, which could be anything

from fifty to 300 tons. The largest of them would carry 3000 half-anker kegs of spirit together with twelve tons of tea. They were extremely well armed, having anything up to fifteen four pound cannons easily enabling them to hold off any Revenue Service vessel.

After 1815 the Royal Navy was freed from wartime duties to work closely with Revenue forces to fight smuggling; so the smugglers had to be more cunning and the game became more dangerous. This fact combined with the setting up of the official Coastguard Service in 1831 meant that smuggling inevitable went into gradual decline.

The Revenue Service really started in 1698 when 299 Riding Officers were appointed by the Crown to stop "owlers" smuggling wool out of England.

The Customs Commissioners had no very high opinion of their Riding Officers. It was said they cost too much; gave little return in results of smugglers and goods seized for the salaries they were paid; only rode out on their own business, which was often indirectly to do with smuggling on their own account. The Commissioners believed many of them were actually smugglers agents. The post of Riding Officer was, however, highly prized and there were always far more applicants than there were appointments available!

It was not only the ranks of the Riding Officers which were suspect; it was said that the entire Custom Service was riddled with inefficiency and corruption. The Chief Officer, the Collector of Customs, was often a man who had just retired from some other career very different from the Customs Service. Like many Civil Service posts of the eighteenth and early nineteenth century the position of Customs Officer was a sinecure to be milked for whatever it could give.

In 1816 the Revenue Cutters were taken over by the Royal Navy. Their vice-like grip had an immediate effect. Huge amounts of contraband were seized. Once the Royal Navy had taken over the Revenue Cutters, smugglers found themselves in deep trouble. The Royal Navy pounced on anything that looked even remotely like a smuggling ship so the smugglers had to use a new subterfuge. The secret of course was

that the forbidden goods were hidden inside the legitimate goods.

Smuggling gradually lost its attraction after the Coastguard was formed in 1831, but the British public seemed reluctant to let the smuggler go. To all sections of the community he was the raffish supplier of essential goods which made life worth living, but to the common people from which he sprang he was much more. He was the chap next door who brought in the contraband. Just as Robin Hood had taken the Abbot's fat purses, he was the "good lad"; he was themselves.

What about you? Does your seagoing experience share the urges of the twentieth century, lads? I'm saying now't !!!

(There is no truth in the rumour that I'll publish anything Ron sends me just to ensure that I'm not given the 3rd degree when trying to get back my (modest) expenses. He's actually quite human - for a gauger that is !!!! Ed.)

SAFETY AT SEA

vs.

SATELLITES AND RELIABILITY

By Wolf Koehler

DL3ZBJ/AB6EL/VK6BGV/3419

Lasse, OZ1FJB/2087 informed us about the implications of the new regulations for safety at sea known as GMDSS (Spring 93 NL: "The Last Dash on CW"). There is a lot of concern in his article about the reliability of satellites.

Being technical people of sorts, we all know that there is no guarantee whatsoever that nothing ever fails. Nevertheless, reliability of all technical equipment has improved considerably over the years, be it household appliances, machinery or computer hardware. Even though that there cannot be a 100 % reliability we can come close. And indeed, we do.

As for the satellites used in the INMAR-

SAT system I am in a position to make a positive statement: they are reliable and all necessary precautions have been taken to cope with contingencies. All authorities involved are well aware of the consequences a failure of one of their spacecraft might have.

A high level of redundancy is required, and in fact, provided. If a spacecraft problem is encountered that has an impact on communications, the traffic will be transferred as fast as possible to a back-up satellite. Depending on the actual situation and on the region concerned it will take some time, but certainly not long.

The four regions served by INMARSAT are the Pacific Ocean Region (POR), the Indian Ocean Region (IOR), and the two Atlantic Ocean Regions West (AOR-W) and East (AOR-E). With the exception of the polar regions, the whole globe is covered by this system.

To substantiate my statement about reliability here are a few facts about spacecraft control gained from the daily routine. So what is spacecraft control? Generally speaking, spacecraft control is keeping the attitude of the satellite and providing the intended service.

How is this being done? Again, very basically, by monitoring and evaluating telemetry data from the spacecraft and uplinking telecommands to change on-board configurations and to perform attitude manoeuvres, i.e. keeping the satellite at the required position in the orbit and maintaining earth-pointing.

Now what can happen to such a delicate technical device as a satellite in a geostationary - or more precisely, geosynchronous - orbit, 36,000 km above the earth and moving at a speed of 3 km/second?

There are four main problem areas for a spacecraft:

1. Power problem - A mismatch between available and required power. Power sources are solar cells and batteries. Batteries are required to provide power during the so-called 'eclipses', when the satellite is unable to see the sun. A power problem in a communications satellite results in temporary or permanent loss of the service, i.e. of communications and might jeopardize the mission.

2. Attitude problem - The spacecraft loses its orientation in space. Normally, automatic on-board systems take care of the attitude. If they fail redundant systems will bring the spacecraft into a safe state allowing recovery later. For attitude control a certain amount of fuel on board (usually hydrazine) is required. But fuel is limited. If a spacecraft runs out of fuel, it is definitely the end of the mission. Care has to be taken that the satellite can be 'de-orbited' as long as enough fuel is left. It is not possible to bring a satellite from a geostationary orbit back to earth ever! It will also not burn up like low-flying satellites do when they re-enter the atmosphere, instead it will stay up there as space debris and drift about the earth until it eventually falls to pieces.

3. Human errors - These do occur from time to time when a controller uplinks a wrong telecommand or an operator at a groundstation uplinks an unauthorized command to the satellite.

4. Electrostatic discharges (ESD) - A high potential builds up on board the spacecraft and suddenly discharges causing logical devices to change status, thus sometimes triggering safety circuits and switching certain units off. More effective coating and shielding has improved the situation considerably.

One of the satellites in the INMARSAT system is MARECS-B2, owned by the European Space Agency and leased to INMARSAT to serve in the Atlantic Ocean Region East in a dual-satellite configuration.

MARECS-B2, positioned at 15 degrees West, is controlled from the European Space Operations Centre at Darmstadt, Germany, using ground-stations in Germany, Belgium, and Spain. Around the clock control is provided by an international team of experienced spacecraft controllers. It just so happens that the person at ESOC Darmstadt in charge of this team and responsible for this particular bird is yours truly.

MARECS-B2 was launched in November 1984. During the 8 years and six months of its lifetime so far (I am writing this in May 1993), there was just one occasion when communications, i.e. the service, was interrupted. During a critical manoeuvre, intended to decrease the inclination, the spacecraft lost attitude and went

into a safe mode by turning towards the sun. The traffic was transferred within minutes to the back-up satellite so that the recovery could be performed at leisure. Such a recovery may take up to four hours, but the actual length of the outage depends on the time of occurrence the incident as the recovery can only be performed at certain times of the day. After the successful recovery the traffic was re-transferred to MARECS-B2 at a quiet time during the night.

Maritime communications can rely on the INMARSAT system now and in the future, but there remains the bitter taste of seeing a whole profession die out, a tradition disappear, that lasted less than a century, and thousands of radio officers become redundant. We ought to make it our duty to take care that the past and the skills of the past do not fall into oblivion.

(Wolf (and anyone else) Thanks, more articles on spacecraft & their control would be very welcome. Ed)

AWARDS

Do you issue awards with a Naval Connection ?

Do you issue one of the Awards mentioned in the RNARS Awards Programme, as detailed in the Winter 91 NL or updated in this issue?

I am looking to publish details of national and international Naval Awards in a future edition of the NL, please send me details of YOUR award to make sure I get it right. If you don't send me details then I can't be held responsible for getting it all wrong !!!! Ed.

AWARDS

IN A SINKING SUBMARINE

By Petty Officer Torpedo Mechanic Herbert Lochner,
Kriegsmarine

Selected from his published writings by David Stott
SWL/3315

On 6 February 1945 U-425 was given the go-ahead for the eighth mission as convoy JW 64 was on its way to Murmansk. I wrote a farewell letter. This was the first time I had done so during almost four years in front line action. In it I tried to comfort my wife in case I did not return.

During the following days, already out in the open sea under the imminent threat of attack from Allied air and sea defence forces, the Commander made further efforts to ensure that his crew would work as a team during combat. In the meantime the Commander had brought the U-boat up to the convoy.

Hannemann, the wireless operator, began listening to local radio messages. I was able to hear the enemy's conversations or commands quite clearly myself whenever I paused outside the hydrophone booth. The Commander of the enemy contingent was communicating with the senior officers on his warships and merchant ships. Wireless operator Hannemann translated the texts into German and presented them to the Commander. New and important information gleaned in this way was then passed on to other Commanders of our contingent and the North Sea U-boat Command headquarters. Despite our considerable efforts, constant pressure from the enemy warships prevented us from firing on the convoy. So the U-boat contingent had to allow convoy JW 64 with its twenty-six ships to get off scot free and enter Kola Bay.

Meanwhile our voyage eastward continued without more ado. Through the information

obtained via our radio we learned that, apart from ourselves, all the other U-boats in our contingent were lying in wait in the same stretch of sea. The group was awaiting its opportunity...

On February 16th 1945, at around 10 pm, U-425 was sailing above water. It put out the last radio announcement and then continued the voyage at a depth of forty metres.

I had earlier listened in the hydrophone booth to the army's report. I was worried by the rapid progress made by the Red Army, and in particular by the fighting in Danzig - our home depot. Then I went to lay down on my bunk which we had to do when the sub was under water. That was the safest place if there were no other incidents and, in addition, we conserved oxygen. In this silence which pervaded the U-boat as we crept along I dozed away, and slowly but surely entered a state of stupor.

Shortly after midnight I heard the distinct noise of propellers immediately above us. Evidently the enemy corvettes or destroyers were at their listening posts and had already had us in their sights for quite some time. The U-boat immediately shuddered at all its joints under the impact of exploding bombs. The lights went out! Total darkness! The U-boat shook before it sunk to the depths, at approximately 40 to 50 degrees stern-side. We had obviously been hit very hard but where and how, at what point? Could we get out of this one?

I went to the torpedo launch tubes in order to deal with the hiss of water coming from one of the valves. I quickly fixed it. The emergency



U425 at Danzig - April 1943

lighting had come on in the meantime. I saw the shocked, almost ghostly faces of my comrades in the bow compartment, their pallor intensified by the dim light. I glanced at the depth gauge and turned more than a little pale myself, to see that the needle had passed the two-hundred metre limit.

My young mechanic, wide-eyed and anxious, sat motionless and in total silence amidst the various tubes. He had his rosary in his hand and was praying. I thought to myself yes, he should pray if it soothes him. Perhaps it will help us all. What could I say to comfort him? It was deathly silent on board - a deceptive calmness - since we were all concentrating really hard. Even the quietest exchange of words in the control room were greedily taken in and hopes raised.

The command "Every man to the bow compartment!" told me that water had penetrated the machine room to the rear of the U-boat. The shift of weight which the order was intended to create did not really affect alignment. Only a few men went to the bow compartment, probably because a lot of them were using their own devices to stop the leak. The machines were not operating either.

made in the next few seconds. One could only wait, but not lift a finger to help. Despite the serious, almost desperate situation, I could not see any signs of panic among the crew in the bow compartment although we heard creaks and groans all over the U-boat. These noises were caused by the high pressure of the water on the body of the vessel which, at a depth of two hundred metres, was about 20 kg per square centimetre. The question of how long the U-boat could endure this tremendous pressure had never been answered.

On passing information to the control room I learned that the batteries had suffered greatly. A few cells were destroyed or damaged. Acid had been released and gases were accumulating. What should or could I do? I sat down on my bunk again and took the escape equipment out of its bag in order to be able to help out if asked to do so. I waited patiently, mulling over my fate, but ready to jump when the situation so demanded. I thought back to the training with the escape gear at the U-boat school in Pillau, on board the KdF ship, "ROBERT LEY".

"Under good sea conditions you can use escape equipment up to a depth of forty metres and get out under water", said the instructor at the time. "But go up slowly!", he added. Theory

Further series of depth charges fell. It sounded as though these were a long way off, or were we perhaps so deep that the depth charges did not reach us? The thought that the U-boat had sunk even further was unbearable!

A decision would have to be

is all very well, but U-boats usually travel at depths of several hundred metres.

"Favourable conditions" in the water only occurred during training. What one thinks of! How much passes through one's mind! No one wanted to write us off yet, though. Each time all our hopes were pinned on that word "perhaps". Perhaps this or that was still possible! Perhaps we still had a chance - the U-boat might get propped up as it sank and we would be able to get out as a result of the buoyancy. I knew from the tales told by submariners at the base that, under certain conditions - i.e. if the ballast tanks were working and there was sufficient compressed air - damaged U-boats had been known to rise to the surface once again for a short period before finally sinking. This was why, very often, only a few sailors could leave a sinking U-boat.

Of course every case is different, but in such hopeless situations one clings to the faintest hope. I became more optimistic when I realised that the U-boat was not sinking further, but had stopped.

Now the first decision needed to be made - at least as regards the crew! They were working feverishly in the control room. The Commander knew that our only means of escape was to come up quickly and to abandon ship. He hoped, as we all did, that the ballast tanks had not been damaged and that the compressed air cartridges were sufficiently full. If the former were indeed intact the water would be pumped out by compressed air cartridges and the boat would rise like an air balloon. But this was easier said than done!

Then came the decisive order: "Full blow!".

The U-boat rose - though much too slowly for us! I looked at the depth gauge. It registered two hundred metres and was going up!

The faces of the men - the youngest among us eighteen and nineteen years of age - had become haggard and had aged considerably. The lack of sleep in the last few days; the constantly nerve-racking situation; the silent wish that the U-boat would rise and perhaps provide us with a means of escape, all played on our emotions. There was a glimmer of hope at which everyone

who is too young to die grasps.

All eyes in the bow compartment were concentrated upon the depth gauge. It registered one hundred metres already. Then came the order from the Commander: "We're coming up. Then get out quickly! Don't forget the rescue equipment!"

It was certainly only a few minutes - I don't really know how many - before the U-boat broke through the surface of the water. The Commander opened the hatch and fresh air invaded the U-boat. We could hear it hissing. None of us took any notice. We all knew that unless we got out on deck we had no chance of survival. Exactly how long the U-boat would hold up was a question which none of us could answer.

Just to come up again! That was what we had all silently hoped for. I donned the escape equipment and ran to the control room. There was a small queue here because men from the bow and rear compartments arrived at the same time. Nevertheless, everything went off smoothly, silently and without any signs of panic. According to my calculations I was about the thirty-fifth man to climb up the tower from the control room. All the others would take the same route.

Once I was on the bridge my eyes took in the following scene: the sub lay stern-heavy in the water. The Commander, sporting his white cap was standing at the base of the periscope and asked from the tower for an emergency flare which he was immediately given. He lit it and held it high to indicate that we were now shipwrecked and wished to be rescued. At that point the men standing on the tower and gun platform came under fire from British anti-aircraft guns. The Commander threw the lighted flare into the water. Upon that the English ceased firing for a short time.

At this time I was hanging onto the deck of the lower gun platform. Near me was the telegraph petty officer who had taken a shot in the back and was bleeding into the water. I positioned myself in a blind spot and was initially protected from the firing.

The U-boat was still on the surface of the water so there was enough time for everyone to abandon ship or at least for those who were able to do so. No one was left in the bow

compartment. I do not know whether a few crew members in the rear compartment were injured, or did not come out for other reasons.

pulled myself up by the railings and onto the bridge. The two Leading Seamen, Meier zu Sicker and Strakosch came with me. Only we



Herbert Lochner

*To my British
Comrade David for
remember!*

Herbert Lochner

17. Febr. 1992

Indienststellung von U 425
im Hafen von Danzig
(April 1943)

Herbert Lochner

Many were already swimming in the sea. Near me, on the gun platform lay an Officer of the Watch who could not manage his rescue equipment - the rubber dinghy. I gave a helping hand but the compressed air cartridge was empty. I could not answer his next question which was "What now?" The quartermaster was encountering the same problem. Both had to battle for their lives in the ice cold sea and their rescue equipment was not working. I think this applied to everyone who tried to get away by dinghy.

The boat sank deeper and deeper astern and the water had already reached the anti-aircraft gun on the rear section of the gun platform. I

three were still on board. We barely spoke and I told them that they ought to wait before jumping off - there was still time.

Once again my mind went back to my voyages on Destroyer Z-24 and of how important it was to remain on board as long as one could, because without any help from the enemy one would never survive the perils of the Arctic Ocean. The memory of rescuing the sailors from Z-26 clearly sprang to mind, despite the present virtually hopeless situation. I was the first one to jump into the icy cold water which had already reached the bridge on the upper part of the gun platform. The other two followed suit. We were the last ones to leave the U-boat.

"Now move it!" We swam for all we were worth in the headlights of the corvettes. We could clearly see the nets hanging from the warship; they were close at hand.

The corvettes were on my left. To the right I saw U-425 shudder and, with the tip of the bow pointing upwards, a piece of my homeland sank in the depths of Kola Bay.

A few minutes later I came across our quartermaster swimming in the water. Two months earlier in Danzig he had been the witness at my wedding. Not having any rescue equipment he clung on to my shoulders for a short time, then I felt him no more. I didn't feel the chill of the water or the air either, perhaps because I didn't have the time to think about it. Those still swimming in the water called out time and time again "Hilfe!" and "Help!" Now and then came a salvo from the guns. Who were they aiming at? Then we cursed and fled once again in search of help. Our cries grew weaker and weaker and I saw fewer and fewer of my comrades in the water. Now I too felt my legs stiffening. The chill was spreading upwards and the end must surely be imminent. My thoughts went back once again to my beloved in Danzig. I took the photographs of my wife out of my breast pocket and threw them into the water. I didn't want the pictures to get into enemy hands if my body were to be fished out of the water or washed up somewhere. What one thinks of at times like that! In my heart I was far away and at home. Despite my efforts I could not remove my keepsakes from my left pocket as my fingers and, indeed, my whole hand were probably already stiff. Near me in the water I could make out my comrade, Meier zu Sieker. We exchanged a few words such as "It's certainly all over." "We might do it yet!", he replied.

I knew and saw it all too clearly that the inevitable lay before me. I was filled with an overwhelming sense of peace. I did not notice the water with its white crests and must have lost consciousness then. I don't know how many minutes had elapsed between my jumping from the U-boat and succumbing to the cold. I lost all track of time in this situation.

When I opened my eyes I saw that I was lying on the bottom bunk in the sick bay of a British warship, which turned out to be the

corvette, "ALNWICK CASTLE". I immediately regained consciousness.

My first thoughts were something like this: Where am I? Who is in the top bunk? One minute I was still in the water, feeling the increasing chill as my life ebbed away, then I was in a bed with white sheets, being cared for. I no longer remember whether other thoughts raced through my mind.

I was surrounded by about a dozen sailors in oilskins. They were looking at me but kept their thoughts to themselves. One of them was sitting on the edge of the bed. I later learned that he was the ship's first-aid. He was powerfully massaging my legs and wrists in order to get my circulation going again.

The first attempt at communication showed that I spoke no English and no one on board could speak German. By means of a dictionary and gestures they tried to explain to me that I was the sole survivor of the sunken U-boat. My teeth were chattering as they hauled me out of the water and my hands had been clenched tight. They had cut me out of my clothes and had spent five hours trying to revive me. Now they were really pleased with the success of their rescue attempt.

Of course, I didn't understand this all at once, but over the course of the days which followed and with improved understanding on both sides. They were all extremely open in front of me and treated me correctly. One even said that they would get extra leave as a reward for having sunk a German U-boat.

On the very day that they had tasted success, convoy RA 64 with 34 merchant ships and numerous warships left Kola Bay en route for Great Britain.

Over the next few days whilst the convoy was subjected to frequent attacks by German U-boats and aircraft I often experienced Alarm situations and then stayed all alone at my post. Physically I was still very weak and had to stay in bed. A guard stood outside my door and now and then would look in on me.

How ironic that fate now made me experience convoy attacks but this time on the side of our long-standing enemy. As a submariner I had rarely witnessed attacks by

German bombers on Allied ships. But now, in a situation where I was no fighting against, but actually on board the object of the attack, travelling to England, they were attacking convoy vessels.

These were hectic days for the corvette crew. The alarm was sounded almost continuously. Everyone then donned life jackets and made for the look-outs, even my first-aidier. Always full-steam ahead, with frequent changes to our course, the occasional roar of the guns and explosion of depth charges could clearly be felt.

After a few days I noticed that the clashes must have ended as things had quietened down. I had also recovered to a certain extent and the first-aidier took me for a walk on deck for a few minutes nearly every day. There I noticed a single plimsoll such as German sailors wore. I could not tell whether it had belonged to me or to one of my comrades, but it led me to the conclusion that I had understood the British sailors properly. They explained to me that they had hauled several sailors from the sea but had had to return them to a watery grave since only I had shown signs of life. That was how I had interpreted their few words and gestures.

I soon got the impression from the crew that the voyage must be coming to an end. From the upper deck I saw land or islands in the distance. Perhaps it was the Hebrides. All of a sudden the first-aidier was not allowed to take me for walks on deck anymore. I had to remain in my cabin and was given a parcel containing emergency clothing. In it I found underwear, socks, a pair of grey flannel trousers, a burgundy pullover with a roll-neck and slippers. The shreds of my own clothing and my trusty escape gear were given to me in a bag. I could tell from my old clothes that my rescuers had really had to cut them off. I patched together my old tried and tested scarf at a later date.

The convoy reached it's destination on 28 February 1945 and the corvette "ALNWICK CASTLE" moored in Greenock Harbour, Glasgow, Scotland.

On departing, the British commander authorised his officers to return my military naval awards apart from the U-boat combat bar and badges. I gave my Destroyer insignia to the first-aidier as a memento and in appreciation of

his care. He was very moved and, having sworn me to secrecy, gave me a drink followed by a peppermint in order to mask the smell of the alcohol. He then allowed me to glimpse Greenock Harbour through the porthole in order to proudly show me the then biggest troop carrier - the former passenger ship "QUEEN ELIZABETH" (85,000 gross tonnage), which was docked in the quay.

(Permission for publication in RNARS Newsletter given by Elizabeth Lochner - Ed.)

OBITUARY VE3AML/G3FT

Rowland Beardow started in amateur radio in the middle 30's as G3FT. A very keen and dedicated amateur, he encouraged a number of others, including myself, to become radio amateurs. He was the founder of the Chadwell Heath ARS, which later became the Romford ARS. Some time before the outbreak of war he joined the RNAWR and hence was called up at the commencement of hostilities, serving for the duration of the war. With Wally Holdaway BRS 15028 he won the first post-war RSGB HF Direction Finding contest in 1947. In the early 60's he emigrated to Canada, became VE3AML, and was a founder member of the Radio Society of Ontario. He joined the RNARS (No 1210) and for some time acted as the controller of the Canadian Net, for which he was awarded a Society Certificate of Merit in 1988. Fairly late in his life he contracted MS which gradually affected his movement and speech and ultimately forced him to give up active operating. Early in 1992 he finally hospitalised and died on August 13 1993, shortly after his 80th birthday. We extend our sympathy to his XYL Rosalind and to his twin daughters Vivienne and Lorena. I, for one, am sincerely grateful for his early friendship and encouragement.

(Jerry Sanderson G2DBT/1764)

RNARS PACKET RADIO OPERATORS

Compiled by Philip Manning G1LKJ @ GB7SRC
October 1993.

Callsign	Name	No.	BBS
G0AHH	Steve	3445	GB7LIV
GW0ANA	Glyn	2877	GB7GUN/AKJ
G0AIS	John	3625	GB3KP
G0BWG	John	1092	GB7GBY
G0CAU	Peter	2302	GB7GLP
G0CEN	Frank	2831	GB7IMB
G0CMM	John	1238	GB7NWP
G0DCI	Bertie	2692	GB7HSN
G0EEJ	Alice	3109	GB7GLP
G0EEL	Jed	3240	GB7EBN
G0FEO	Tony	2935	GB7NUN
GM0FRI	John	3025	GB7FRI
G0FRQ	Peter	3152	GB7CYM
G0GEZ	Dennis	3278	GB7BNM
G0GJO	Fred	3186	GB7TXA
G0GLW	Geoff	2816	GB7VMR
GM0HKS	Bill	3600	GB7SAN
G0ITI	Ken	3381	GB7FYS
G0JCF	Des	2142	GB7BST
G0JJI	Peter	3541	GB7BNM
G0JPC	Dixie	3010	GB7CH
G0JXP	Ken	3213	GB3KP
G0KMW	Henry	3741	GB7OXF
G0KNA	Harry	3281	GB7WRC
G0KOH	John	3517	GB7ZPU
G0LFW	Paul	2994	GB7IMB
G0MII	Keith	3283	GB7HJP
G0MNL	Dick	2064	GB7HJP
G0MPI	Steve	3401	GB7XJZ/GB7HJP ?
G0MPJ	Barry	3288	GB7HJP
G0MRQ	Harold	3201	GB7CYM
G0MRZ	Brian	3845	GB7GLP
GM0NXP	Robbie	3725	GB7SAN
G0OFD	John	3207	GB7HJP
GM0OPS	John	2333	GB7SAN
G0OPD	Nobby	3689	GB7XJZ
GW0POG	Colin	3713	GB7OAR
G0PTM	Dougall	3161	GB7LWB
GW0PUP	Brian	3727	GB7GUN/AKJ ?
G0PYX	Trevor	3882	GB7OAR
G0RIZ	Brian	0794	GB7PLY
G0RNO	Di	3926	GB7XDU
GM1AHC	Dave	2469	GB7NOS
G1BWT	Kevin	2599	GB7BEN
G1IIO	Brian	3372	GB7ZEN

Newsletter Editor RNARS

Callsign	Name	No.	BBS
G1LKJ	Philip	2954	GB7HSN
G1OCN	Dave	3085	GB7SIG
G1SQI	John	3497	GB7PLY
GM1TGS	John	3025	GB7FRI
G1VGA	Ken	3690	GB7XJZ
G1YPD	Dave	3402	GB7PLY
G1XDU	Mick	3211	GB7GLP
G1XGP	Steve	3270	GB7ESX
G1XTX	Stan	3386	GB7CRG
GM2CWL	Ken	1131	GB7NOS
G2HKO	Arthur	0527	GB7SIG
GB2PLY	HMS Plymouth	1198	GB7LIV
GB2RN	HMS Belfast	0034	GB7HSN
G3BZU	HMS Mercury	0001	GB7HJP
G3CRS	HMS Collingwood	1636	GB7HJP
G3GKC	Ivan	2200	GB7IMB
G3HKO	Des	0286	GB7EYM
GM3HUN	Bill	0032	GB7EDN
GW3IVX	Geoff	0242	GB7ABC
G3JFF	Mike	0007	GB7HJP
G3JFX	Frank	0587	GB7DUG
G3JUW	Chris	2943	GB7AKJ
G3LCS	Des	0038	GB7BEN
G3LCZ	Tom	3898	GB7NEM
G3LIK	Mick	0004	GB7HJP
G3LWI	John	2523	GB7HJP
G3MXJ	Den	3570	GB7VRB
G3OSI	Don	0521	GB7OAR
G3OWO	John	3616	GB7WRC
G3NXV	Bob	0139	GB7SUT
G3PED	Len	0066	GB7ESX
G3PFE	Bill	1792	GB7PMB
GB3RN	HMS Collingwood	1636	GB7HJP
G3SMW	Bernard	3511	GB7XDU
GM3TYS	Iain	0570	GB7CQV
G3UOF	Mike	0424	GB7GLO
G3UFO	Dave	3166	GB7OAR
G3USX	Mike	3254	GB7VIR
G3VNG	Dave	0366	GB7PLY
G3VPF	Ed	0786	GB7SIG
GI3YMT	Aemar	1116	GB7TED
G3ZJW	Brian	1438	GB7PET
G3ZQS	George	0575	GB7BLY
G3ZUP	Brian	2587	GB7BMX
G3ZYY	Trevor	0436	GB7PLY
G4ASK	Ernie	0603	GB7GUN
G4BEQ	Doug	0626	GB7XJZ
G4BKF	Tom	0638	GB7OAR
G4BMY	Bob	0707	GB7ZAA
G4BUV	Peter	2043	GB7PLX
G4CNW	Roger	0900	GB7PET
GM4CKM	Ray	0877	GB7SAN
G4DIE	Ian	0612	GB7SDN
G4EBN	Mike	2705	GB7BMX
G4FVG	Mike	1722	GB7PET
GW4GJT	Cliff	2617	GB7IMB

RNARS General Secretary

Call sign	Name	No.	BBS	
G4GKO	Ron	3183	GB7ZZZ	
G4HDP	Ken	1201	GB7XAN	
G4HMS	HMS Belfast	0034	GB7HSN	No prms facility.
G4HUF	Paul	1166	GB7NWP	
G4INI	John	1355	GB7TXA	
G4IZU	Dennis	1295	GB7HSN	
G4JFI	Derek	1946	GB7EYM	
G4JLW	Wally	1077	GB7HSN	
G4KGM	John	2028	GB7HSN	
G4KIC	Danny	1648	GB7WRG	
G4KNH	Chris	0378	GB7ZEN	
G4LJN	Roy	1756	GB7LNX	
G4LQM	Tom	1473	GB7IMB	
G4MJC	Flemming	1982	GB7HAS	
G4MNS	John	1880	GB7BMR	
G4MQM	Dave	1949	GB7GRN	
G4NAO	Graham	1763	GB7XJZ	
G4NTU	Dave	1989	GB7BEN	
G4NZC	Sam	1846	GB7HJP	
G4OAS	Gordon	3927	GB7ZFU	
G4OOT	Ted	2148	GB7LIV	
G4PGO	Dave	2189	GB7LIV	
GM4PLM	Simon	2584	GB7MAC	
G4SAW	Mick	2103	GB7ESX	
G4SCT	Jim	2172	GB7TLH	
G4SEB	Ron	1964	GB7LDI	
GM4SID	Sid	1629	GB7CQV	
G4SNL	Iain	2146	GB7PLY	
G4TUO	Ted	2218	GB7ESX	
G4UFY	Bill	3027	GB7BAD	
G4UJR	Cliff	1929	GB7XJZ	
G4UPT	Dave	2032	GB7BSX	
GM4UTP	Stewart	3361	GB7EDN	
G4UOX	Ray	3128	GB7HSN	
G4URC	Ian	3404	GB7IMB	
G4UUV	Peter	3412	GB7OAR	
G4USW	Bill	2942	GB7ULV	
GM4VEJ	Jim	2788	GB7JED	
GW4VGB	Richard	1954	GB7DOI	
G4VTS	John	1731	GB7GLP	
G4WCE	Peter	3077	GB7CRG	
G4XAQ	Ken	2342	GB7LTN	
G4XNL	Jan	2820	GB7HAS	
G4XQK	Trevor	2695	?????	
G4XZS	Robin	2194	GB7PLY	
G6CZL	Ivor	1532	GB7SRC	
GM6HGW	Colin	1870	GB7CQV	
G6IED	Peter	2474	GB7HSN	
G6XJZ	Dave	2359	GB7XJZ	
G7BZV	Rod	3667	GB3KP	
G7DQD	Tom	3728	GB7HAS	
G7ESZ	Brian	2415	GB7GLP	
G7HMS	HMS Belfast	0034	GB7HSN	
G8HTP	Fred	1136	GB7LIV	
G8LWC	Jan	2565	GB7HJP	
G8WRN	Malcolm	2295	GB7SYP	

AA6DB	Dave	1208	WB6YMH
DA1PE	Peter	0276	DK0MAV
DL1EBU	Hans	2579	DK0MWX
DL3AR	Al	3346	DB0BOX
DG1JL	Mike	3848	DB0IZ
DL9SJ	Peter	2485	DB0IZ
F6GIN	Andre	3816	FF1LEQ
EA7HAL	Greg	3831	EA7MU
PA0UNT	Nico	0934	PI8JYL
PA3CVU	Henk	2934	PI8DHR
PA3DKZ	Gerald	2851	PI8DHR
PA3ENE	Herman	3187	PI8NVP
PA3FDQ	Paul	3302	PI8JYL
PI5DD	Den Helder Naval Base	3950	PI8DHR
KO4MP	Dave	3701	KA1THM
NT2R	Mike	3323	WA2SNA
ON1BJY	Iwan	3513	ON1CED
ON4AGV	Rudy	2464	ON1CED
ON4AYP	Swa	3933	ON1AEO
OZ1ANE	Tom	2153	OZ3PAC
OZ4CB	Carl	2821	OZ6BBS
OZ7JR	John	3154	OZ9BOX
SM6DER	Sten	0507	SM6GQW
VE3IEG	Bert	3819	77777
VK1KEP	Peter	1528	VK1BBS
VK2CRN	Ken	3140	VK2ATM
VK2UG	Ian	0091	VK2KLW
VK3KCB	Colin	1310	VK3YZW
VK4CY	Jon	1580	VK4BBS
VK4CAG	Rex	3276	VK4FEA
VK5ADE	Dave	1151	VK5WI
VK5AFN	Eric	3447	VK5WI
VK5AFP	Derek	3311	VK5TTY
VK5RA	Bill	1510	VK5WI
VK5RAN	A.R.S	1193	VK5WI
VK5WE	Don	1735	VK5WI
VK6NT	John	1058	VK6BBS
VK6OS	Len	2075	VK6YM
VK6PK	Peter	0658	VK6YM
VP8CIL	Stephen	2436	ZS5S.NTL.ZAF.AF a.k.a. G0EQS
W3PLJ	George	1176	K3WKK
W3TB	Ted	3867	WB4UOU.#EASTNC.NC.USA.NA.a.k.a. G0PWW
WS1J	Bob	2004	K1MEA
ZL2BIC	Iain	0972	ZL2WA
ZL4DE	Tony	0548	ZL4TA
ZS5RG	Len	2659	ZR5GQ
ZS6BIG	Ray	1574	ZS6AI
Z21GU	Ralph	3434	Z21GH
4Z4OX	Felix	3433	q/o 4X6VT on hf bbs 4X4HF

Looking for a computerized log for the shack or run out of ink for the pen ?

Then RNARS member Dave Lyddieth VK1AR may have just the answer for you. Dave has developed a personalised logbook, database and history program that "really flies" on an IBM 386 (but will also run on XT, 286 or 486 PCs), more importantly the program has been

trialled by numerous RNARS VK members to make sure there are no bugs !! Dave tells me it's a snip at \$A45.00, anyone interested in more details should contact Dave at:

7 Hyne Place, Fadden, ACT, 2904

Australia

or via Packet @ VK1KCM

RNARS ACTIVITY AWARDS 1992-1993

CALL	1.8	3.5	7	10	14	18	21	24	28	50	144	432	QSO	BNS	CTY	PTS
G3APO	62	267	242	62	159	17	49	2	14	0	1	0	883	28	41	2147
G4SFO	73	271	143	29	128	10	72	0	44	0	24	0	424	35	39	1737
GW0JXW	73	263	278	13	64	11	35	4	17	0	0	0	764	23	31	1254
G3AWR	82	224	180	45	64	3	31	1	11	1	3	0	615	18	34	1178
GM4SID	36	132	194	2	91	1	63	0	14	0	4	0	537	14	23	1087
G3VLL	46	220	295	27	61	3	16	1	2	0	0	0	671	9	29	1062
G3HZL	9	185	122	27	60	0	15	0	6	0	2	0	426	3	31	824
G3OZY	0	96	323	0	16	0	16	0	4	0	20	5	480	0	24	692
G3WP	0	5	26	21	98	7	34	1	14	0	0	0	206	3	29	593
G4ANL	17	145	222	6	1	1	1	1	1	1	2	0	398	2	18	496
G3UEC	35	154	128	14	16	0	3	0	2	0	7	0	359	3	21	440
G4RAP	0	141	200	0	3	0	0	0	0	0	3	0	347	0	13	412
G4MVA	33	86	102	14	7	2	3	0	0	0	0	0	247	0	22	367
G0SCY	21	122	94	5	9	2	1	0	0	0	0	0	254	1	18	350
G0IEI	0	24	73	0	18	0	3	0	0	0	3	0	121	0	14	183
G3ZGC	33	43	25	0	11	0	6	0	1	0	4	0	123	0	15	167

EU TX

LA1IE	39	170	197	75	111	31	81	2	12	0	0	0	718	15	35	2478
LA2JE	0	56	112	41	171	23	18	6	2	0	0	0	429	12	31	1434
EA7HAL	1	2	5	2	125	13	96	5	28	0	2	0	280	7	32	1008
EI4HM	59	77	42	16	29	7	13	1	4	0	2	0	250	9	21	833
LY/G3HZL	3	11	12	17	81	17	12	0	9	0	0	0	155	8	19	563
PA0XAW	21	45	23	3	15	0	2	1	3	0	2	0	115	0	19	351
OZ11GT	0	6	27	8	60	1	0	0	0	0	0	0	102	0	17	329

DX TX

KA4IFF	0	4	23	26	230	27	122	8	87	0	0	0	525	10	33	2683
VK2ALG	0	48	69	37	179	19	75	1	10	0	4	0	443	12	33	1390
VK2CWS	2	71	65	0	135	0	59	0	20	0	4	0	356	13	31	1201
CR3RN	0	0	3	0	73	0	53	0	46	0	0	0	172	0	21	915
VE3DMC	0	0	4	0	62	1	26	0	16	0	0	0	110	0	19	459
ZS6/G3SGQ	0	0	1	28	1	6	9	7	0	0	0	0	52	0	18	273

OVERSEAS SWL

3675	2	29	71	2	68	1	30	2	11	0	0	0	216	0	25	722
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MARITIME MOBILE

SV2AJX	1	8	7	7	63	1	41	0	1	0	0	0	129	10	22	1390
G0HCQ	0	20	21	1	10	4	36	0	6	0	0	0	99	0	15	990

CHECK LOGS

G3LIK 59 357 303 42 172 19 67 3 41 0 73 8 1144 43 41 2294

Total stations reported active= 1079

Activity per band.

1.8 - 145, 3.5 - 505, 7.0 - 701, 10 - 170, 14 - 525, 18 - 114, 21 - 321, 24 - 47, 28 - 187, 50 - 3, 144 - 137, 432 16

Countries reported active 4X,5B,5W,9H,9J,CE0,CT3,DL,EA,EA6,EA8,EI,F,FP,G,GD,GI,GI,GM,GU,GW,HB,HZ,I,JA,KH8,LA,LX,LY,OE,OH,ON,OX,OY,OZ,P4,PA,SM,SV,T5,TA,TK,VE,VK,VK9,VK9W,ilis,VP8,VP9,VQ9,YS,ZB2,ZC4,ZD8,ZK2,ZL,ZS

= 57 RNARS countries active, exactly the same as last year.

Activity and entries well down on last year, although there were many stations who could have submitted greater scores than some of the entrants. No UK SWL entries this year, a plaque going begging.

A great pity that VHF members do not submit entries, although many stations reported on VHF, they are mainly the Class A calls.

SUGGESTED FORMAT FOR ENTRIES

CALL/No. 1.8 3.5 7 10 14 18 21 24 28 50 70 144 432

G3CRS x x x

VE3DMC x x x

Either in call alphabetical or RNARS number order I do not mind but entries in 4H pencil are very hard to read. Annual activity begins on 1st August every year and ends 31st July, please all entries to arrive not later than 31st August, do not forget I have to submit results to the secretary at least two weeks before the AGM. I go through all your logs and all is checked through the computer, a time consuming business.

Scoring=same country to same country (UK counts as one country, Australian, USA, Canada, New Zealand and South African areas count as one country) = one point. Contacts with other countries or areas in the same continent score three points and stations outside your own continent score five points (Note areas do not count as separate countries for this i.e. VK to W is five points, not five points for W4 and another five points if same station worked in W6 etc.)

All maritime mobile contacts score ten points as do /MM to shore stations, regardless of continent, e.g. if /MM has 100 QSO's the score is 1000 points. For five band contacts a bonus of five points can be claimed. Major objective is to contact as many RNARS members on as many bands as possible.

Plaques are awarded for leading station in the United Kingdom, for the leading European station, the leading DX station, the leading /MM station, the leading UK SWL, the leading overseas SWL, the leading UK VHF station, and the leading overseas VHF station. Don G3HZL/0012.

HMS PEACOCK

A reunion is being organised for ex-members of HMS PEACOCK's ships company over the weekend 7-8 May 1994. Anyone interested please contact either:

Mr Ted Collier 8 Aston Lane, Remenham Lane, Henley-on-Thames, Oxon R69 3EL

or

Mr John Swan G0JON 1 Gansted Way, Owington Farm, Low Grange, Billingham
Cleveland TS23 3SY

ROYAL NAVAL AMATEUR RADIO SOCIETY
AWARDS PROGRAMME

MERCURY AWARD

For contacting/hearing members of the RNARS on or after the 1st October 1960. The award is issued on a points basis of one point per member station per band worked/heard, two points per band for RNARS special stations and double points for stations worked/heard on frequencies above 30 MHz.

The award is issued in three (3) classes:-

CLASS ONE :- 20 points required (basic minimum for UK stations)

CLASS TWO :- 10 points required (basic minimum for European stations)

CLASS THREE:- 5 points required (only available for stations outside the European continent)

Stickers are available in increments of ten (10) points after the basic

20 points are achieved, up to and including 100 points, thereafter stickers are available for 150, 200, 250, 500, 750 and 1000 points.

An application giving full log data (plus membership numbers if known), with a fee of £1.00 (UK only) or £1.50 or equivalent for other applicants, signed by two other radio amateurs to be sent to the RNARS Awards manager.

WORLD WIDE AWARD

For contacting/hearing members of the RNARS in ten (10) DXCC countries and two (2) continents, on or after the 1st October 1960.

Full log data, signed by two radio amateurs, plus award fee of £1.00 (UK applicants), £1.50 for all other applicants to be sent to the RNARS Awards manager.

Stickers are available for 25, 50, 75 and 100 countries and 3, 4, 5 and 6 continents.

HAMPSHIRE AWARD

For contacting/hearing amateur radio stations in the English county of Hampshire (note Isle of Wight is a separate county) on or after the 1st October 1960. Each Hampshire station counts one point, RNARS special stations operated within the county count two points.

The award is issued in three (3) classes, basic requirements as follows:-

UK EUROPE DX

CLASS ONE 50 points 20 points 15 points

CLASS TWO 30 points 15 points 10 points

CLASS THREE 20 points 10 points 5 points

Full log data, signed by two radio amateurs, plus award fee of £1.00 (UK applicants), £1.50 for other applicants to be sent to the RNARS Awards manager.

KALEIDOSCOPE AWARD

To obtain this award, applicants must spell ROYAL NAVAL AMATEUR RADIO SOCIETY using the last letter of RNARS members callsigns (total 29 contacts), all contacts on or after the 1st January 1986 are valid.

Full log data, listing members in order, signed by two radio amateurs, plus award fee of £1-00 (UK applicants), £1-50 for all other applicants to be sent to the RNARS Awards manager.

RNARS AWARDS MANAGER:- G3HZL, Don Walmsley, 15 Carters Croft, UPPER TEAN, Stoke on Trent, Staffordshire, ST10 4JB.

IRC's(6), local currency or equivalent is acceptable if sterling is not available, overseas cheques are not acceptable.

RNARS QSL Cards

The observant among you will have noted the name and address of a QSL printer on the inside of the front cover. Dave G4RBW/2267 can provide a variety of RNARS QSL types both to your own design and with standard photographic backgrounds.

The ship photos currently available are:

F104	M1103	CORUNNA	FORTH BRIDGE
PLYMOUTH	2021	DEVONSHIRE	.....
F67 BEDOUIN	M29 COCKATRICE	C52	PROTECTOR
F122 GURKHA	M38 MARINER	C35 BELFAST	.....
F10 AURORA	M299 RIFLEMAN	NEWFOUNDLAND	HOVERCRAFT
ASHANTI	.....	MORECOMBE BAY	.....
ANTELOPE (T21)	MTB	C59	.....
F34 PUMA	.....	CEYLON	TS ROYALIST
SCYLLA	J435 MAENAD	GLASGOW	.....
F185 RELENTLESS	K210 THYME	SUPERB	ALBION
U96	PIMPERNEL	RAMILLES	BULWARK
F14 LEOPARD	INMAN	R26 COMET	VICTORIOUS
F73 EASTBOURNE	J390 JEWEL	C20 TIGER	TRIUMPH
.....	H40 ANTHONY	CENTURION	HERMES
CITY OF ST ALBANS	J342 GAZELL	MANCHESTER	ARK ROYAL (New)
GEESTBAY	.....	.....	INVINCIBLE
THAMESHAVEN	SS CORINTHIC	ACTAEOIN	INDOMITABLE
GEESTAR	HMT SOMERSETSHIRE	D18 ST KITTS	EAGLE
PERSIC	MV BRITANNIC	D20 COMUS	GLORY
ARCTIC FREEBOOTER	RMMV AUREOL	D27 WALKER	ARK ROYAL (Old)
GALLANT TIGER	RMS ORCADES	D12 KENT	.....
CALTEX CARDIFF	RMY BRITANNIA	D609 ACONITE	TIRELESS
	ORION	H43 HAVOCK	CONQUEROR
	.....	D55 FINESTERRE	SEA DEVIL
	SWORDFISH (A/C)	D119	TRESPASSER
		D31	H32
		D114 DEFENDER	S75
		D54 ZODIAC	

Merry Xmas to
all RNARS
Members
from the
Committee and
the Editorial
Staff

ROYAL NAVAL AMATEUR RADIO SOCIETY
LONDON (HMS BELFAST) GROUP ANNUAL
GENERAL MEETING 1994
AGENDA

1. To receive the minutes of the 1993 Annual General Meeting.
2. Chairman's Report.
3. Secretary's Report.
4. Treasurer's Report.
5. Election of Officers - Chairman, Secretary, and Treasurer.
6. Election of Committee.
7. Any Other Business.

The Annual General Meeting will be held in the Bridge Wireless Office HMS Belfast, at 19:00hrs on the 7th of April 1994.

Your subscription of £3:00 (Three pounds) is due on the 1st of April 1994

Please forward to the treasurer as soon as possible:

Mr Keith Nolloth G3OLC 14, Elmfield Road, Chingford, London E4 7HU.

Nominations for Officers and Committee must reach the Chairman G0FEK Bob Wilson by the 1st of April 1994.

Nominations can and will be accepted at the Annual General Meeting.

Chairman:

Mr Bob Wilson G0FEK
34, Belfairs Drive,
Chadwell Heath,
Romford, RM6 4EB

HMS BELFAST EASTER 1994 ACTIVITY WEEK

10:00Z Saturday 2nd April to Sunday 10th April

Volunteers are required for the annual Easter Activity on board H.M.S Belfast, at Morgans Lane, Tooley Street, London. You will be expected to carry out the following duties: Operating, Log Keeping, Tea Making etc. There is a limited amount of accommodation available in C3 mess, and this will be on a first come, first served basis, preference being given to serving members and those planning to stay for an extended period. Hot drinks will be available, but you will have to go ashore for meals.

One pound (£1:00) a day, or part of a day, will be levied to cover expenses, such as refreshments, and maintenance of equipment. It would be gratefully appreciated if serving members would bring their uniforms to wear whilst the ship is open to the public, It is also advisable to bring working dress.

If you can assist in anyway, Please contact The Chairman: Bob Wilson G0FEK 34, Belfairs Drive, Chadwell Heath, Essex, RM6 4EB Telephone 081-220-0388

H.M.S BELFAST

EASTER ACTIVITY 1994

I WILL BE AVAILABLE ALL

OR PART OF:

NAME _____

SAT 2ND _____ SUN 3RD _____

RNARS NUMBER _____

MON 4TH _____ TUE 5TH _____

CALL _____

WED 6TH _____ THU 7TH _____

ADDRESS _____

FRI 8TH _____ SAT 9TH _____

SUN 10TH _____

PLEASE TICK.

POST CODE _____

SERVING YES/NO RANK _____

TEL NO. _____

ACCOMMODATION REQ'D _____

PLEASE DELETE IF INAPPLICABLE YES/NO _____

It is proposed to man four operating positions, two hf and two vhf/uhf, so a minimum of ten staff are required, whilst the ship is open to the public. All are welcome, FOC, SWL's, newly licensed...If you feel you can assist in any way PLEASE CONTACT ME, G0FEK and return the slip as soon as possible. Because of administration problems, we would appreciate persons staying aboard to pay their levy in advance.

PLEASE NOTE:

The access to the ship is via Morgans Lane, alongside Southwark Crown Court.

THERE IS NO PARKING IN THE VICINITY OF THE SHIP.

WANTED
New NewsLetter
Editor for
Autumn 94 Issue
No volunteer =
No NewsLetter
Sorry folks but
there it is!!

For further details contact:

Dave Horder G4RBW

22 High St

Thornbury

Bristol

BS12 2AH (Tel:(0454) 413883 - work)

(Note: Dave keeps all his QSL orders until the beginning of the month, prints, and then dispatches all orders by the end of the first week of that month. The latest price information supplied is as follows:

Picture from list, plate available £35/500, £45/1000

Photo supplied by customer, plate to be made £40/500, £50/1000

Customers own design (2 colour), artwork by printer - Quotation on request

Carriage - Contact Dave for rates to your area - Ed.)

The Gunner's Mate

It was a pleasant Sunday afternoon in Winter many years ago. The GI had finished his mid-day dinner and had settled down, after removing his collar, tie and gaiters and putting on his bed-room slippers, to a quiet read of shorter words in the "News of the World" in front of the range in the kitchen. The warmth of the fire without, and the three bottles of Guinness within gradually caused his eyes to close; his head fell forward, his arms relaxed and the paper subsided onto the range, catching alight from the glowing coals. At that moment his wife, entered, realised the situation and shouted "Fire".

The GI leapt to his feet,
opened the oven door,
rammed home the cat,
slammed the oven door,
flipped down the electric light switch
and bellowed
"RIGHT GUN READY".

(From G3PQC)

ATU Capacitors

One set of unclaimed tuning
capacitors for the Spring 93
NL available.

£20 including P&P

Contact the NL Editor if
you are interested



Ron ZS6/G3SGQ
operating
from
Benoni RSA



Longleat Rally 1993

Alan GOBXA/1925

"...nice to be able to park at the back door !!.."

Some of the Committee performing at the COLLINGWOOD Rally !!!



Chiefs and Indians

Once upon a time the Royal Navy and the Royal Danish Navy decided to have a competitive boat race on the River Thames.

Both teams practised long and hard to reach their peak performance. On the big day they were as ready as they could ever be. The Danes won by a mile.

Afterwards, the Royal Navy's team became very discouraged by the loss and morale sagged to an all time low. Senior Staff decided that the reason for the crushing defeat had to be found, and a high level project was set up to investigate the problem and recommend appropriate action.

The conclusion: The problem was that the Danes had eight Seamen rowing and one Admiral steering whereas the RN had one Seaman rowing and eight Admirals steering.

Senior Staff immediately hired a Consultancy Company (Conn, Waffle and Moreconn plc) to carry out a study on the team structure. Millions of pounds and several months later the Consultants concluded that:

TOO MANY PEOPLE WERE STEERING AND NOT ENOUGH PEOPLE ROWING

To prevent loss to the Danes again next year, the team structure was changed to "Four Steering Admirals, Three Senior Steering Admirals and One Executive Steering Admiral". A new performance system was set up for the person rowing the boat to give more incentive to work harder and become a "key performer".

"WE MUST GIVE HIM EMPOWERMENT AND ENRICHMENT. THAT OUGHT TO DO IT"

The following year, the Danes won by two miles!

The Royal Navy declared the rower redundant for poor performance, sold off the paddles to a foreign navy, cancelled all investment for new equipment, halted development of the new canoe, gave a high performance award to the Consultants and distributed all the money saved to the fund for distressed Admirals!!

.....But this is just a fairy story, isn't it !!!!!!!!!!!!!!!

Australian Naval Amateur Radio Society Nets (Note: These are not the RNARS Australia Nets)

Mondays	3532 kHz (+/- QRM)	1000 UTC CW VK2SEA/VK3QU
Wednesdays	3620 kHz (+/- QRM)	1000UTC SSB VK1SEA
Daily	7075 kHz (+/- QRM)	0330 UTC SSB VK2ALG/VK4CY

MINUTES
OF
RNARS AGM
AT
HMS COLLINGWOOD
SATURDAY 9 OCTOBER 1993.

Present:-	Capt V Lucas RN Lt Cdr T Biddlecombe RN Lt J Stephens RN CRS M Puttick Mr R Baker	G3WAO G3LIK GOLKO	President Chairman Ex Officio Secretary Treasurer
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Present:- ON4WD, G4CSL, G0FOX, G3PQC, G4DIU, G3SGQ, G8HTP, G4SFO, G0LSN, GW4ODN, G0NUM, G3RDR, G6HMF, VK2AYD, G4FRN, G1LKI, G4BIC, G3TIX, GM3VNH, G4MRW, G0EDM, OZ1FJB, G3ZTI, G4K1.W, GW0JXW, G3JFF, G0BID, G0OOC, W4CXH, G3WP, G0PBX, LA1IE, G4POW, G5YTQ, G3HZL, G3SRQ, G3V2N, G3T2M, G2BGU, G4UPT, G3LME, EA7HBY, G0JVE, G3LPN, G3LCS, 2E0AEM, G0KHN G7OGX, G4RBE, G0S2Y, G3CNO, G0RIZ, G3J2V, G3KOJH, G7EXJ, G3MCXZ, G0MAT, G3BKJ, G6PMT, G3VLL, GW0JTE, G1BWT, G4FUB, G4RAP, G4GGA, G3UEC, G3YFU, G0SWS, GM4SID, G0JCY, G2DBT, G4CEW, G3DKH, G0GEZ, G0JSC, G3APO, G0FEK, LA2UA, G4SIL, SWL's RON NEW, MIKE BROOKER, BRIAN TOLLERVEY, TED LATTER, RON COOK, KAREN MCKINNIE

Also Present:- MARGARET MAHONEY

Apologies:- G4LW, G4PTE, G4LNA, G3ZIN, ZL2TX, ZL2BJC, ON6WR, G3NVM, G0HIW, G3RCX, G4ZAW, G4MVA, VP8CIL, G3UFX, G4AUJ, G3STD, ON6NF, ON4AGV, VK3BPV, VK3QU, VK2ALH, G0BLE, ZL4HB, G4PSA, G3PED, PA3EAG, G0DID, G3LWI, G4ANL, 9H4R, G0BXA, G0FYP, G4YZC, KJ1T, VK4CU, G4NPN, GM3HJN, KA4IFF, G3TJY, VK4CY, GW4ODN, G3WEP, G0RIJ, G4SEB, G0MNL, G4PZR, GW4DUY, G0OYH, G0LRY, G0LCP, G3YEC, G4MSR, G4FCH, G4VUG, G0SFL, G3LCP, G3OZY, G4LNR, G0GBI, G0BLE, G4AXF, K1RH, G8LWC, G4FMA, G4PQO, G3XDI, G0IEC, G7OGX, VK5AFN, WA1HMW, N4LS, ID9EUH, G3ZGC, ZD8VJ, G0RHL, G0LEX, G4KLQ, ZL1MH, G4BCJ, G0JNI, K4KQ, G4HAB, G3IZD, G3KKJ, G3LZK, G0PPD, G3DOT, G0NRO, G0RNO, G4GEU, GM4GIF, G0LDJ, G0DEW, G4RLE, G0HCQ, GM4GIF, G0NII, G4KKZ, DL3MN, VK2CWA, G4PXA, G4PRG, G3ADR, G3UAZ, G0ELZ, G0PXO, G0MRM, G0OCX, G4KCB, EI4FT, EI3ER, G10PCU, EI4DY, OZ11GT, VK1KF, G2BCB, G4SCH, G3VNG, EA7HAL, G8AV, G4PCW, G4NBF, G4VTS, G0JWX, G0EEJ, G4NAO, G0AGS, G0FYP, G42TY, PA3DSM, DJ2HN, G7FTI, BOB BAGGS, BOB EWEN, RAY WILKIN, MIKE PUTTICK, CHRIS HADDEN, SIMON HADDEN, JOHN JONES.

Opening Remarks.

The Chairman welcomed everyone to the 33rd AGM and thanked Capt Lucas for allowing the Society to use these splendid facilities. He then went on to welcome the overseas members present Jim EA7HBY, Otto LA1IE, Bob LA2UA, Lasse OZ1FJB, Dave VK2AYD, Dick W4CXH and Jules ON4WD.

You must agree that the venue (The COLLINGWOOD CLUB) is truly magnificent - that we are allowed to use it reflects the whole welcoming attitude that the Society has enjoyed since we arrived here. So, as I record our thanks to the Captain, HMS COLLINGWOOD I ask him to pass on

our thanks to all responsible for making the move so easy and especially those who have made today possible, notably the WO and CPO Mess and The Club Manager.

This has been a year of many changes: Admiral of the Fleet Sir Edward Ashmore, GCB, DSC agreed to be our new Patron, we moved to a new HQ and we acquired a new President in the process. It is hard to believe that this is Captain Lucas's first AGM - he has been very involved in the preparations, made it possible for the Rally to be held in HMS COLLINGWOOD and I have already enjoyed his wise council and enthusiastic support in several matters. I know he is keen to ensure that the Society will become part of the COLLINGWOOD scenery, just as it was in MERCURY - I ask you to listen carefully to what he has to say.

Presidents Speech.

Mr Chairman, Ladies and Gentlemen, it is nice to be able to welcome you all to HMS COLLINGWOOD and I will certainly pass on your words of thanks to those concerned.

I know those of you who have seen the new Headquarters station will be aware that a great deal of thanks are due to a small working party who got on and made what it is today. It was a pretty shambolic building a few months ago I can tell you, all the efforts they have made have been very worth while, I give my very personal thanks for all the work they did to make it what it is.

At the handover of the Presidency in July, it was a memorable evening. Capt Sutermeister and myself went across to the Headquarters Shack, just for half an hour and that was going to be it. Over two and a half hours later we left, which just goes to show the warmth of the welcome to both of us and how much we were enjoying ourselves. It gave me an opportunity to meet a few of you and I hope to extend those acquaintances throughout today. My wife is looking forward to meeting some of you tonight at the social.

One sadness at the turning over of the Presidency was the absence, through illness, of Admiral of the Fleet, Sir Edward Ashmore, our new Patron. However he does send his best wishes to you all today and he has asked that he may come to see the new Headquarters station and the new Communications School, just as soon as possible and I am quite sure that your Chairman will be endeavouring to arrange a date which will coincide with, perhaps, as many of the Committee being present, just to see what is happening in the Society.

That does bring me on to just what my initial impressions of the Royal Naval Amateur Radio Society are. It is certainly a very vibrant and active organisation and it is good to see that there are a few young people in the Society, because it is the young people who are going to help it grow in the future and I think that is one of the advantages of the headquarters being here in HMS COLLINGWOOD.

It was only yesterday that the first of the Kelly squadron R.O's passed out from HMS Collingwood - a very enthusiastic group of youngsters, fully supported and encouraged by their parents who couldn't believe the change in their young people since they left home just three or four months beforehand. I believe that those are the people and their successors who are going to be Operator/Maintainers in the future, and if they see what is going on - they are right next door, literally ten or fifteen yards away in the next building, they will be able to get caught up in the work of the Society and extend, very happily into the Society from being just communicators in the Navy into member of the Society. Certainly we shall encourage them to take an interest in the Society as they go through their courses in their futures. I think that that is a very promising sign with regard to the basic health of the Society.

I have to say also, that I am very pleased with the healthy balance sheet, it is not often that one takes over as President to find a balance sheet which we have and now that the move is virtually completed, there are still one or two things to do, and once they have been finally determined, then the final cost will be known and I am quite sure that your Committee will be looking carefully at how best the surplus balance can be managed for the benefit of all the members of the Society,

where ever in the world they may be.

I was sorry to miss the Mobile Rally this summer, I gather that it was a successful weekend everyone thoroughly enjoyed themselves although, inevitably, when one changes the venue of a major event like that, there are many lessons to be learned and we have taken those lessons on board. I was very gratified to hear that at the Rally itself, enough money was raised to be able to give a cheque, a very generous cheque of £150.00 to the King George the Fifth Fund for Sailors, and I would like to thank all of you who made that particular donation possible.

I had the privilege in August, of being invited to open the Antique Radio Exhibition on board HMS Warrior in Portsmouth, and I was pleased and not a little surprised to find, that, on the opposite side of the deck, on the starboard side, was a Radio Exhibition, which, by the way, was fascinating - they had things like 'Jackson coils' copies of the original type of Jackson coils and some equipment which had been made in the Edwardian era. Right opposite this was, indeed a modern, functioning unit, which was at the time in contact with Boston. I am not sure if this was orchestrated or not, and I did speak to one of our members in Boston who did ask me to pop in for a drink any time that I happened to be passing.

Before I hand over to the Chairman, I would like to say how, already, it is clear to me the extent of the work which Tom does for the Society as a whole, and I am sure that we are all grateful for the effort which he puts in on our behalf to ensure that the work of the Society is constructive.

I also should not take for granted the work of the Committee which is, indeed, very active and I would particularly like to mention Brian Davies, the North Wales area representative, and I mention Brian's name, although I know there are other area representatives around, because I think that he actually presents a very fine example to all of us of what an active member of the Committee should do, not only looking after his area responsibilities and making sure that everyone in his area knows what is going on, but also in the contribution which he makes to the work of the Committee and the Society as a whole.

"Brian - thank you very much indeed".

With that Ladies and Gentlemen, I hope you enjoy the rest of the day. It is a great pleasure to have you here in COLLINGWOOD, and I am sure that the Secretary of the COLLINGWOOD Club would say that it is super to have you here, especially as you are going to enhance his bar profits and I hope that it is profetic of the warmth of the welcome of HMS COLLINGWOOD wishes to give to the Royal Naval Amateur Radio Society and we look forward to a very long and lasting relationship with you all.

Chairmans Report

As usual, I will highlight the major points from the various Managers' Reports first, then introduce the new Committee and wind up with a few comments.

RNARS MERSEYSIDE (HMS PLYMOUTH) GROUP - GB2PLY

The RNARS Merseyside (HMS Plymouth) Group, has been going from strength to strength, since we were first set up 18 months ago. Our members now total 106, which enables us to man the shack on several days per week. Membership is open to any RNARS member and is only £3 per annum.

SWL MANAGER - RON NEW.

The last twelve months, incoming mail from our SWL fraternity has shown a slight improvement, but there is room for much improvement, despite the number of letters that I have sent out just as soon as Mick has sent me their address details etc; The percentage of replies to my mail is very disappointing, and I think I will adopt the policy of waiting for their mail rather than waste postage in sending fruitless letter out. The licenced members mail to this QTH is still very good, which of course I appreciate, especially from the HMS

PLYMOUTH group, and lately Alan Fletcher G4AVF, who I heard operating from the communications office on board HMS BRONINGTON, based at Old Trafford, Manchester.

I get some solace from the fact that Ron has seen a "slight improvement", I hope and pray it is the beginning of an upward trend. I know you would feel better rewarded, Ron, if you got more letters from the SWLs, instead of my inadequate words every AGM, but, thank you Ron, for doing the job and supporting the Society so loyally.

QRQ MANAGER - G3JFF

The monthly morse proficiency transmissions have been made each month without fail. Two continental entries, one from Holland and the other from France have been awarded at 25 WPM. Many who regularly listen in have commented on the variety of texts chosen (by Betty) for the monthly transmissions. These have ranged from Birdlife to Beer making and Cultured Pearls to Admiral Collingwood! The pre-QRQ run net controlled by Jan G0JCY is a well established RNARS CW net.

SHACK MANAGER - G3JFF

By the nature of the years activity to move the HQ station from HMS MERCURY to HMS COLLINGWOOD, most of my efforts have been directed to that end. However, right up until July, when the aerials were dismantled, the HQ station has been kept on the air. At the latter end of last year it was aired for both the CW and SSB sections of the RNARS annual contes. In January it was once again in action for the CW AFS contest when Sid GM4SID travelled down from Aberdeen to put his computerised logging system into action. A week later the SSB AFS was being run by Tom G3WAO, where the RNARS Portsmouth team gained 9th place! The station was put on the air for the guides "Thinking day on the air" and this was followed by a tour of Leydene House and tea in the wardroom for the visitors. Outside these high activity periods, the station has joined the RNARS nets on many occasions thanks to GW0JXW, G3DKH, G7OGX, G7TTI, G4AOO and GM4PLM. With the move to COLLINGWOOD it had been decided to put the call G3BZU "on ice" and resurrect the call G3CRS. This with G1BZU will support the special call GB3RN. Now that the shack has moved away from my place of work, I have had to turn over the responsibility of Shack Manager to Dave G4KLW, but I have had six pleasant years in the post.

Sometimes single-handed, more often than not, by cajoling and/or badgering people to come and help, but always with the RNARS in mind, Mike has ensured the RNARS has had a voice on the air throughout all those years. Even though he has handed over the reins, he is still heavily involved lending help and advice to Dave and I know he enjoys using the new beam, so I think we will be hearing GB3RN callsign being transmitted with his familiar fist or voice for some time to come - Thanks Mike, for all your work on our behalf.

The new shack is now fully fitted out thanks to the efforts of a loyal hardworking band of local members, who turned out every Thursday night in May, June and July to get things ready for the opening on the 30 July.

It was a grand event. Sadly, due to ill health, our Patron was forced to cancel his visit that night. However, in best Naval tradition he delegated the task of unveiling the plaque to a junior Officer, namely Captain Sutermeister! The outgoing President carried out the duty perfectly. The evening was a great success with over 40 members present, their numbers being increased by one when the joining documentation was presented to the latest joiner, a SWL, called Paul Sutermeister, who had only just retired from the job of President! He received a very warm and hearty welcome into the fold.

The working parties were successful in another way - the local members are of sufficient numbers that a regular club night has been suggested. Once the HMS COLLINGWOOD passes are available all the locals will be contacted by the Area Rep G4LIK with the details of the intended

meeting times, etc. The rules for the occasional visitor, e.g. on holiday locally, will remain the same as was the case at MERCURY, i.e. contact the Shack Manager and he will ensure your arrival is expected and smooth your path to the Shack. Those present today will get the chance to view the Shack immediately after the AGM as the Tea and Biscuits are being served in the HQ building.

AREA REPS CO-ORDINATOR - GW0JXW

The Area Representative scheme has become well established over the last twelve months. The country has been divided into 32 area's and for a while we did have 32 Area Reps. Unfortunately we have recently lost Derek G4UJQ and Jim G4LZB, they will be sadly missed. I have appealed for volunteers to take over Norfolk and Essex, without any response, so these Area's are vacant at the moment.

All Area Reps' receive the minutes of Committee meetings, Membership updates and they have all received a full list of the Members within their area, with Names and Addresses thanks to the assistance of Barrie G4ZAW. They also know who all the other Area Reps are with their names, addresses and telephone numbers, as do all the Society Managers. These details have also appeared in the NewsLetter.

Thanks to the Committee and the NewsLetter Editor there have been two pages of the NewsLetter made available for a round up of Area News, so keeping the membership up to date with the structure of the scheme. The cry "who is my Area Rep?" is not to be heard so often now on the nets. Having said that, many of the Reps report they do not receive a single enquiry from the membership from one year to the next.

I hear all sorts of enquiries being made to Mick G3LIK on the nets, many requiring research on his part before he can give the answer. Certainly if it deals with subscriptions, then it is addressed to the right person, but many are not and could be handled by the Area Rep, this is what the system was introduced for, so taking the load off Mick who is vastly over worked as we will all discover when he retires as Secretary.

The Committee also approved the purchase of 30 RNARS Banners for use at Rally's, many have been issued to Area Reps for their use but I do hold a stock if anyone is thinking of putting on a stand at a Rally. There are also two Banners held by the Commodities Manager for use with Emergency Rally Packs.

It is true to say that the RNARS have been well represented at all the Major and also at many Minor Rally's throughout the year, not all have been by Area Reps. Longleat, Harrogate, Spalding and Telford Rally's were organised by dedicated members who realised we would not be represented, so they set to, got involved and organised a good Rally, plus they had fun too meeting the members who attended. My thanks to all who have given their time to Represent the Society at these Rally's up and down the country, I am sure the membership are very grateful to you, they certainly do plenty of moaning if there is not an RNARS stand at a Rally they happen to attend, the answer is obvious, put one on yourself.

My other duty is compiling the list of users to the RNARS QSL Bureau in liaison with Vic G4KEE. I know that the late Joker G4UKJ dearly wanted to get this scheme off the ground, but it ran into many problems, not the least of which was how to keep it up to date. We now feel that we have the best system that can be expected. I constantly up date the list on computer which is available to any member free of charge in exchange for a SAE. At the same time thanks to Mick G3LIK for bulk printing these lists three times a year. Up dates are sent out by Vic to all Bureau users. Updates to the list are also given out on the Monday and Wednesday 80 meter nets.

As you heard in the President's Address, Brian has been a significant force within the Society, working hard to ensure that the member's voice is heard at Committee. I would like to echo the President's praise. I thank Brian for all his support, hard work and points for Any Other Business: at

the meetings.

AWARDS MANAGER G3HZL

MERCURY AWARD - 16 awards issued. Our worst year since 78, although we added two new countries to the total HL and 9K2.

KALEIDOSCOPE - 6 awards issued.

WORLD WIDE - 5 awards issued.

HAMPSHIRE - 3 awards issued.

A terrible year, maybe it is time to circulate the National Societies again, but that costs money, even more than before because so many emergent countries and perhaps with the present instability we could wait another year. There are still many of our own members who could claim these awards. It does not take all that much time to dig through your logs, so come on lets have some claims.

Another loyal, long-serving servant of the Society - I know that Don would be happy to hand over the job to a relief who is prepared to have a go at acquiring the art of calligraphy. This skill is important to ensure we continue the standard of writing that recipients of our awards enjoy. Please do not smother Don in the crush to volunteer - form an orderly queue so he can interview you all and make his choice. Or am I dreaming again.....

AUSTRALIAN BRANCH VK1KEP

The Australian Branch of RNARS has had some significant changes this year.

General.

A new title RNARS Australia, was adopted to provide a more Australian image for the Branch in the face of emerging Australian nationalism.

RNARS Australia adopted a more progressive executive structure. State representatives were elected to a Committee, with numbers based on State populations. The Committee is headed by an elected Director, and there is a Secretary and Treasurer.

I report with sadness the death of our Secretary, George VK5CGB, who served RNARS Australia as Branch Manager, Editor of 'Australian Signal', and 80m net controller before becoming the first Secretary. (See next NewsLetter for Obit.)

Further, our Acting Secretary, David VK5ADE, suffered a brain haemorage in July. The matter of Committee officers will be resolved with the imminent elections. My thanks go to those who have kept the nets and organisation functioning.

Membership continues at an even level.

RNARS Australia's profile in the Amateur community was raised appreciably by a series of articles on RNARS QSLs titled "Navy - the Senior Service" in the journal of the Wireless Institute of Australia (our version of the RSGB), including reproductions of QSLs from GB2RN, G4HMS, VK3RAN, VK4RAN and VK2CC.

Stations.

HMAS CASTLEMAINE VK3RAN has been active. The ship has been at an obscure berth in the port of Melbourne, while the usual berth of Gem Pier at historic Williamstown was redeveloped. The group was fortunate during the year to locate a full set of original BATHURST Class WW II radio equipment, which is being refurbished for display. While public attendances at the ship have been down, placing strain on the Trust running the ship, it has become a focus for groups needing the backdrop of a warship. Recently, the radio office was used in a TV documentary about the WW II loss of the cruiser HMAS SYDNEY.

RNARS Australia's contribution is well appreciated, operating radios tuned to receive broadcasts and so adding considerably to the mood and meaning of such public events.

HMAS DIAMENTINA in Brisbane (VK4RAN) has been active during the year. It is hoped that a small amount of Amateur equipment will be acquired soon, to supplement the crystal controlled 'original' equipment.

VK1RAN, the callsign of the group in Canberra, Australia's bush (country) capital, went 'mobile' in July to the 50th Anniversary of HMAS HARMAN, the RAN's premier communication base.

VK2CC at Snapper Island in Sydney Harbour continues to be a focus for activities there. Recently, approval has been gained from the Navy to acquire radio equipment formerly fitted to ex-HMAS VAMPIRE, the Daring Class Destroyer, which is an exhibit at the Australian Maritime Museum at Sydney's Darling Harbour tourist centre. Several members became volunteer guides at the Museum, which is now looking favourably at our suggestions to develop the COMCEN or radio room as a working station.

The Royal Australian Navy has agreed to RNARS Australia assisting in the relocation of the Amateur Radio Club equipment from the RAN Apprentice Training Establishment at HMAS NIRIMBA (near Sydney, New South Wales), to the Technical Training Centre at HMAS CERBERUS (near Melbourne, Victoria) in late 1993. RNARS Australia intends to arrange for the equipment to be set up and a hobby club established at HMAS CERBERUS, the RAN's largest training establishment, initially with RNARS Australia assistance but with a view to identifying interested staff members.

Nets.

A lively chat net is held on 40m each afternoon.

80m on Monday nights lets all know the news. Tuesday night's 80m CW net is also well frequented.

Since I received that report, news has reached us of the creation of the Australian Navy Amateur Radio Society (ANARS). Its C & Rs are similar to our own. Their aim is to provide a Society that will attract the serving and ex-serving RAN Radio Amateurs who, quite understandably, do not see any virtue in joining an organisation that is based in a foreign country, i.e. the RNARS. You may like to know that you are all qualified to apply for Associate ANARS membership as members of a foreign navy. There are no plans for us to change our C & R, inasmuch that RAN personnel can still join the RNARS as Corporate, voting members.

LONDON (HMS BELFAST) GROUP - G0FEK

The Committee have been discussing this year's Easter Activity and decided that this year's format was not a popular one with the members in general. Numbers were down in 1993 due to fear of Rail Strikes, Recession and illness. It would appear that the traditional V.I.P. day was the most popular style and so 1994 will be back to normal.

Our Treasurer Keith G3OLC was, unfortunately laid low with some heart trouble. Thankfully, with prompt treatment and nursing he was soon out of dock and back home.

Our Rally Rep, Philip G1LKJ, although indulging in a nomadic existence between Croydon and Guildford, has given a lot of his time representing us at various Rally's and deserves a vote of thanks.

The French Cruiser "COLBERT" based in Bordeaux (a museum ship like our "BELFAST") has, through its Director, been in touch with us requesting that we have radio contacts with her.

We have tried to obtain a special event Callsign to commemorate the ship's part in the

North Cape Action against the "Scharnhorst", starting with the weekend that the Remembrance and Reconciliation would be held. (GB50NCA has been approved and will be on the air from 9 Nov to 6 Dec. Sec)

Due to unforeseen circumstances, I am afraid that there will be a delay in the production of our News-letter.

Reading QSL cards, it would appear that some Hams, including our own members, occasionally tidy up their shacks?! As QSL Manager, I have been receiving GB5RN circa 1988!!

Bill G0IEC, our stalwart operator, still keeps us on the Air-ways every Wednesday. Our thanks to him.

I can report that our President has the date for next year's VIP day firmly inked into his diary. Our thanks to all who keep the BELFAST in such good order; remember they are a shop window for our hobby to thousands of people - They do the Hobby proud in general and the RNARS in particular by setting themselves the same high standards that come from being part of the RN.

NEWSLETTER EDITOR - G0MNL

Dick pleads for more material, pictures, short bits, cartoons etc., etc. He has been supported by the typing skills and speedy turn-round times of John Marsdon G4SNY/2351 without whom many of the excellent articles would never have made it to the page. Dick also commends our printer Jan Stuart for his excellent service, especially as Jan suffered the sad loss of his wife just recently.

You may recall that Dick gave notice last year - well, he agreed to stay on for just one more year, however, he means it this time!! So, we need a replacement editor by the summer 1994. If it is not you, perhaps you know a member who has the talent who I can approach to discuss the idea? Please do not hesitate to stitch up a colleague - just whisper a name to me and I will do the rest...

RNARS QSL BUREAU - G4KEE

The past twelve months have kept me pretty busy with bureau work.

I have been receiving on average about one hundred cards per day and up to seven hundred cards per week.

On the outgoing side, regular exchanges of cards with RSARS and RAFARS have been made, with an average thirty packs of cards per week go to UK and overseas members who subscribe to the bureau.

The total number of members subscribing to the bureau is slowly increasing.

There are still some members who ignore my requests on air for them to send me SAE's to collect their cards.

Health permitting I hope to continue as the Society's QSL Manager.

Our thanks to you Vic, and I ask ALL users of the bureau, PLEASE, PLEASE obey the few, simple rules.

COMMODITIES MANAGER - G4SFO

Total amount banked for the year £2833.95.

Sales have gone quite well, although as this is my first year I have taken guidance from the previous manager. One or two things will have to change, due to an increase in post and packing. This will mean items like mugs are going to have to go up. We make a net loss on them at the moment. I intend to publish a new price list in the NewsLetter.

We sold just about all the first printed run of QSL cards, the second print will be available after the AGM with other commodities.

All stock is held at my place of business (for obvious reasons), which makes it reasonably safe.

We have ample stocks of all items at present, but we have several Area Reps who are holding stock.

Our average profit on all sales is 16%, which I think is about right, if we increase the price of mugs to take account of the cost of the PVC packing (which we pay for) and the actual post, we will at least not be losing on them. Personally I think that it is really a "Rally" item, for they are easy to break in the post.

I am happy to listen to anyone with any bright suggestions on any other items to sell.

MOBILE RALLY - G4UJR

The first Mobile Rally at HMS COLLINGWOOD was a triumph of planning and premature grey hair for Cliff. It was also his swan song so it was very gratifying to see new faces helping to look after the 2000 visitors. Numbers were down mainly due to threatening weather, but it was a great day out and we learnt many lessons for next year. Cliff prepared an exhaustive hand-over brief for Clive Kidd G3YTQ who has agreed to run the Rally for the next two years. He has been joined by SWL Mike Brooker RNARS together they have already started the work for next year. The Rally is important as a focal point for members to meet and greet each other - it also generates significant income to the benefit of all members whether they attend or not. There have been many custodians of the title "Rally Manager" - each has added an extra dimension to the success of the day. There can be little doubt that the RNARS owes Cliff a huge debt of gratitude for his work over the last 7 years, and I will have more to say on that later. To Cliff and all his predecessors I say - THANK YOU. (APPLAUSE)

SECRETARY'S REPORT - G3LIK

Fairly quiet year, although I took on the role of Membership Manager in May when Des gained employment. Des did offer to stay on until today, however, in consultation with the Chairman, I agreed to take over straight away, as I knew that Des's new job involved much extra work and as it is only a hobby, it seemed right to relieve him of the job, especially as I was not particularly busy. Have asked for volunteers for General Sec., Membership Sec., Subscription Sec., and Minutes Sec. in the Newsletter; so far we have had a total of NIL replies !!!! Frustration still enters my world when members fail to increase their Bankers Order to the correct amount, despite repeated reminders. I have had one or two resign as a result of the tone of the letter I sent, but I am afraid that I do not see the RNARS as a lending bank!!!! Perhaps I should have asked them to take on the task of Subscription Manager???.

I would like to thank the vast majority of members who have written in with their subs; their kind words and thoughts are very much appreciated by me and the Committee, all of whom put in a lot of time on behalf of the membership.

It was very sad to lose the services of the Australian Branch Secretary George Burgess VK5CGB. His efforts and enthusiasm for the RNARS were very much appreciated. I must also record my thanks to Eric VK5AFN, the Branch Treasurer for holding the fort until new elections are held. It was a pleasure to meet Eric and his wife at the Rally this year, during their holiday in UK and I hope he felt able to report back just what a good day it was.

Well, last year I spoke at length about the job that Mick has done and the need for volunteers to come forward. We have not been overwhelmed by offers, however, I do have one or two people in mind. Nonetheless, a volunteer is much better than a pressed man so please think about it. By splitting the job into its elements they each represent a simple task for an individual to undertake - could it be you? Please see me afterwards to discuss it further because make no mistake Mick IS retiring next year. He deserves it and I do not want hear anyone applying any sort of pressure on him to stay on. (Applause)

SILENT KEYS IN RNARS SINCE AGM 1992.

0064	G3LSD	ELLIS DIGGLE	Mr POUND SHILLINGS & PENCE
0199	G3RRX	GEORGE OXBY	SCC AREA COMMS OFFICER
0334	G3VNT	CHAS FOWLER	RUSSIAN CONVOY MEMBER
0346	G3WAU	DON SMITH	
0435	G3EMO	HARRY WARD	
0613	G5ZH	CHARLES PLIMMER	ESSEX RAYNET
0622	G3FUT	CHARLES SARGENT	
0768	G4DLN	PETER BRADLEY	RNR 20 YRS COASTGUARD
0846	GW3GXY	JACK LEICESTER	
1097	G3RKC/W1	BILL BRYAN	
1210	VE3AML	ROWLAND BEARDOW	
1245	VE3EWS	ED SHIELDS	
1335	G4NOZ	LES BOPER	
1583	G2BYK	JOHN PAYNE	
1660	G3PER	BILL DELAMERE	RSGB NEWSREADER
1696	G5WA	ALAN BARBER	
2062	SWL	DICK BRIDGE	
2074	VE3PT	LLOYD MARSH	
2187	G4UIQ	DEREK GARDINER	AREA REP FOR NORFOLK
2253	G4LZB	JIM PUGH	AREA REP FOR ESSEX
2263	G4UYO	TED ROSE	
2318	G14TAF	EDDIE LLOYD-JONES	
2456	G4EWQ	REV ANGUS MURRAY-STONE PJ9 FAME	
2641	VE7FY	NORMAN Mc-CLOUD	
2644	G3CHN	ROGER THORNE	
2658	VK5CGB	GEORGE BURGESS	AUSTRALLIAN BRANCH SECRETARY
2755	G0KVV	ARNOLD CLARK	
2858	G14RXP	HUGH FINNEGAN	
2934	PA3CVU	HENK VOSSSEN	CHAIRMAN MARAC
3074	VK2RM	DICK MEERSTADT	
3167	G0DMZ	GEOFF BOWLES-CAVANAGH	
3196	G1UGD	KEN DEELEY	
3392	G6BVU	JACK SHARPLES	
3700	G3OXC	STAN CRABTREE	EARLY MN OPERATOR
3811	G0PSR	JOHN BARRATT	
3838	G4OPR	DAVID HAMBLETON	
3840	G0MCC	VIC PRICE	
3862	G4PEP	CLIFF NORTH	
4002	G4CQK	ALBERT ALLNUTT	

TOTAL 39 - MAY THEY REST IN PEACE.

Next, the Committee Annual Attendance Report

NAME	CALL	NOV 92	JAN 93	MAR 93	JUL 93	SEP 93
CHAIRMAN	G3WAO	YES	YES	YES	YES	YES
TREASURER	G0LKO	NO	YES	YES	YES	YES
SECRETARY	G3LIK	YES	YES	YES	YES	YES
DAVE WILKES	G4KLW	YES	NO	NO	YES	YES
ERIC MORTIMER	G3DKH	YES	YES	YES	YES	NO
NORMAN CHIVERTON	G4SFO	YES	YES	YES	YES	YES
BRIAN DAVIES	GW0JXW	YES	YES	YES	YES	YES
LES HORNE	GW0JTE	YES	YES	YES	YES	NO
PHIL MANNING	GILKJ	YES	YES	YES	YES	YES
CHRIS INWOOD	G1OGX	YES	YES	NO	YES	NO

and the shape of next year's Committee - the same again in fact.

My thanks to them for making my job very easy - they do the work, I just turn up and keep

order!

Next year several of these names will have to resign and stand for re-election together with all the other volunteers. Remember to put your offer to stand for the Committee IN WRITING to me or the Sec, by the 7th of July, so we can put the voting slips into the Summer Newsletter.

As ever, my theme has been GET INVOLVED - predictable I know, but still relevant. I always bang on about the rewards to be gained by putting something back in, but its all predictable and somewhat esoteric. Well, I agree, so, I would like to give you an example of the kind of feeling I get from being involved - I have here a letter from John Dickson, G2HV RNARS 0002. He has written enclosing a cheque with the instruction to buy Capt B Kent's book "SIGNAL!" which is to be available in HQ for the benefit of members. I recently received a letter from Jan GOJCY, our printer, in response to my letter of condolence following the recent sad loss of his wife. In it he thanks the RNARS for "being there" and asks me to pass on his thanks to all those members who have offered support and sympathies.

When I read letters like that - and we had many following the issuing of the Life Membership certificates - , it makes me feel privileged to hold this office and reminds me of my responsibility to do my best within it. I can only do that with the kind of help that the "workers" put in - believe me, if you volunteer for a task you will get the same sense of satisfaction. Just ask any of those who are in.

We have superb facilities here in COLLINGWOOD. I have had the advantage of working with our new President and his staff over the last few months; once you have been here for a while I have no doubt that you will soon feel as warm, comfortable and "at home" as I do. Thank you all for making my job interesting, challenging and stimulating. I may not agree with everything you say or do, but the fact we do have discussion, often with passion and emotion, is a good indication that this Society is not moribund and has another 33 years of life in it, at least. So I say to our President, thank you for having us - we are here to stay!

Treasurers Report.

Everyone should have studied the statement of accounts which appeared in the Summer NewsLetter. I will now explain in laymans terms how the money was spent and accrued.

CREDIT BALANCE 1 APRIL 1993.	£
Bank Account	2,371.48
Building Society.	
General/Equipment account	15,856.88
Life Members	9,942.53
Total.	28,170.89

INCOME.

Subscriptions	57%	
Mobile Rally	20%	
Commodities	7%	
Opening Balance	8%	
Other	8%	
Total		28,360.52

EXPENDITURE.

NewsLetter	29%
Mobile Rally	23%
Postage & Telephone	8%
Equipment & Repairs	8%
Commodities	6%
Travel	4%

Stationery	4%	
Insurance & Licences	3%	
Building Society	3%	
Admin	2%	
Other	10%	
Total		24,084.62

CREDIT BALANCE 31 MARCH 1993

Bank Account	4,275.90
Building Society	
General/Equipment	16,746.00
Life Members	10,603.00
Total	31,624.90

SELECTED COMPARISONS 1991/2 & 1992/3.

INCOME.

Subscriptions	UP by	3.5%
Commodities	DOWN by	0.9%
Mobile Rally	UP by	4%
Sundry income	UP by	258%

EXPENDITURE.

Commodities	DOWN by	6%
NewsLetter	UP by	7%
Mobile Rally	DOWN by	3%
Postage & Telephone	DOWN by	23%
Repairs/Maintenance	UP by	173%
Travelling expenses	DOWN by	23%
Sundry expenses	UP by	97%

Changes to Constitutions & Regulations (Result of ballot).

Results of the Balot :-

AFFILIATE MEMBERSHIP.

YES 83

NO 44

CHANGES TO RULES 32 & 35 OF C&R 's.

YES 119

NO 9

Therefore both changes are carried and will be implemented in the next change to the Constitutions & Regulations due now.

PRESENTATION OF AWARDS.

ROBERT SHARP AWARD

It was decided not to award this trophy this year, as there were no deserving Technical articles to judge.

MERIT AWARD

Cliff HARPER G4UJR - For all his endeavours and hard work to make the Mobile Rally a success that is second to none on the circuit.

EDITORS AWARD

Cyril MALCOLM GM3BXW - For his article "6 years under the Red Duster".

MERIT CERTIFICATES

John Marsden G4SNY - For his invaluable contribution to the production of the NewsLetter.

Bill Jennings G0IEC - For his sterling efforts in keeping GB2RN on the air each Wednesday over the past three years.

Ted Newland G3TMN - For his assistance on the Sunday evening North American net over a number of years.

Jan Stuart G0JCY - For his excellent conduct and Net Control Station of the Tuesday CW net, plus his efforts in the printing of the NewsLetter.

Tom Bowers WD4CQY - For his efforts in establishing and working the American QSL Bureau over a number of years.

HQ Shack Team - To all who have put in hard work and their time, which have helped the new HQ Station one the membership can be proud of.

Captain Sutermeister SWL - For his tremendous help and encouragement to the Society during his term of office as President, especially during the move of real estate.

Fred Rafferty G0BLE - For his dedication in running the Bubby Rats net since stepping into the breach at short notice two years ago.

Barrie Aspinall G4ZAW - For his efforts in setting up a data base which works closely with the Area Co-ordinator and his representatives.

MERCURY TROPHY,

Colchester RNARS Group.

ACTIVITY AWARDS.

1. UK TX Ian G3APO (Plaque & Certificate)
2. " " Norman G4SFO (Certificate)
3. " " Brian GW0JXW (Certificate)

1. EU TX Otto LA1IE (Plaque & Certificate)
2. " " Bob LA2JE (Certificate)
3. " " Greg EA7HAL (Certificate)

1. DX TX Esther KA4IFF (Plaque & Certificate)

2. " " Terry VK2ALG (Plaque & Certificate)

3. " " Barrie CR3RN (Plaque & Certificate)

1./MM TX Paco SV2AJX/MM (Plaque & Certificate)

1. SWL Palle Randlov (Plaque & Certificate)

OPEN FORUM.

A. Ron G3SGQ said that there were 16 members whose subscriptions were outstanding for the year and asked they be paid ASAP please.

B. Phil G1LKJ stated there were also many members from that group still outstanding with their subscriptions.

C. The Secretary said there was still over 300 from the main Society who have still not renewed.

D. Brian G0RIZ said the Cornish group are thriving and run a net on Sunday mornings, any member in the area are more than welcome to join in.

E. Don G00OC is trying to contact ex Merchant Seaman who are ex Vindicatrix old boys and who are also amateurs. Anyone interested in forming a reunion plus support the Gloucester Maritime Museum, are asked to contact Don G00OC QTHR, RNARS 2521.

F. Phil G1LKJ asked how much money was spent on the HQ Station. Ron G0LKO the Treasurer replied £7,320 of which £3,500 went on the toilet and kitchen facilities.

G. Eric G3DKH wished to plug the Leicester Exhibition on 29/30 of this month, when RNARS will be having a stand there.

H. Ron G3SGQ said they had news that the Cavalier was now staying at Newcastle and not now going to Birkenhead. HMS Bronington at Trafford Wharf, Manchester, Plymouth and Onyx at Birkenhead, welcome any RNARS member in the respective areas to come and see us.

A Barr vessel which used to be on the Mersey Barr, then went down to Portsmouth, has now come back up North again. It is now a Disco with a bar on board I am given to understand Mr Chairman.

I. Clive G3YTQ wished to give a vote of thanks to Lt Cdr Legg and Paul Dice for all their assistance they have given to the Society. This was seconded by Mike Brooker and carried. The President said he would pass along this message to the members concerned.

J. David G0BID asked if the Collingwood Museum would be open this weekend. Ray G0JVE said that he would open up for members to view it at 1000 tomorrow morning. Meet at HQ Shack at 0945.

K. A question was asked what RNARS were doing for the Juniors in COLLINGWOOD?.

David G4KLW said that at least three members had joined since the HQ station had been set up here, plus a good number of Junior Rates were becoming fascinated by the complex set up as they pass by each day.

The Chairman said that he hopes a session will be set aside in the busy course they sit in the establishment.

Brian GW0JXW said that many RNARS members were involved with the training of people

towards the Novice Licence, plus many were involved with the training and testing people in the Morse code.

Don G3HZL asked if the COLLINGWOOD VCC could be encouraged to participate, as they were very eager to join in.

The President said he would contact Lt Madden, who was the contact within the establishment, in maybe having a closer relationship with the Society.

Dick W4CXH said that Amateur Licensed people find it a lot easier to obtain work when they leave the Services, as they have a genuine interest in the field as a hobby.

L. Bill G3TZM asked members to read the October 93 Navy News about the closure of Mercury.

M. Ray G3KOJ asked if there could be a callsign clarification for COLLINGWOOD.

The Chairman said that G3CRS would be the Class A Licence to back up the

GB3RN call, plus it will be used during RSGB sponsored contests where the GB call is not allowed. G1BZU was being kept for the Class B Licencee who can then operate if no Class A licencee is available in the shack.

N. Brian GW0JXW wished to thank the Senior Rates Mess President for their welcome and hospitality. The accommodation has been welcome and any members thinking of coming next year, are asked to reserve their bed and food through him.

O. Jim Belles EA7HBY made a presentation to the Society on behalf of the grateful Americans in Spain who have found a truly friendly Society that they have become attached to.

The President accepted the plaque on behalf of the Society and thanked Jim for his generous gift, which will be placed in the HQ shack for all to see.

There being no further business, the Chairman closed the meeting at 1600. Tea and coffee will be served over in the new HQ shack, where the Commodities Manager will also be available to take your money. The Secretary will be selling tickets for the evening Social at £8 per ticket.

NEW MEMBERS SINCE SUMMER NL

Dave	4078	G0SMW	D I Rancroft108 Oakfield Road, Shawbirch, Nr Wellington, Shropshire, TF5 0ND.
Phil	4079	2W0ACD	P Bennett 13 Thornbury Close, Baglan, Port Talbot, West Glamorgan, SA128EU.
Jack	4080	VK2TI	J Dyer 34 Park Avenue, Caves Beach, NSW 2281, Australia.
Roger	4081	G7NEG	R O Smith 32 Water Lane, Wootton, Northampton, NN4 0HE.
Paul	4082	SWL	Capt P Sutermeister RN, The Gables, Barton-Le-Street, Malton, North Yorks, YO17 0PH.
John	4083	G3DEM	J Page Pendragon, 3 Farm Corner, Middleton-on-Sea, West Sussex, PO22 6LX.
May	4084	SWL	Mrs M Clark Cherry Garden, Windsor Road, Jarvis Brook, Crowborough, East Sussex, TN6 2HR.
Tony	4085	G7RHB	R C Walker 26 Evelyn Road, Willows Green, Nr Chelmsford, Essex, CM3 1QQ.
Rupert	4086	G0TKZ	R J Hamblin 5 Lingfield Road, Edenbridge, Kent, TN8 5DR.
Ken	4087	VE3CME	K L Marlatt 42 Pancake Lane, Ridgeville, Ontario, Canada, L0S 1M0.
Len	4088	G7KIJ	L H Willford 15 Clarence Place, Stonehouse, Plymouth, Devon, PL1 3FW.
Ralph	4089	G0NMW	R R Johns 5 Wychwood Drive, Meyrick Park, Bournemouth, Dorset, BH2 6JG.
Bob	4090	G0MAT	R Johnson 30 Wheatlands, Titchfield Common, Fareham, Hants, PO14 4SL.
Ken	4091	G7ORC	K W Hallam Damick, Knockholt Pound, Sevenoaks, Kent, TN14 7JE.

Dick	4092	G7MXR	K C Barton 30 Godwyn Road, Deal, Kent, CT14 6QW.
Titus	4093	G0ILT	T Drummond 24 High Street, Rolvenden, Nr Cranbrook, Kent, TN17 4LN.
John	4094	G3LNKC	J Boume 28 Roe Lane, Westlands, Newcastle, Staffs, ST5 3PJ.
Dick	4095	G4PBX	R J Spinks 20 Oakdene, Rowner, Gosport, Hants, PO13 0DB.
Vince	4096	GM0KND	V Lang 3/1, 9 Broomhill Way, Greenock, PA15 4EH
Dave	4097	SWL	D P Francis 2 Morlich Crescent, Dalgety Bay, Dunfermline, Fife, KY11 5UW.
Yusuf	4098	SWL	S/LT Y Masrun RBN, HMS Dryad, SMOPS, Southwick, Fareham Hants, PO17 6EJ.
Ken	4099	G8AAW	A K Davies 48 Church Avenue, Amblecote, Stourbridge, West Midlands, DY8 4JZ.
Mick	4100	G0TZE	M B Grant Kerensa Cottage, 67 Warsash Road, Warsash, Hants, SO3 9HU.
Torn	4101	G0TZK	T Heath-Webb 96 Moody Road, Stubbington, Fareham, Hants, PO14 2NR.
John	4102	G0TXQ	J P Llewellyn-Jones, 148 Dudley Road, Cox Hill, Plympton, Plymouth, Devon, PL7 3SA.
Bill	4103	G7NCN	W H Frost 6 Plantation Avenue, Amside, Camforth, Lancs, LA5 0HT.

CHANGES SINCE SUMMER NL

HQ	0001	GB3RN	HQ RNARS HMS Collingwood, Fareham, Hants, PO14 1AS.
ARC	0002	G3BZU	Leydene ARC CRTPS, SCU Leydene, Nr Petersfield, Hants, GU32 1HE.
John	0003	G2HV	J Dickson Number correction.
Harry	0181	G4HGX	H Smith 17 Maple Avenue, Keelby, Lincs, DN37 8EN. (rejoin)
Frank	0280	G3OVT	F Collett 56 Walsworth Road, Hitchin, Herts, SG4 9SX.
Ivor	0350	GW4KRP	I Williams Silent Key. (lapsed 82)
Frank	0364	G3YLR	F R Blake 33 Beaconsfield Road, Banbury, Oxford, OX16 9EW.
Mike	0424	ZD8M	M R Wadsworth CSO Two Boats, Ascension, BFPO 677, London.
Sid	0580	SWL	S R Burns Delete, no forwarding address.
Tony	0618	EA5/G3VFI	J A Rampton Apt 112, 03740 Gata de Gorgos, Alacante, Spain.
Alf	0812	ZL1BYP	A G Kennedy MBE, 116 Wade River Road, Arkdes Bay, Whangaparao, New Zealand. (also G3PJA)
Sven	0871	SM0IX	S Milander Siljunsvagen 60, S-121 70 Johanneshov, Sweden. (rejoin)
Rowland	1210	VE3AML	R C E Beardow Silent Key.
Malcolm	1331	SWL	M E Wevell Dauntley, 2nd Avenue, Greytrees, Ross-on-Wye, HR9 7HT.
Hugh	1469	VK5OZ	H H Osman Silent Key.
Karel	1682	ON4EX	K C A Christyn Rustland 19, 4818 JM Breda, The Netherlands.
Austin	1718	G4KRZ	A G Geer The Old Rectory, Odstock, Salisbury, Wilts, SP5 4JA. (rejoin)
Ernie	1754	G3MJS	E C Long 30 Hunts Mead, Sherborne, Dorset, DT9 6AJ.
Stephen	1818	KA2CZSN	S D Ackerman 22 Brookfield Avenue, Staten Island, NY 10308, U.S.A.
Ted	1836	G0ASZ	E J Gamble Resigned.
Malcolm	1918	G6ADP	M G Nixon Delete, no reply to correspondence.
Rod	1943	G4MIJ	R M Hunt 29 Academy Gardens, Gainford, Darlington, Co Durham, DL2 3EN.
Dave	2032	G4UPT	D Comey 59 Priory Road, Newbury, Berks, RG14 7QT
Lloyd	2074	VE3PL	L C Marsh Silent Key.
Frank	2082	G4PDB	F J D Jackson Digeni Akrita 5, Ormidhia, Lamaca, Cyprus.
Iain	2146	G4SNL	I Dunsworth 42 Gloucester Road, Waterlooville, Hants, PO7 7DJ.
Mike	2150	G6GVO	M Pearce Post code Singapore 0511.
Alan	2169	SWL	A R Jarvis Delete, no reply to correspondence.
Eric	2289	GM6UNQ	E Leak Resigned.
David	2353	G13MMG	D Noon Delete, no reply to correspondence.
John	2468	G4ZQD	J Harmer Add Callsign from last months changes.
Gustav	2581	DL6FBQ	G Michalik Resigned.
Bill	2653	G3LLC	W Burnett Delete, no reply to correspondence.
Lou	2690	EA6XS	L Ravelle Vista Hermosa, Apt 4H, San Augustin, Palma Mallorca, Spain.
Al	2708	F5JUD	A Krulls Callsign change from FE1JUD.
Kurt	2710	DF3YU	K Fritsch Post code 60326 Frankfurt, Germany.
Tony	2842	SWL	A Hulme Delete, no reply to correspondence.
Tex	2985	G0FHP	J F Linehan Wrong number given last month.
Jon	2991	G0IUE	J S Wheeler Tiddleywinks, 6 Severn Road, Melksham, Wilts, SN12 8BQ. (rejoin)
Ray	3268	GM0CDV	R Evans 9 Low Street, New Aberdour, Fraserburgh, AB43 4LE.
Keith	3283	G0MII	K Bricknell 21 Bosham Walk, Peel Common, Gosport, Hants, PO13 0QJ.

John	3508	SWL	J J Bonar Post Code SO22 4DZ.
Dave	3602	GM0MDB	D P North 31 West Park, Inverbervie, Kincardine, DD10 0TT.
Kim	3726	OX3FV	K Andersen PO Box 39, 3970 Pituffik, Greenland.
Ian	3842	G3UED	I Harkness Callsign addition.
Cliff	3862	G4PEP	C North Silent Key.
Paul	3984	VE3IKS	P K Mengelberg 104 Lakeview Drive, Box 15, Longlac, Ontario, Canada, P0T 2A0.
Peter	3987	G0TWW	P A Kirby Was SWL.
Brian	4020	2E1CBM	B A Read Callsign addition.
Chris	4055	ZD8X	C G Salmon CSO Two Boats, Ascension, BFPO 677, London.
Duncan	4073	G0RJT	Rev H D Leak Title change only
Bill	4104	G0OBM	W F Noyce 4 Norton Drive, Fareham, Hants, PO16 7PY.
Bob	4105	SWL	R Ellicker 60 Eskdale Road, Whitby, North Yorks, YO22 4JJ.
Laurie	4106	G3YOQ	L A D Spinks 2 Ventnor Avenue, Grantham, Lincs, NG31 7EA
Arthur	4107	G0SNZ	A Flood 3 Ongar Walk, Sherwell Road, Blackley, Manchester, M9 8JD.

Oriental Lament

If you ever come across the sea to Hong Kong
 Then maybe at the closing of your day
 You will sit and watch the moon rise from the Mission
 And see the sun go down on MORCAMBE BAY

For the monsoons blowing o'er the sea from Kowloon
 Are perfumed by the paddy as they blow
 And the women in the streets a'courting comrades
 Speak a language that the strangers do not know

And if there's going to be a life hereafter
 And somehow I'm sure there's going to be
 I will ask my god to let me make my Heaven
 In the Mission next to the CFC.

(From HMS MORCAMBE BAY Far East Commission 1952-54 & G3PQC. *CFC* = *China Fleet Club*, but of course you knew that ...! Ed)

Help Lines

Wanted - Parts to refurbish an Eddystone
 EC10 Rx.

- Metal inlay front panel
- 4 button press switch assembly
- Round fluted or later style knobs
- Connector plug to battery box or PSU
- Mixer coil L10 (Range 4 1.5-3.5MHz) Pt
- No D1397

Incomplete, damaged or just scruffy Rx not
 objected to provided reasonable price. What have
 you got ??

All replies replied to - pse write to:
 Mr R A Hounslow RNARS/0420
 46 Garrick Rd
 Abington
 Northampton
 NN1 5ND
 Tel (0604) 24486

Things you didn't know you didn't know

Many people believe that the Royal Navy is referred to as the Senior Service because it has some sort of superiority to the Army but the term was not even heard before the 17th century. On December 31 1600 The East India Trading Company received its Royal Charter to move into the lucrative Indian spice trade. This had previously been the monopoly of Portugal and Spain but they were still in disarray following the defeat of the Armada in 1588. The Company had some of the finest ships afloat, on board which pay and conditions were far better than on regular Ships of the Line and many officers resigned their commissions to take up jobs with the new company. Only then did the navy begin calling itself the Senior Service - reference to the fact that it was around long before the East India Trading Company. (From G4FCH)

The Royal Navy has traditions

The Army has conventions

The RAF however has only got habits, and most of them bad !!!!!

(...from your Editor's training at BRNC Dartmouth !! ...)

Help Lines CJA/CJC Rx

Have you got or do you use one of these heavyweight receivers ? Have you got one that you'd like to get working before it buckles the foundations of your shack ??

D H Till (non-RNARS SWL) has aligned his CJC and would like to find someone who tell him if it's working properly, also to exchange notes and experiences about the operation and performance of this monster. For those of you that can't quite put a face to a number, the CJA/CJC was the synthesized valve Rx used in ICS1 (or was it ICS2).

David can be reached at:

Mr D H Till

Gaggerhill Cottage

Brighstone

Isle of White

PO30 4DX

Tel: (0983) 740329

Coming soon in future editions of the Newsletter

VK Profiles

More on HMCS HAIDA

The Story of the Changi Nine

Choosing the right co-ax cable

An interview with Dr Nikola Tesla

Book reviews (including a novel by an
RNARS Member)

Merchant Navy Memoirs

The WINDRUSH Story

and (as they say) much,
much more !!



MMS 191

By David Widdus G7HFH/3702

Just a short story about an old lady who has seen far better days with an equally worn out crew giving their all in an attempt to maintain her as near as possible as she was many years ago, who is she? One of 318 wooden minesweepers built in Scotland in 1940.

MMS 191 served with the 118th Minesweeping Flotilla out of Harwich under the command of Lt Cdr HAG Ceulmans once resident in Frinton-on-Sea in Essex. As a Belgian officer, seconded to the Royal Navy, he was captain of a mixed Belgian-British crew operating in the North Sea, English Channel and in particular in the clearance of the channels of the River Schelde leading up to the re-opening of the port of Antwerp, which was important to the success of Operation Overlord. Operation Kalendrar was one of the major minesweeping tasks of the war involving up to 200 ships of this class.

In 1946 MMS 191 went on loan to the Belgian Navy together with four others and was renumbered M944, returning to UK in 1954 she became pennant number 1691 and after a brief spell in the Reserve Fleet was sold out of service. For 15 years she was laid up in Otterham Creek on the south bank of the River

Medway in Kent until finally discovered by an ex-matelot who had served onboard two vessels just like the 191. The ship was purchased for restoration and the MMS Trust formed in 1979.

The ship is constructed entirely out of wood, with dimensions of 105ft x 22ft x 8ft draught, powered by diesel engines of varying types and with a crew of two officers plus eighteen ratings. At this moment in time the ship has been towed to her new berth in Stoke Creek with the help of the Medway River Authority and the Crescent Shipping Co who kindly offered the use of one of their tugs. This move was only one of the problems which MM191 had to face as Stoke Creek is just a mud berth and subject to wind, tide and storm - so far she has survived it!

A mast was stepped in 1988 (an EGB electricity pole) with the able assistance of the RAF from Manston and their Air Sea Rescue helicopter. A great deal of work has been put in by volunteers over the past years and with a current work force of four we are currently fortunate in having found help from companies in the timber and paint industry.

International Marconi Day

24 April 1993

By Vern Scambell G3FWE/0620

This years Marconi Day was expanded in presentation as a builder for the anniversary of D-Day in June 94. Therefore, as a step in this direction, one of the many underground ammunition tunnels (at Puckpool) was cleared of many years of debris - less the wartime barbed wire, closing off 6 tunnels complete with 1945 style military kitchen! Unfortunately these are not open to the public and are in need of much attention. However, the tunnel chosen had been allocated to the CEM Trust for storing various electronic artifacts of yester-year. Therefore it was decided to make restoration of approximately 1/3 of the storage tunnel into a wartime display of military communication and to activate a CW station from the tunnel in support of the SSB station in the museum lodge, using the call GB0IMD.

The work proved to be somewhat laborious, beginning in January 1993 and taking up to the first week in April to complete. The major part being undertaken by the author and G3KPO. This layout is available to the public on a now permanent basis during the Summer months. Probably the hardest part was moving some heavy artifacts into position, although several members of the public were coerced into

assisting with this !! The aerials were fed through ventilator shafts in the ceiling, the internal ventilation system for the explosive store.

Posters were forthcoming from the Imperial War Museum and most amazingly, from people's lofts and cupboards. Also the Services through the RNARS & RAFARS; both contributing their flags for flying from the mast-head above the tunnel. Both groups took an active part in supplying operators for the event, with G3JFF, G3LIK, G3WAO and G3KHS all operating CW as a wartime station underground would have done.

The weather proved, as usual, most peculiar - heavy rain the day prior to the event; keeping fine for the event, then chucking it down afterwards !! The RSGB stand was well attended, installed in an adjacent tunnel with the wine and light refreshments (!!) while the IoW Radio Society, operating from the Lodge, had a good attendance and also took the opportunity to introduce a group of novice operators to the intricacies of public event stations on the VHF and UHF bands. The day's events went well and were visited by many dignitaries including Lord Mottistone, the immediate past patron of the RNARS. The event drew a considerable number of visitors, many reminiscing on the artifacts of wartime memory and the earlier pre-war items in the Lodge. Some 600 stations were contacted in all continents.



HMS BRONINGTON

HMS BRONINGTON represents the end of an era. She is one of the last conventional wooden minesweepers of the RN. BRONINGTON is preserved today to illustrate a way of life and work and to commemorate generations of "wooden ships and iron men" in the minesweeping service of the RN.

BRONINGTON belongs to the "Ton" class. This post-war type of minesweeper was first introduced in 1953. Designed primarily to deal with modern influence mines the ships were of shallow draft and non-magnetic construction - wooden hulls and aluminium alloy superstructure. The "Ton" class became the backbone of British mine countermeasures, offshore patrols and fisheries protection.

BRONINGTON was launched on Humber-side in 1953 and has carried out a wide range of duties during her 34 year career. Attached to the 101st, 50th and 51st Minesweeping Squadrons her work included many exercises, search and rescue operations, trials, training and other duties. In 1964/5 BRONINGTON was converted to a minehunter and joined the 1st MCM Squadron, later moving to the 2nd MCM Squadron.

The "Ton" class are now being replaced by a new breed of MCMV. BRONINGTON was paid off from RN Service on 30th June 1988. The ship is now owned by the Bronington Trust and work continues in the task of returning her to her former appearance. It is hoped that the ship will help visitors to understand and appreciate something of the life and work on board the "little" ships of the RN.

The BRONINGTON is berthed at Quay

<< (1 to r)

Immediate Past Patron, Lord Mottisone, Tom G3WAO, Vern G3FWE & Mike G3JFF at the Puckpool IMD Exhibition.

(This photo must be good for a caption competition. How about ".....I've never seen that before Sir, it belongs to the Chief doesn't it CHIEF ???" Ed.)

West, Trafford Wharf Road, Wharfside, Trafford Park, Manchester and is open April to September

Fri, Sun & Mon 1300 - 1700

Sat 1000 - 1700.

Telephone (061) 877 7778 for information.

Orkney Wireless Museum AGM 93. GB00WM/0468

The second AGM of the Society of Friends of Orkney Wireless Museum, was held on Saturday 21 August 1993, in the Hall of St Margaret's Church, by kind permission of the Minister and Congregation.

There were 13 members present, a slight fall on last year. 4 apologies.

The Chairman's report had already been circulated.

The Treasurer's report showed a balance in the bank at 30 April 1993 of £257.65p.

On the suggestion of the Treasurer, it was agreed to combine the posts of Secretary and Treasurer for this year.

It was agreed that the annual subscription remain at £3 which was now due.

Under "Any Other Business", Mr P M MacDonald asked if members would consider writing a paragraph or short article for future issues of the Bulletin. Mr MacDonald reported that his father's notes about Netherbutton Radar Station were being expanded upon with a view to possible publication.

Mr Wright drew members attention to the forthcoming Science Festival and that it was hoped to activate the station. Licensed members would be welcome as operators and non licensed members as loggers and QSL card writers.

The meeting was closed at 1530 followed by light refreshments and a visit to St Margaret's Hope School for those interested.

Book Reviews

“Sparks” RN - A Charmed Life

By Bill Newman

Published by the Author (on a non-profit basis) 1 Hanover Court, Highbury St, Old Portsmouth, Hants PO1 2BN

@ £8.50 + p&p

A highly readable account of the authors life as an RN “Sparker”, from his childhood in Kent to the year of the Coronation 1953. Joining the Andrew in 1935 as a Boy Telegraphist 2nd Class Bill Newman saw service on HMS SUSSEX, MARIGOLD, BLEASDALE and GLASGOW among many others. The book was originally written as an account for his family and consequently is full of personal photographs, reminiscences and newspaper cuttings relating to ships and the sea.

Certainly not as serious contender for the Booker Award but it's a “friendly” book with a welcome place on my bookshelf.

The Personal Computer

By John Doyle (GM4UFA/3979)

Published by Kiddywink Technical Publications 180 Glasgow Rd, Clydebank, G81 1QQ

@ £8.95

(Special Offer to RNARS Members - Write to John quoting your membership No. and it's yours for £7 inc p&p)

Confused by computers, dumbfounded by DOS ?? Then this is the book for you. John's book takes you through all those important first steps in learning about DOS that other books assume you know.

I passed a copy on to a local RNARS member, who would be the first to admit that he

knew nothing about IBM clone PC's and DOS (wouldn't you Ted) and he is now quite happily hopping from one directory to the next, creating spreadsheets, talking knowledgeably about formatting and drive capacity.....next week he'll be starting on AUTOEXEC.BAT and CONFIG.SYS files.

Signal! A History of Signalling in the Royal Navy

By Capt Barrie Kent RN

Published by Hyden House Ltd., Little Hyden Lane, Clanfield, Hants PO8 0RU

@ £19.00 + £1.50 p&p

This book is claimed to be the first comprehensive account of signalling in the RN. Lavishly illustrated the Author gives a most readable account of Naval Signalling from earliest times to the present day. Divided into three parts the book deals with the history of naval signalling in a chronological order, a section on inventions, conventions & innovations, HMS MERCURY & Leydene House and even the RNARS (but why the Author had to spoil it with a photograph of ‘JFF I don't know but he does have more hair in those days and it's black !!!!!) and finally a section on the Colours of the Fleet - all you ever wanted to know about the Union Flag, Lord High Admirals Flag, Gin Pennant etc.

10 appendices cover RN Signal Officers, Experimental Commanders, Presidents of the HMS MERCURY WO & CPO Mess, Morse and Semaphore Codes & Phonetic Alphabets plus much more.

As a simple “Greenie” I have been unable to fault the technology but our “eagle eyed” printer may have identified an interesting typographical mistake that should (may) occupy many column feet in the NL Letters to the Editor section.

This is not a cheap book but don't forget, Xmas is looming up ahead and did you really want that 123rd pair of Stewart tartan socks from your “nearest & dearest” ?????

Letters to the Editor

Blackpool
Lancashire

From Fred G4HWK/1402

I am sure the photographs of the moving of the HQ Shack from HMS MERCURY to HMS COLLINGWOOD has prompted many of us to think back to the time we spent in these establishments. On joining up at HMS COLLINGWOOD in 1941 my first surprise, after travelling down from Lancashire, was for all our new intake to be marched to the main gate and then invited to leave if we wished. Just as this was sinking in came a second announcement, all those who stayed would straight away collect 10/- from their forthcoming pay (which was to be 1/6d per day). Was it pride or greed that the former offer was not taken up. We went to live in Surface Air Raid Shelters with a recreation-come-class room attached; two classes per shelter. Part of our kit issue was a "Knobberrie" (two feet of gas piping with spikes welded on one end) which was to be kept lashed to the foot of our beds. Its use was to defend the Signals Section in the event of invasion.

Reading Morse presented a problem to some of our class mates and they had to leave the course. Imagine our chagrin when they came to visit us a few weeks later - as Leading Hand RDF (Radar) operators. Fire watching duties at the Victualing Yard in Gosport was not everyones idea of a night out. I never did learn how to use the stirrup pump or fight an incendiary bombs we were supposed to deal with. Our solitary boat practice could hardly be judged a success. We got caught in the outgoing tide race and it took all the encouragement of "Chiefy" to get us back alongside. In our naiveté we hadn't realised our dangerous situation until it was nearly too late. Talking of encouragement, I can still see "Daisy" Manners standing at the top of the Divisional Office steps, cap a-tilt and very ready to urge all and sundry to "...get on with it ...", or words to that effect.

I was surprised to meet CDR Manners again when I went to HMS MERCURY for my WT2 higher course in January 1945. Are there any more of Collingwood Class 142 out there ?????

Giffnock
Glasgow

From Cyril GM3BXW/2164

....Please note that the Scottish RNARS Group have moved to a new QTH with the Paisley SCC Unit, 7 miles from Glasgow. The new address is:

Scottish RNARS Group
c/o Sea Cadet Corps
27 Ferguslie
Paisley PA1 2QU

Concord
NH

From Al WA1UFW/2422

I have never written to the RNARS since I first joined and am sorry about it. I have no news to report and that is my excuse I also hate to write letters Hi !!! I am an amateur but due to my interfering with neighbours phones, TVs etc I make every effort to use low power, so no longer reach England with my ICOM 740 alas!! Good luck to all of you and may be someday I will be able to work DX again.

I served in our Navy in WW II on an LST carrying ammo to Pacific spots, mainly Okinawa.

I would be glad to hear from anyone willing to write to an 80 year old who has survived 2 heart attacks.

My new address is:

Al Russ WA1UFW
1501 Alton Woods Dr
Concord NH 03301
USA

(Come on you lot, you've always got plenty to say on the air how about putting something down on paper and help maintain RNARS links with someone who doesn't normally come up on the air. Al, in return, how about dropping Ron New our SWL Manager a letter or two ? His address is inside the front cover and he gets annoyed if people don't write to him!! Ed)

Ipswich
Suffolk

From Jack G4IFF/0020

With reference to your comment at the end of the letter in the Spring 93 NL concerning the use of ZZB, my copy of the code confirms that this group has only a single meaning with no numerical suffix. It also indicates that it is now obsolete. The writer of the letter was perhaps confused with ZWB1 which is, apparently, still current and also means "Indicate name of operator on watch", with suffixes 2 and 3 specifying types of operator.

Maidenhead
Berkshire

From Jack G4PIJ/3532

Having received my Spring NL I would like to pen my "two penn'orth" for the next edition (*...well nearly made it, my fault. Ed.*)

Calling ex-Royals who served with
Home Base Leger Office

Noticed in recent issue of the British Legion Magazine that a lady is trying to contact ex-RMs and WRNS who served in HBLO in WW II. She has compiled a history of the Unit which I would be willing to pass on if required. ...

Though not very active on Bubby Rats Net, and managed only one call into the White Rose Net, was with RNMWS (latterly RNXS) for over 20 years, similarly Hon.Treas. and Hon.Sec. for Carshalton Sea Cadet (same amount of time). Since retirement still doing active duty as Hon.Sec. for the Maidenhead Unit, will one never learn "not to volunteer for anything !!".

Bewdley
Worcester

From Ed G4KLO/2744

Many thanks for returning the prints of HMS GLASGOW that went into the Spring NL.... I did manage to contact one of our members, G4MRS/2000, who joined GLASGOW in 1939 as a Boy Tel - now aged 71 Hi !! Hope to meet him at NEC.

Rugely

From Ray G0HHJ/3656

I am writing about the difficulty I have participating in CW nets.....My problem is "speed". When learning Morse the tutor, & of course books, emphasised never send faster than you can read. I understand this to mean that contacts would automatically answer at a similar speed but I have never experienced this courtesy. Time and time again I am answered at the professional speeds of ex-service telegraphists. I can understand them doing so with their "oppo's" but they never seem to realise that not every member operated in the stress of active service. I was an RM during WW II, took up the hobby when I retired and would love to QSO old timers like myself. Young Novice operators can soon reach speeds of 20/30 wpm but please gentlemen, if you hear "G0HHJ", slow down and get another QSL card under your belt. The more contacts I have the sooner I get over the 15 wpm barrier.

Packet from Ted W3TB/G0PWW/3867

For the RNARS NL. I am back in the Good Old USA now and stationed at Camp Lejeune, North Carolina, with the US Marines. My packet address is

W3TB@WB4UOU.#EASTNC.NC.USA.
NA.

I recently ran into Bill WA1HMW (0926) on 15m SSB and hope to be up on one of the RNARS DX nets soon. One of the highlights during my final month in the UK was to operate the HMS WARRIOR one afternoon on CW with Ray. Last November I visited GD3BEG and GD4MNS and operated the CQ WW CW Contest as GD0PWW. It was a lot of fun and they were most gracious hosts.

Abington
Northampton

From Ray SWL/0420

Enclosed please find my wants list which I hope is OK for the next available NL (*See Help Lines this issue, Ray.Ed*)

The receiver it refers to was the one I listened to the RNARS on when we lived in

Surrey up to 1968. I reluctantly parted with it soon after moving back to Bedford but by a circuitous route, and much the worse for wear, it returned home - probably a collectors item like me but there you are..Hill! On 3738 recently I heard Mike G3JFF talking to G4GIS who I thought was in Helensburgh at the time, the receiver I was using was a Sony 2001D, in bits on the operating table at the time. I may well have mis-heard, I probably have Helensburgh on the brain owing to the fact that I was stationed in the castle during the war...as I haven't heard from (Mike ?) so far I guess the pigeon I sent the message by may not have arrived.

Good job I didn't tell him I was at one time OiC of HMS LAFOREY's TS LAFOREY Sea Cadet Unit for some years. A very precarious operation I found this to be, gruelling internal feuds and virtually no staff - however I managed to get the "ship" sailing quite well but was forced to give up being OiC because of obtaining a post in the Approved School System

(Note for our overseas readers - an Approved School in UK is not a Public School like Eton or Harrow but rather a junior version of jail !! ... on second thoughts there isn't much difference - just look at Members of Parliament we have!!!! Ed.)

We ended up with 40 or more cadets on the books, a few of them even joining the RN. Eventually ended up with 35 boys from the School on the books (specially selected I may hasten to add), this upset the local Army Cadet Corps but despite the problems, bruises and stab wounds I can truthfully say that TS LAFOREY was refloated with some distinction and lots of the lads will have happy memories of her.... I listen most Wednesdays (to the White Rose Net ??) now I'm retired (67 years old), strewth shipmate I joined as a Seaman (Boy 1st Class) in December 1942, thence to the Mining & Scientific Research Dept HMS VERNON, West Leigh not forgetting HMS EXCELLENT, Stanshaw & Farlington Marshes - fire raising and making "banging" noises !!!!!

York

From Terry G3YHA/2394

WHITE ROSE NET

The "Net" has now been in operation for 2

years, and to date only eight certificates have been issued, this is mainly due to the lack of members with call signs ending in N,O,R & S coming up on the net, there are at least 10 RNARS members waiting for these letters, so if you are so minded to help them out please call in on the net, on Wednesday afternoons - commencing at 1400Z on 7088 or 3740 (+/-QRM). I can assure you that your presence will be most welcome - control is either G3YHA or G3OZY.

The qualifications for the WHITE ROSE AWARD are: A QSO with 21 RNARS Stations on the Net whose last letter of their call signs make up the words RNARS WHITE ROSE NETWORK. A call sign may only be used once. Check logs are required but need only state who the QSO's were with. The award is open to SWLs who need to give details of both stations in a QSO, the date and frequency (of the Net ??). A fee of 60p is required to cover the cost of the certificate and return postage. Details to G3YHA QTHR.

The original aim of the net was to try and get as many as possible of the 100 or so members domiciled in Yorkshire and Humberside onto the air, to date this has not been the case with only a handful of that number coming up. Many of the current regulars on the net are from the south and without them the net would be a non-starter.

We have arranged a couple of "get-togethers" which were a great success and the next one is planned for the 17 March 1994 at The King and Miller Inn on the A638, south of Barmby Moor & starting at 1100.

Lunches are available, the pub has been warned of our coming and Ch16 will be monitored for those needing assistance. If you intend to come along please call in on the White Rose Net at the end of February so we have some idea of the numbers coming.

A further "get-together" is planned for late 1994 in the Halifax area, watch this space for details.

Shortstown
Bedford

From Bob G3WEP/0908

Majestic/Caledonia Boys Association

Bob encloses an account of the Commemoration Service held to celebrate the 55th anniversary of the commissioning of HMS CALEDONIA and to remember both those "Boys" who died in the Second World War and those who have "crossed the bar" since.

He continues.....the 1937/1939 Majestic/Caledonia Boys Association was formed to commemorate the 50th anniversary of the commissioning of the 4th CALEDONIA as a Boys Training Ship at Rosyth.

The next AGM of the Association will be held at:

Sunderland RNA
Roker Av

Sunderland
Tyne & Wear

@ 1900 6 May 1994

For more information on the Association please contact the Secretary Mr J H Darby 11 Lindsay Rd Owton Manor Estate Hartlepool Cleveland TS25 3RR Tel:(0429) 862443

Urmiston
Manchester

From Peter G3XGE/2951

Peter writes with the information on HMS BRONINGTON published elsewhere in the NL.

.....HMS BRONINGTON was at long last open to the public 2 April this year. The "official" opening was on 3 April and the team operated G0TON.....Peter also adds....please include my thanks to those RNARS members who offered their assistance.

Sailing Close

They carried him out of the mess, Boys
His face as white as a sheet.
Yes, they carried him out of the mess, Boys
"The kid" had lost the use of his feet.

They toted him down to the sick bay,
His moans were painful to hear.
The Cox turned his back as they passed him
He turned, to stifle a tear.

At last the journey was over,
On the bunk lay his feverish frame.
He only stopped moaning a moment -
He thought he heard Jimmy say "Shame".

Through the night the lad lay aparting,
The sweat shone bright in his hair.
To die so young and good looking,
To the lads, it seemed hardly fair.

But he was still with us at morning,
Though his face showed he'd been through a lot.
But he smiled when he knew he had made it,
And was still victualled in for his tot !!

(From HMS MORCAMBE BAY Far East Commission 1952-54 & G3PQC)

Power to the People

By Dan Bernard G4RLE/2132

A cry that is more traditionally associated with the 60's (or was that flower power ??) and greeted with laughter and derision. It is still heard on occasions from such quarters as Wales, Scotland, China, and Camden to name but a few, for different reasons and with more serious intentions. All with the same belief of wishing to protect their own society in whatever culture.

I would hastily point out that this is not the start of a party political broadcast - we already have enough "experts".

The subject I would like to address is RF POWER. Though it has equally far reaching effects, the consequential results are rather more technical than political on a minority of the worlds population. The seriousness is solely dependant upon individual opinion. The question is thus:-

Do we, as radio amateurs really NEED the levels of power we are currently licensed to use ???

Did I detect a sharp intake of breath in the southern regions of Hampshire, the audacity, may cheek, of a fellow amateur who should have the sanity to question such an emotive and sensitive subject ??

Modern technology is advancing at a rate that leaves some of us breathless. Many companies, both large and small, are floundering because they cannot keep pace. Their willingness or even ability to invest thousands of pounds on R & D is decreasing rapidly. Their sales figures reflect this trend.

Communications is one area where this advance has become a necessity. There is only a finite amount of radio spectrum and the requirement for radio communications by an increasing number of varied organisations is rising daily. Governments, the ITU and WARC are all under continued pressure to release frequency bands to those who feel they have a need in improving their business or service capability. The old adage often used "give me the tools and I will succeed"

This has a knock on effect on other

spectrum users. There are those who feel that the requirement by commercial organisations outweighs any others. The argument being that the lack of these "tools", facilities .. call them what you will, effect jobs, the economy, but most of all the ability of business to grow. With the current recession this is more often translated into survival. At the moment these topics are political "hot potatoes". All these are classed by some as far more important than those who use the spectrum to pursue a hobby.

It must be recognized that the amateur radio movement will, in time, be required to reduce its spectrum allocation, followed by a reduction in allowable power levels. The old argument that amateurs use far less power than others is fast becoming weaker. Some emergency services in particular are being reduced to 5 watts ERP and thus more equipment has to be purchased to ensure that an effective service is maintained.

So what would a reduction in power mean to the amateur ??

Certainly, from personal observations, considerably more people will be able to operate on 80m !!! The necessity, or is it laziness, by some using the full legal limit on 80m, apart from being bad operating practice, only causes frustration to others and is a total waste of power. Anything over 59(9) is wasted. 57 would suffice.

Hypothetically, if power was reduced from 400 to 100 watts PEP, the benefits to radio amateurs would be dramatic and far outweigh the need for high power.

- The ability to communicate effectively would remain. Yes, amateurs would have to study propagation predictions more often and take more cognisance of MUFs, OUFs etc.
- Antennas would not significantly increase in size. Just make them more efficient. So often amateurs spend £100's even £1000's on rigs with high sensitivity and selectivity, only to spoil it by attaching an inefficient antenna.
- The frustration of other amateurs would decrease in ratio with the "splatter".
- The technical competence of existing and newcomers to the hobby would increase.
- The (EMC) effects of amateur transmissions would be reduced significantly and any

remedies would at least have a fighting chance. It would also improve our relationship with the Radio Investigation Service (RIS) who I suspect would be far more willing and sympathetic and more prepared to spend the time in providing assistance.

Our licence states ..

"The Licensee shall use the Station for the purpose of self-training in communications by wireless telegraphy, which use (without limiting the generality of the foregoing) includes technical investigations".

The real meaning of this seems to have disappeared. Do we, as radio amateurs, really NEED the levels of power we are currently licensed to use ?????

Think about it.

SWL Section

By Ron New G2PE2X/0183

Ron writes with the latest SWL offering and reports that while he's still not quite firing on all 16-cylinders steerage way is still being maintained or words to that effect !!!

(Ron, always remember that the only thing more dangerous than a matchlot with a gun is an RN Surgeon Cdr after lunch. Ed.)

Ron continues with some nice comments about the AGM and a reminder that the other Ron, G3SGQ, will be operating ZS6/G3SGQ 1 Dec 93 - 14 Feb 94 and will be QRV on SSB weekend nets. Talking of 'SGQ, Ron forwarded the photo in this article, G3SGQ can clearly be identified - he hasn't changed his appearance in years - but who on earth is that youngster on the left ????

Anyhow, to the report

In a letter GOELZ, the Treasurer and Membership Secretary of the HMS PLYMOUTH RNARS Group, says that the shack on board is now in the Main Communications Office rather than the small Sonar Annex previously used (was this what we called the

Battery Room when the ship was down here in Guzz ??) Bill was saying that they are busy planning for next year's 50th anniversary of D-Day and will be running a special event station from the Albert Dock in Liverpool on board the pilot tug boat EDMUND GARDNER, as they did for the Battle of the Atlantic Anniversary last May.

Ray G0AGS wrote saying that he was not a very dedicated amateur and prefers to get around in an old motor van. Ray joined HMS GANGES from TS ARETHUSA. He was a "bunting tosser" (Chatham Division) and served as a Boy Signaller on HMS WARSPITE, WOOLICH (destroyer depot ship) and DEFENDER for about 6 months until she was sunk off Sidi Barani 11 July 1941. A short shore job at Port Tewfik was followed by HMS JANUS, DERBY and the Greek destroyer KANARIS, then back to the UK for combined services operation training for the Normandy landings. On about the 5th day of the landings he had the US diesel electric frigate HMS LAWFORD sunk under him, picked up by the KINGSMILL and returned to Pompey wearing only a grey duffle coat.

Getting only as far as South Africa on the LAMERTON the dropping of the atom bomb saved him from going any further East. A short spell in Harwich was followed by instructing at GANGES and then back to the Med on HMS CHEQUERS when Capt D1. Return to RNB Chatham was followed shortly by getting a de-mob suit.

Ray Hounslow SWL/0420 says in a letter that he has been trying to get some information on HMS HAVELOCK and a photo if possible. HAVELOCK was built by Whites of Cowes and Ray is trying to get information and photographs of the ship, from launch to the D-Day landings, for the company - something to do with a 50th anniversary and a publication.....

Ray continues that he is having a go at the Novice License because of an ex-FAA Radio Mechanic (1924+) he tackled into joining the RNARS and why can't a special call be put on the air for TS ARETHUSA ?? *(Sounds as if he should talk to your previous correspondent, Ron ?? Ed.)*



I recognize Ron 'SGQ
but who on Earth is
the youngster patting
him on the head ??????

Ten Command- ments of Electrical Safety

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

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

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

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

5. Take care thou useth the proper method when thou taketh the measure of high voltage so that thou dost not incinerate both thee and thy test meter, for verily, though thou are not on charge and can be easily surveyed, the test meter

is, and as a consequence, bringeth much voe unto thy supply officer.

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

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

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

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

10. Commit thou to memory all the words of the prophets which are written down in the ninth chapter of thy bible which is safety considerations and precautions and giveth out with the straight dope and consoleth thee when thou hast suffered a ream job by thy divisional CPO.

VK2APD



VK2UG

Profile VK2APD/3753

Max Pieremont was in the RAN from 1940 to 1953 and served in HMAS AUSTRALIA, HOBART and PIRIE as Chief Tel. After his sea going career he joined the Garden Island Dockyard (Fleet Repair). Later, Max joined the

Phillips Company in Sydney in the Service Division. When Max retired some years ago he joined the amateur ranks and is - of course - a very active CW operator, but recently also taken-up Packet and uses his computer extensively for RNARS logging etc. Apart from being a keen gardener (you should see his beautifully manicured lawns and lovely display of blooms), he is also a very capable handyman. He

converted a wardrobe to his operating station. This might give some of our members (who now use their wardrobe for storing a bit of sly grog) an idea to utilise that space also as radio operating station. What a lovely combination !! Max's brother Neil (VK2CNS/3756) is also a very active operator.

PS A contact with Max is worth one point towards the HMAS SYDNEY AWARD. See him on 14052 kHz.

VK2UG/0091

Ian joined the RNZN as Ord Tel in 1947. He was promoted to S/Lt (SD)(C) after a MERCURY Course in 1961. Seconded to the RAN (Dept of Defence) with the rank of Lt (SD)(C) in 1974.

In 1976 Ian joined the RAN Office in Canberra and was promoted to Cdr (SD)(C) in 1980. Commanding Officer HMAS COONAWARRA, thence Commanding Officer Joint Telecommunications Unit Melbourne (1983) and in 1986 was appointed Controller

Naval Communications Area Master Station Australia (NAV CAMSAUS).

1988 saw the retirement of Ian Fraser after a distinguished career in both the RNZN and RAN. He holds the number 001 in the VK2 Chapter of the RNARS and has been instrumental in identifying radio/comms equipment for ex-HMAS VAMPIRE. Ian's extensive experience made it a lot easier finding our way through long lists of code, part and model numbers of radio equipment originally fitted to the VAMPIRE.

Ian is active on HF, VHF and Packet and you are assured of an interesting QSO when you contact him. His QTH is at the lovely township called Mallabula - north of Sydney.

(Thanks to Casey VK2CWS for these profiles. Not going to be able to make it to VK this Xmas Casey, but keep the beer cool and we'll do a quality control visit next year Let's have some more Members profiles, the Aussies can't be the only ones that can put pen to paper !!!!!Ed.)



I know it's ON4AGV.....but what on earth is that thing he's got on his head ??????

(Photo from 'NIK)

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.

Deadlines for the next 2 issues

Spring 94 - 28 Mar 94

Summer 94 - 11 July 94

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

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 G0MNL @ GB7HJP.

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

RNARS NETS AND FREQUENCIES +/- QRM
UK: ALL TIMES LOCAL

Monday-Friday	1130 - 1330	7055/3740	The "Bubby Rats"	G0BLE/G3VLL
Monday		1900 3740	North West RNARS SSB	GWQJXW
		2000 144.350 (S14)	London Group VHF Net	G4BCJ
		2000 144.240	Teaside VHF CW	G4ANL/G4JXR
		2045 145.350 (S14)	Teaside VHF FM	G4ANL/G4JXR
Tuesday		1900 3528	RNARS CW Net	GQJCY
		2000 1965	Top Band SSB Net	GWQJXW
1st Tuesday 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	LA1E/G3APO
Saturday		0900 3660/7088	RNARS NESAT Net	G4FCH/G4AXF
Sunday		0830 3660	RNARS SSB Net (News at 0900)	G3LX
		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	VK8RAN
	1800 3740	MARAC SSB Net*	PA3DKX
Wednesday	0930 3527	VK CW Net	VK5RAN
Thursday	1800 3740	MARAC SSB Net (Winter)*	PA3DKZ/PAOQLD
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/PAOQLD
	0800 14052	RNARS DX CW Net	VK2ALG/G3APO
	0830 7015	MARAC CW Net*	PA3CVJ/PA3EBA
	1230 14335/21360	Isle of Man DX	OEBNIK/GD3LSF/9H4R
	1400 18150	Malta RNARS SSB	9H4R/GWQJXW
	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

2 - 10 April 1994

HMS BELFAST Activity Week

12 June 1994

Mobile Rally

HMS COLLINGWOOD

8 October 1994

AGM & Social

HMS COLLINGWOOD