



RNARS

NEWSLETTER



Royal Naval Amateur Radio Society

Promoting amateur radio in the Royal Navy since 1960

MERRY CHRISTMAS



**Amateur
Radio
Society**



Winter 2020

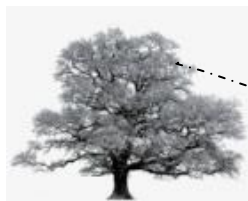
60th Anniversary Edition

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Front Cover: HMS Cornwall

A Type 22 Broadsword-class frigate. The Type 22 was designed to be specialist anti-submarine warfare vessels as part of the Royal Navy's contribution to NATO, but later were refitted as general-purpose frigates with weaponry for use against other surface ships, aircraft and submarines. Cornwall was the lead ship for the third and final Batch 3, built in the Broadsword-class. The class had enhanced command, control and co-ordination facilities ideal for deployment as flagships. She was Decommissioned on 30 June 2011





MEMBERSHIP MATTERS

Joe Kirk

A very warm welcome to our new members, and to re-joining members.

NEW MEMBERS		
David Condliffe	SWL	5107
Geoff de Silva	G6BAK	5108
Tim Axtell	G4SVC	5109
Mike Pack	2E0NLE	5110
Chris Mayman	G2ABR	5111
George (Jock) Marshall	2E0BNI	5112
Chris Pearson	G5VZ	5113
Andy Gee	2E1LCY	5114
Pete Antliff	GW0SOO	5115
Richard Thomas	G4JJP	5116
RE-JOINERS		
Phil Baguley	G4HUF	1166
Age de Jong	PA0XAW	0967
CHANGES		
Doug Hotchkiss is now ...	GW4BEQ	
RESIGNED		
Al Bateman	M0DNU	4751
Bernard Ager	M6BRZ	4917
SILENT KEY		

RNARS CONTACT NUMBER - 01329-717627 (answer phone)



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QSL Card Print	UX5UO – Website: www.QRZ.com	



SUBSCRIPTIONS INFORMATION

Special Notice Regarding Your Subscription

**E-NEWSLETTER VIA EMAIL REDUCES YOUR
MEMBERSHIP SUBS TO JUST TO £5.00!
UNBEATABLE OFFER**



Subscriptions can be made via **PayPal** through the RNARS website. Click on the *How to Join* page: www.rnars.org.uk.

Overseas members: Subscriptions via PayPal is preferred, see above for details.

Newsletter by e-mail: If you receive email Newsletters your annual subs are reduced to £5. Contact the Membership Secretary for details.

The society banks with Lloyds 272 London Road, Waterloooville, PO7 7HN.

Sort code: 30 99 20 - Account number: 00022643 -

IBAN: GB92 LOYD 3099 2000 0226 43 & BIC: LOYDGB21271.

GDPR: Your details will be held on the society's database by the Membership Secretary. The committee requires your permission with regards to the release of your personal information held on the database to be used only by the Society.

The RNARS is grateful to Phil MØVSE and Wayne G6NGV Taylor of **Shine Systems** for hosting our web site free of charge: www.rnars.org.uk



RNARS-Newsletter - THE Royal Naval Amateur Radio Society's MEMBER'S JOURNAL

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CHAIRMAN'S CHAT



David Firth
M0SLL@mail.com



Here we are again in a secondary lockdown until just before Christmas - hopefully, that might be enough...

A great many thanks to everyone who turned up on Zoom for our AGM in October. The feedback was encouraging, so we all know what to expect if lockdown is imposed at the same time next October. Thank you to all of you who took part in managing the technology for us.

We are now into our 61st year and it goes without saying that our 60th anniversary passed by with just a whisper -it was impossible given the circumstances. However, the option to publish the VJDAY75 edition was the right priority in time, given that it was what so many people feel so keenly about, to remember what had become a forgotten war. Let's also include in that; Korea, Malaya, Borneo and the Malaya Peninsular.

It was 73 years ago, 1947 to be exact, when it all started with the HMS Mercury Amateur Radio Club at Leydene in Hampshire, with its very first callsign G3BZU hurtling through the air in electromagnetic fury. At that time it was very local, but inspiration in 1960 led to a widening of membership to all Royal Naval personnel and to our other armed forces. That was 60 years ago! A developing theme when you consider how things have changed over the decades. The first RNARS newsletter burst forth in the Communicator 1964 until the closure of HMS Mercury in 1996 when the RNARS took over the task of keeping the publication going. A lot of people have worked hard over the years to keep the Society alive and well, given a number of things such as falling numbers, silent keys and rapid changes in technology. Thanks to them we are here. At the time of writing we have said farewell to our former Chairman, Doug Hotchkiss who is held very much in high regard as our boss at the helm. We wish you a restful and happy retirement in Wales, and hope to hear your new callsign GW4BEQ on the airwaves very soon. **Pob lwc!**

Best wishes to you all, stay safe and well

David



In The Beginning... 1905 to 1947



The first Signal School was established in HMS Victory, which in those days was one of the accommodation hulks at Portsmouth, in the middle of the 19th century. The School was moved into RNB in 1905 although it was still just a Visual Signal Training School, and was much later joined by the Wireless Telegraphy School that moved in from HMS VERNON in 1917. In about 1920, in recognition of its position as the first

integrated Royal Naval Signal School, King George V bestowed upon it the honour of the title of ***His Majesty's Signal School***.

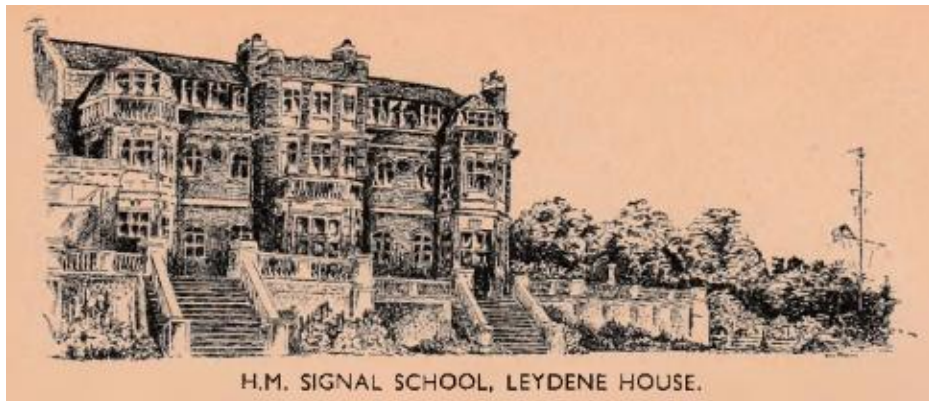
In the years immediately before WWII it also became apparent that the accommodation in the Royal Naval Barracks was inadequate for the Signal School as a whole, so plans were made to move the now larger group to Stamshaw Camp (North End), but the outbreak of War in 1939 stopped that idea. A move away from Portsea Island was considered wiser in view of the bombing, and in 1940 the Experimental Department of the Signal School was moved to Haslemere, with the Instructional teams remaining in Barracks. In 1941 the Barrack block was struck by enemy bombing, so immediate steps were to be taken to move the remainder of the Signal School out of Portsmouth altogether. A survey of suitably sized buildings and estates was urgently undertaken for a new location for the Signal School. It was found that Leydene House was the only reasonable choice to be made under the circumstances. The Estate was quickly requisitioned and the Signal School moved into Leydene lock, stock and barrel during the latter part of 1941.

Leydene House, lying in between Clanfield and East Meon, has long since been the focal point for the Royal Navy's training of Telegraphists, and was commissioned as HMS Mercury in August 1941. From the beginning of the Navy's occupation the house was turned into a school, with classrooms, offices and dining rooms while outside in the grounds a camp of bell tents sprung up like a field of late flowering plants and shrubs. A rash of building quickly raised a collection of wooden huts so personnel could be re-housed in more suitable and more robust accommodation. Since the end of WWII, the huts were replaced with purpose-built buildings throughout the grounds. Most of the activities within the main house were moved out except for the Officers Mess or the Wardroom. Some of the remaining huts could still be seen when HMS Mercury finally closed its gates in 1993



60 YEARS AGO

History of the RNARS Wally Walker G4DIU



Vol. 1 No. 1 Easter 1947

The first Amateur Radio Club in H.M.S. Mercury was set up in 1947 when the call-sign G3BZU was issued by the GPO. This club had to struggle along as it was totally reliant upon there being a spare classroom to operate from and also a licenced member of the ship's company who could hold the licence. In those first few years it was a bit of a struggle but the club survived and members of the various courses at the Signal School were encouraged to join in order to enhance their knowledge of radio and to gain competence with the Morse code.

In 1957, Mike Matthews G3JFF who was serving in Singapore and was given permission to start a local Radio Club in H.M.S. Kranji. He was also, at that time, serving on the Committee of the Malayan Amateur Radio Society, where he also met members of the Royal Air Force Amateur Radio Society (R.A.F.A.R.S.) who had club stations all over the World which were supported by their main Signal School back in the United Kingdom.



Lord Mottistone

On his return to H.M.S. Mercury, Mike, together with George Tagg G8IX, an ex-Telegraphist Air Gunner RN of World War One vintage and Lt. Johnny Riggs RN G3AWO drew up a set of proposals for the setting up of a service wide Society within the Royal Navy itself. These were then presented to the Captain of the Signal School, Captain John Henley

RN, who approved the proposals which then became the initial Conditions and Regulations of the Royal Naval Amateur Radio Society. And so it came to pass that on the 25th of June 1960 the Inaugural Meeting was held in the



60 YEARS AGO

Camp Cinema in H.M.S. Mercury where 26 interested serving and ex-serving Radio Amateurs got together to discuss the formation of the Society. The Captain of the Signal School was represented by the Commander, The Honourable David F. Seeley-(Lord Mottistone)(INSET) who was later to become the Society's Patron.



Amongst those attending this meeting were:-

John G3ENI, Peter G3IPV, Brian G3MRC, Mick G3LIK, Rod G3KEL, Mike G3JFF, George G3HIS, Peter GELET, John G3AWO, David G3HLW, Chas G3BQR, George G3CED, Anthony G3ACP, Tom G3EMN, Art G3JAF, Terry G3JZV, Joe G3CNO, Bill G2DZT, George G8IX, John G8WC, Jack G3ODJ & John G3DOT.

The conclusion of this meeting was the formation of the Royal Naval Amateur Radio Society, the C & R had been accepted and a Committee was formed and voted in. The Committee consisted of:-

Chairman	George Tagg G8IX
Secretary	Mike Matthews G3JFF
Treasurer	Lt. Johnny Riggs RN G3AWO
Committee	Cdr. John Pegler RN G3ENI
	Lt. Cdr. David Pilley RN G3HLW
	Chief Telegraphist John Allen G3DOT

That Easter a brief article appeared in the Communicator announcing the formation of the Royal Naval Amateur Radio Society:



60 YEARS AGO

One of the objectives of the Society is to foster Amateur Radio activities within the Royal Naval service and to promote an interest and education in Radio Communications.

The [new] Society took over the assets of the original H.M.S. Mercury Amateur Radio Club and was re-housed in a small brick built building on the Broadwalk which had previously been the NAAFI Managers Office.

This building was cold and damp with an electric heater which consumed lots of Watts, but gave out little or no heat at all and an oil heater which was not much better.



First Chairman, George Tagg G8IX

Amateur Radio.

H.M. Signal School is about to make itself heard on the air in the Amateur Band of Frequencies. A Licence has been taken out and our Call Sign is G3BZU. The site for the station is C-51 (Second hut on the Broadwalk). Transmitters installed at the moment are TCS and 5G. It is hoped later that members of the Club will build a set or sets to replace these. I trust all those interested will come forward and combine business with pleasure in delving into the mysteries of Radio. Your help is needed to make a mark in the Amateur Radio World equal to that achieved in Service Radio.

Progress Meetings will be held from time to time. All those interested in this field are requested to get in touch with W/T 2 at any time convenient to them.

Watch this column for achievements of the Leydene Amateur Radio Club.

Vol. 1 No. 1 Easter 1947



The operating station in the Old Shack

History of the RNARS | Ed

Our very first Chairman was George Tag G8IX who had the distinction of being the first person -as the receiving signaller- to learn of the armistice at the end of WWI. An honour that he was proud of. See below the radio signal he wrote down before passing it on to the authorities onboard for dissemination to the command.

It seems as though our Commodities sales go back a very long way indeed. However, a reputation is being made here as we can read that our first call sign [1947] G3BZU was being kept very active within its foundation year. A habit that will grow with our other c

WV 15146/P.1019 4020 Pass 514 7.4 & W. L. 41/1007 21-05-51
0700128

OUT MESSAGE OR POSTGRAM (Delete as necessary)

FOR WAR REGISTRY USE ONLY.		No. of Addressees
PASS TO:—		Indication of Priority (Delete as necessary) DEFERRED (See Note (i)) ROUTINE <i>most desirable</i> (See Note (ii))
ADDRESS (See Note (iii))	Date:— 7.5.45	
FROM ADMIRALTY		
TO A.C.M. Home and Ahmed 716A		
FROM ADMIRALTY		FOR WAR REGISTRY USE ONLY.
<div style="display: flex; align-items: center;"> <div style="border: 1px solid black; padding: 2px; margin-right: 10px;"> TOP SECRET SECRET CONFIDENTIAL RESTRICTED </div> <div> Delete as necessary, non-restricted delete all. </div> </div>		

67932
NOT RECORDED

3452

5644

8276

6478

0800018

36500

8026

8902

2522

6478

The German High Command has surrendered unconditionally all German land, sea and air forces in Europe, effective from 0005 hours repeat 0005 hours 5th repeat 0th May, from which hour all offensive operations are to cease.

2. Due to difficulties of communications there may be some delay in these orders reaching enemy forces. Accordingly, danger of attack by individual enemy surface craft, U-boats and aircraft may persist for some time to come. It will be in all waters the main object of war footing and in a state of constant vigilance for the enemy.

3. Surrender procedure for U-boats will be promulgated separately.

4. No repeat no release is to be made to the Press pending an announcement by Heads of Governments.

0800128

Whitfield

for HQ. of M.II (558)

Approved V.C.N.S.

1st Lord	A.C.M.H. (4)	D.M.S. (2)	C.C.R.T. (4)
1st S.L. (5)	Seco.	D.M.S. (5)	D.S.W.
D.P.S.L.	Min. Seco.	D. of I. & C. (2)	D.S.D.
2nd S.L.	Min. Seco.	W.M.S.	H.A.C.R.
3rd S.L.	Perf. Seco.	D.M.S. Cit.	P.M.I.C.
4th S.L.	Civil Lord	D.D.S.D. (2)	A.C.M.E.
5th S.L.	Contr. Seco. (London)	D.C.C.D.	H.W.R.
V.C.N.S.	Seco.	C.C.D. (Nov) (4)	D. of S.T.
Vice Contr.	N.S. (1)	D.E.W.D.	Hydrog
A.C.M.S. (H)	P.A.S. (6)	D.P.D. (4)	W.D.
A.C.M.S. (F)	P.A.S. (12)	P.A.W.D.	Dep. Contr.
A.C.M.S. (M)	P.A.S. (12)	D.P.D. (5)	H.S.
A.C.M.S. (S)	P.A.S. (12)	W.M.S.	Mr. of S.W. & S. Bath
A.C.M.S. (S)	P.A.S. (12)	D. of P. (3)	
	P.A.S. (12)	D. of P. (3)	
	P.A.S. (12)	W. (2)	
	P.A.S. (12)	Ad. State	

Notes—(i) DEFERRED should be used whenever a delay in delivery of up to 36 hours is acceptable.

(ii) Priority (IMPORTANT or above) is seldom justified for other than operational messages. Where it is essential, state priority required in the code and identify (address) requiring the priority, if priority to all is essential, state "to all".

(iii) Write BAILEGRAM where appropriate after any signalling procedure.

The signal to the Fleet ending WWI. Taken by G8IX

to emerge - G3CRS* - as the years go by.

***CURRENTLY BEING ABLY FACILITATED BY KEVIN LAMB**



60 YEARS AGO

In 1965 in Vol. 17 No. 3 the then President Captain DV Morgan MBE RN gave a very positive address to the RNARS at one of the Society's meetings. However leafing through the pages we can see there is a lot more going on among the Society's members - including a familiar name with an oh, so familiar call sign; G3LIK !

Open days in HM Dockyard Portsmouth, annual visits to the RSGB's International Radio Communications Exhibition in London, and so on.

By 1977 there is no trace of reporting in the Communicator. Not to worry though, it does happen when changes occur in the scheme of things and there were a great many changes in the post war period with the older establishments being closed while newer schemes with even newer identities were being formed as the armed forces were being reviewed and sadly, reduced.



A few weeks ago G3BZU realised an ambition in achieving contact with stations in one hundred different countries. Stations recently worked, during better conditions than we have known for some months, include VP3 in Georgetown, British Guiana, EL1 in Liberia, and 9U5 in the Belgian Congo. QSL card confirmation is still awaited for some of the more recent contacts, but we hope to have this soon.

Many members have already taken advantage of the R.N.A.R.S. QSL cards now available in the form of a photograph of *Tiger* with overprinting to order. May we remind you that orders should be despatched to the Hon. Sec. R.N.A.R.S., who will pass them on to the printers, but that cheques should be made payable to the printers and not to the R.N.A.R.S. This helps considerably. Please write for a specimen if you have not yet seen one and wish to do so before placing your order.

Recently we have had letters from New Zealand, Kenya, Canada, and Singapore, giving the latest news, and wish in particular to thank the editors of the East African Amateur Magazine "QTC" and the New Zealand magazine "BREAK IN" for publicising the R.N.A.R.S. Others might like to follow suit? We are yet a young Society, not yet having celebrated our first birthday, and such publicity is invaluable to us.

Blazer lapel badges will shortly be on order. Unfortunately, the manufacturers cannot promise an early delivery and we may have to wait up to three months before they will be available. Full details will be despatched in our next news letter to members. VQ4HE in Nairobi (Marlborough House, 59a, Marlborough Road, Nairobi) has extended a cordial invitation to all Communicators visiting Mombasa who can make the visit up-country to Nairobi. E.T.A. Nairobi should be sent, or contact made through The Manager, Campling Bros. & Vanderwal Ltd., Argyll House, Mombasa. Visiting members of the R.N.A.R.S. will be given a special welcome and can be put up by Mr. John Sainsbury.

Finally, a reminder to all readers that new members are always welcome and that a knowledge of radio is not necessary. The only requirement is a direct connection with the R.N., R.M. or W.R.N.S., so if you are at all interested why not drop a note to the Hon. Sec. R.N.A.R.S., H.M.S. *Mercury*? Full details including the various grades of membership, etc., will then be sent to you completely without obligation.

Summer 1961 Volume 15, No. 2



60 YEARS AGO



Mrs. Morgan presenting one of the many prizes to Mrs. Wilson (G3NQD) secretary of the Torquay Amateur Radio Society

RNARS MOBILE RALLY

held on 30th May 1965.

Despite a cold, overcast and blustery day, the RNARS mobile rally held at HM Signal School (HMS *Mercury*) has been voted a great success.

Vain attempts had been made to destroy a smooth running task by vandals turning the AA signs so that they pointed in the opposite direction; these acts of vandalism were nipped in the bud by the keen eyed amateurs who were in constant communication with the "talk in" station GB3RN. A party was sent out from the school to return the signs to their correct positions, so averting a near crisis to people not radio controlled.

Talk-in facilities were provided on four separate frequencies to guide the 208 cars onto the rally site at Hyden Wood sports ground outside *Mercury's* gates.

The Captain of the Signal School and President of the Society, Captain D.V. Morgan, addressed the 1,165 people assembled on the grounds to celebrate the fifth anniversary of the Society.

Visitors came from far and wide, from Torquay in the west to Edinburgh in the north. The enthusiast from Edinburgh GM3HUN (an RNARS member!!) received a prize for his effort, having travelled the greatest distance for the rally. Four overseas amateurs over in this country for a holiday (two from South Africa and two from Belgium) also attended the rally.

The visitors were entertained by displays given by the Hampshire Constabulary dog handling unit and the local Red Cross. Later in the afternoon a display of radio controlled model boats could be seen operating on the establishment's swimming pool, which enthralled young and old alike.

The mobile treasure hunt over a sixteen mile course, taking in Chalton, Finchdean, Horndean and Hambledon proved a popular feature of the rally, with the local Civil Defence providing communications

between the rally ground and five check points dotted about the course. The winner of this event was a Short Wave Listener who gained almost maximum points.

Musical entertainment during the afternoon was provided by the band of TS *Mercury*.

G6NZ and G2DZT had a tough job judging the mobile installations and both remarked on the very high standard of those present. G3GMN and G3ISZ were the winners of the best home-built rig and the best rig overall. (The organisers found one of the points which will have to be sorted out before the next rally, is separate parking facilities for those entering this competition.)

Mrs. Morgan, wife of the Commanding Officer, presented the prizes, many of the visitors leaving the rally with worthwhile prizes. The prize for the longest contact with the talk in station GB3RN went to G3IIO/M.

The Society are hoping to stage another rally in a few years time, when an even greater success is hoped for. Many useful tips of guidance towards the next one have been received already.

HOBBY HAPPY HAMS

by CRS Matthews

While the average man in the street uses his radio set purely for entertainment purposes—ranging from "Mid-day Concert Hall" to "Top Twenty"—the radio "Ham" is patiently searching across the amateur bands for signals from fellow enthusiasts all over the world. These signals may emanate from some remote island in the Pacific where a dedicated soul has been deposited, complete with transmitting and receiving equipment, for the purpose of providing a new country for DXCC hungry hams; or they may just be from one of the numerous "Klub" stations that exist in "Mittel Europe". At the end of any such contact the amateur will generally know more about the other man than he does of his next door neighbour.

Most amateur radio operators possess equipment capable of transmission of both voice and C.W. signals. The ardent DX man (one interested in long distance communications) will swear by his morse key and sit up at all times of the day and night making contacts throughout the world—using equipment and power outputs that make his professional counterpart (with his Kilowatts and Rhombics) blush with shame!

From the beginning of the electronic era there have been "hams". All the early pioneers of radio were amateurs—there being no professionals in those days. When "officialdom" looked on wavelengths of below 200 metres (approx. 1500 Kc/s) as being of no use for communications purposes, it was the amateurs who were allowed to use them for experimental purposes. Soon it was discovered that not only were these frequencies useful but they

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60 YEARS AGO



ROYAL NAVAL AMATEUR RADIO SOCIETY



"Mick" Puttick

PERSONALITY PIECE

"Mick" Puttick G3LIK

Mick was born in Wisborough Green, Sussex in 1935. He first became interested in radio when the Headmaster of the local school, G3PC, started a radio club for some of his more interested senior pupils. Mick gradually began to absorb the basic fundamentals of amateur radio during the Thursday evening "Club Nights" in a spare bedroom at G3PC's house. One of Mick's first "creations" was a one valve TRF receiver set, which ran off discarded batteries from domestic receivers—at this time, most country locations were without AC mains. With this simple receiver he enjoyed many hours of listening pleasure exploring the short wave bands, with most of his attention being centred on the ham bands. Many late hours were kept and on several occasions his mother had to remove the headphones from her recumbent son!!

In May 1950, Mick joined the Royal Navy,

379

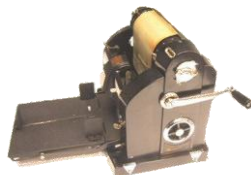
By heck lad, that's a very smart looking man and his radio! Is that you Mick?



BR 4006 now superseded by JSPs



Anyone remember these? Well... Just to let you know in case you've forgotten and miss the smell of paraffino or white spirit. Or was it just for the ship's Writer to churn out Daily Orders...





60 YEARS AGO

A BRIEF SUMMARY

DE GPBA

- 1947 HMS Mercury Radio Club founded
- 1960 RNARS inaugurated to widen membership across the Royal Navy as reported in the Communicator
- 1961 First RNARS QSL Card by Frank Humphries G3IZ, H.M.S. Tiger
- 1963 The Society's first major award, the Mercury Award, was introduced in Don Walmsley G3HZL and the Society Lapel Badge was born.
- 1964 First edition of the RNARS Newsletter appears -seen in the Communicator?
- 1968 Amateur Radio included in BR 4006 'Sport & Recreation in the RN'
- 1974 Membership of the Society stood at 400 fully paid up members and The Society is engaged at present in trying to refurbish the Bridge Wireless Office of HMS Belfast in order that visitors can see how she looked before leaving RN Service and it is also hoped to set up a permanent RNARS club station on board. (Vol. 22 No. 44 Spring 1975)
- 1976 The HMS Belfast BWO project is nearly completed (Winter 1976)
- 1977 The last archive copy of the Communicator and all other records of the RNARS cease. The implication is that the RNARS began its own newsletter about that time...
- 1991 Captain P Sutermeister RN Appointed as Captain of the Signal School CSS at HMS Mercury.
- 1992 Captain Sutermeister becomes the President of the RNARS
- 1993 HMS Mercury closes and moved to HMS Collingwood (Defence cuts) RNARS HQ acquired in 1993, established in Bldg 512 with the help of the Captain, [now Commodore Paul Sutermeister], President RNARS.

A new chapter in the life of the RNARS begins...

NNNN



60 YEARS AGO

I thought you might like to know the Gestetner's playing up again. Yes, I know the ink is a bit off colour, but I got a tin out of the naval stores at Priddys Hard from a dodgy looking storeman who said it was the last one with a wooden leg... er... um. OK?

(Bumped into this young dude known as Sooty when I wuz on the Shackleton, he said they only had one use -as boat anchors... He did very well with that observation)

HMS Belfast GB2RN - BWO Project

This was a big project which started in a small way but ended in the largest public display of amateur radio in the RN by members of the RNARS! Now known in its own right as the Belfast Group. Rumour has it that a certain Wally Walker could be seen flitting through the streets of Portsmouth in an old Pusser's 5 tonner full of -what shall we say- *'come in handies'* bound for the Belfast before she was moved to the port of London. Nice one Wally!



THE RNARS Newsletter

RNARS Newsletter



Summer 1998



Lieutenant Dave Davis RN, undertook to produce a bi-monthly News Sheet and in December 1964, issue No.1 of what was to become our current "News Letter" appeared. This was a six page A4 edition and proved to be a very popular addition to our burgeoning society's widespread membership. Dave continued to produce this News Sheet after he had been posted to Malta, using the Postal Service. Eventually, The News Letter had to be reduced to three editions per year due to the ever increasing costs of postage at the time. Leading to the Spring, Summer and Winter editions. The archives only go back as 1998 which relates to our new site of operations for the RNARS HQ at HMS Collingwood.



60 YEARS AGO



Without a doubt we owe our RNARS HQ shack to the efforts of our current President who was at the time effectively putting himself out of a job once the mission to close down HMS Mercury had been completed.

**Commodore Paul Sutermeister
President of the RNARS**



He drives down from the far north every year to join us at the AGM - occasionally with a police escort!

A letter to the Brass...

LETTERS TO THE EDITOR

11 Botteslow Street,
Hanley,
Stoke-on-Trent,
ST1 3LY.

Dear Sir,

As a member of the Great War Navy Sparkers Association I received a list the other week of all the members and their addresses, so as one name rang a bell, I wrote to a chap in Sleaford Lincs named Lapham, as I knew a PO Tel named Lapham who was an instructor on the old *Vernon* where I passed out as a Boy Tel in 1914.

I had a photo of the classes 147 and 148 who passed out, with a PO Tel Lapham and CPO Tel Percy Propp, so I thought there might be some connection with the two names. I received a reply confirming that he was that same man who was one of the instructors, who also tells me that he is now 80, a widower and living alone, but will be unable to attend the annual reunion and dinner on the *Chrysanthemum* on September 25. I would have liked to have met him again after 57 years.

Another little story: Apparently it is a rule of the Great War Navy Sparkers not to have any 'Brass' on the top table at the reunions but one could invite a guest, a couple of years ago, as many men spoke of serving with 'Lord Louis' I had the damned cheek to write and invite him to be my guest, and he replied in a very fine letter that he had so many commitments he thanked me for the invitation, but was unable to come, so I wrote to him the other week, sending him

the list of members, mentioning that Joe Underwood G3CIW an RNARS member from Cheltenham was with him and 'Teddy' on the *Repulse* in 1924, so if Earl Mountbatten does accept the invitation this time, the lads at the dinner are in for a shock.

I wrote to one member at Eastbourne named Gordon Evenden saying that I shall be arriving there on September 25 so probably I shall be going up from Eastbourne with him this year, whereas previous years I have gone down with my old pal Harold Mills G3AJB from Whitby who was a member of the RNARS but who is now deceased. Hope this bit of news is interesting to our members.

Yours sincerely,

GEORGE TAGG, G81X

***The lads at the dinner are in
for a shock.***

Vol. 20 No. 5 Summer 1971

They don't make them like that anymore!

By a Certain George Tag, Esq



60 YEARS AGO

One of the many indicators of the activities going on is our RNARS Nets table that we usually find towards the back of the Newsletter -a small sample of which is shown below:

UK	UTC	Frequency	Net	Control
Daily	0001-0400	145.725	Midnight Nutters	MOWRU
Sun	0800	3.667	SSB net (news: 0830)	G3LIK
	0930	3.715	IOM Net	GD3LSF GD0SFI
	1030	7.068/3.748	RNARS Northern SSB net	M6LWO
	1100	7020	RNARS CW net	G4TNI
Mon-Sat	1030-1330	3.748/7.068	The Bubbly Rats Net	GX3WTP/G0GBI/ G0OKA/M0ZAE
Mon	1400	3.575	QRS CW Net	G0VCV
	1900	3.748 (Pri) 7.088 (sec)	N.W. SSB Net (News: 2000)	G0GBI
	1930	145.400 (S16)	RNARS Cornish Net (Falmouth)	G0GRY

The vivid names reflect our old naval culture and background; I mean, Midnight Nutters for example, or indeed, the Bubbly Rats among the Falmouth and North Western nets would be a conundrum to those in the nether regions of Ruritania and beyond.

Only those of us blessed with the language of the sea may know about these things -the middle watches of the night and those who understand the journey of fighting men on ships of steel. The centuries of Cornishmen and the men of the Isle of Man and the in North who put to sea, keeping the traditions alive, and when they come back again they find a battered old Morse key in some forgotten corner and start tapping away once more...

THE BUBBLY RATS



A Bubbly Rat

When we get back to our HQ we will have some work to do to repair our aerial feeders, and to renew some of the metalwork, or cover the steel footings with a lick or two of paint. Then it's down to testing and tuning to anneal the old capacitors and warm up them thar old transistors gently before transmitting once again, G3BZU, GB3RN, G3CRS.

dah dit dah dit dah dah dit dah dit dah dit in that old familiar way

To one and all we wish you fair winds and calm seas



MARITIME MOBILE

Steve & Cathy Lacey

Mobile Afloat / Maritime Mobile

My wife, M0WVL and I, 2EOWDR are both keen sailors, who came into radio with the aim of using SSB on our boat. We both already held maritime licences, for both short and long range. I left the RNR in 2013 as a CPO(MW) after more than 30 years, whilst my wife is still a Reservist, after completing over 30 years in the RN as a seagoing Weapons Engineer.

• The Boat

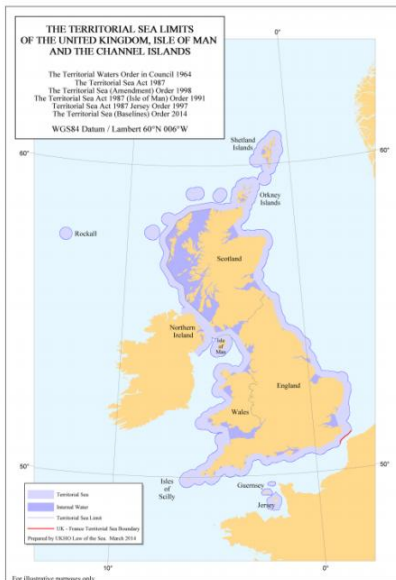
Wild Rival; a Rival 34 – built in 1971, of GRP. She won the 1976 Observer Singlehanded Trans-Atlantic Race (OSTAR) on handicap in 1975, skippered by Geoff Hales. She was temporarily fitted with a Clansman PRC 320 for the race, which enabled the yachts crewed by members of the UK Armed Services to operate a sked', at a time when this was relatively rare. We have owned Wild Rival for 13 years and have cruised extensively on the South Coast of the UK as well as Normandy and Brittany, although our plans to head to the Baltic this summer were thwarted, so we settled for a brief foray to Normandy instead.



• Operating afloat

Following relatively recent changes to licence conditions, operating afloat is now possible with all UK Amateur licences, within UK territorial waters. With a Full licence, one may operate on the “high seas” beyond territorial waters and in other states’ territorial waters, subject to their rules and regulations. Only Full licence holders may call themselves “*Maritime Mobile*”. The Territorial sea limits of the UK, Isle of Man and the Channel Islands are shown on this map. This is detailed in OfCom’s Amateur Radio Licence, Guidance for Licensees.

Coastal radio stations are in decline, both in numbers, and in hours of service, which increases the benefits of amateur radio. There are no longer any UK





MARITIME MOBILE

Coast Radio Stations; the only southern North Sea / English Channel coast radio station is Ostend Radio. Amateur Radio afloat also came to prominence in the 2018 Golden Globe Race, where vessels were only permitted to use equipment which had been available at the time of the first Golden Globe Race in 1968. A number of skippers received weather information over amateur radio, until it came to the attention of national authorities who discovered that not all the skippers were licenced and thus intervened. There are a number of amateur maritime nets around the world, especially in the popular cruising areas, which provide weather and routing information and mutual support amongst the cruising fraternity.

- **The Fit**

- **Radios**

- Icom M505 Marine DSC VHF
 - Icom Marine VHF H/H
 - Yaesu Ft 450D (HF)
 - Yaesu FTM 100de (2m & 70cm)
 - Baofeng GT-5P 2m/70cm H/H
 - Garex 4001 (4m)
 - Wouxun KG-UVD1P 4/2m H/H
 - Iridium Go Satcom



Navigation station and shack

- **Other equipment**

- FC-40 tuner in lazarette (aft locker), 10m of 8mm stainless steel insulated length of backstay
 - KISS Counterpoise port side aft (inside the boat)
 - Sintered bronze ground plate starboard aft (underwater, on the hull)
 - VHF antennae on pushpit
 - Combined marine VHF and AIS antenna at masthead (12m ASL)
 - Hawkins Viper/Thunderbolt Antennae for 2m, 4m, 6m & 10m suspended from main halyard, when not underway

- **Other electronic equipment**

A well-equipped yacht can have a myriad of other electronic equipment, much of which has the potential for electromagnetic interference if not carefully managed. All of this equipment is necessarily installed in a confined space and is in close proximity to each other and the radios – our max length is only just over 10m, and max beam 3m. Our installation includes:



MARITIME MOBILE

- NMEA 2000 backbone (data)
- Ethernet
- Radar
- Multi-function Displays – incorporating electronic charts, radar, AIS and instrument data
- Autopilot
- AIS TX/RX
- Navtext
- GPS
- USB Sockets
- Wifi
- Bluetooth

- Electromagnetic noise in harbour is normally greater than at sea, with the potential for additional sources from:

- 230V shore power supply to vessel
- Neighbouring craft
- Harbour wide WiFi
- Waterside premises

- The geography can also present challenges, with the potential for shielding from surrounding buildings, or from mud banks at low water.

- **Rewards**

Seawater surrounding the boat clearly provides an excellent ground plane. Coupled with a quiet electronic environment, at sea or in quieter anchorages, some rewarding results can be had. In our relatively brief experience of amateur radio to date, highlights have included:

- Participation in the RNARS 80m Saturday and Sunday 0800 Nets
- Participation in the FRARS 2m Net (Newtown Creek to Parkstone/ Wimborne – approx. 25 miles)



Wild Rival's pushpit antennae collection



Newtown Creek, Isle of Wight



MARITIME MOBILE

- Participation in the South Hampshire 4m net, both via the Garex and the handheld, on occasion.
- 90 miles into Blandford Repeater GB3DT from off St Vaast, east of Cherbourg on 70cm
- 60 miles on 70cm H/H into Ventnor repeater GB3IW (Chain Home site) from Fort La Roule above Cherbourg, commemorating a post D-Day communications link
- 1446 miles to KMI8GT Thermopylae Special Event station in Greece on 20m.

Below: Wild Rival on passage from the Solent to Poole, with a neat, gimballed Frequency Modulated Continuous Wave radar and the lower backstay insulator just above it.



Steve Lacey 2E0WDR Cathy Lacey M0WVL





MAYDAY IN MAGELLAN - PART 1



Opinion People and Leadership Sea

Mayday in Magellan; Leadership Lessons on flooded HMS ENDURANCE

by Commander Tom G Sharpe OBE RN (Retd) © December 16, 2018

PART 1 - Endurance at Sea

10 years ago to the day (16 December 2008), the Royal Navy's Ice Patrol Vessel HMS Endurance catastrophically flooded. Her main engine room filled to the deckhead within 30 minutes. Such was our remoteness our Mayday call went unanswered. The crew and I spent the next 24 hours fighting for our lives.



This article is one of a three part series focusing on leadership, culture and priorities. More detail is found at the end of this page.

December 2008 – The Endurance

HMS Endurance was the Royal Navy's ice breaker. In 1992, the MV Polar Circle was bought, renamed and thus replaced the previous vessel of the same name. The Foreign and Commonwealth Office's requirement to maintain a Royal Naval presence in the deep south remained. In addition, she was able to survey previously uncharted waters and with two helicopters embarked, support the British Antarctic Survey in the excellent work they do down there. For the first 15 years of her RN life she deployed to Antarctica for the austral summer, returning each winter to the UK.





MAYDAY IN MAGELLAN - PART 1

In 2007, this annual ritual was disrupted by an extended deployment; Endurance was tasked to spend the austral winter working off the coast of West Africa rather than returning to the UK. We completed operations off Antarctica as usual in April 2008, stopped for maintenance in Simons Town, spent the UK summer off West Africa as assigned, went back to the ice in Autumn 2008, and then spent a month off South Georgia before steaming for Valparaíso, Chile and a Christmas holiday for the crew in late 2008.



On 16 December 2008, HMS Endurance was in the western Magellan straits and had been operating both Lynx helicopters all day at the limit of their endurance and in foul weather. We were the Antarctic Patrol ship, so we were used to that. Having been on the bridge most of the day, approaching 4pm I used a gap in the flying to head down to my cabin for a leg stretch. Whilst there I heard the pipe “casualty in the engine room”.

This is never a good thing. Before I had left my cabin to return to the bridge in response to the casualty pipe I heard, “flood in the engine room” over the main broadcast in a tone of voice that made my blood run cold.



Map describing the geography of the incident

The first 2 minutes – ‘we’re going to sink’



MAYDAY IN MAGELLAN - PART 1

On arriving at the bridge, the first thing I noticed was the number of people staring at the engine room monitors. By the time I sat in my chair they were all staring at me.

When I looked at the monitors, I could see a geyser-sized jet of water just off to the left and people rushing towards it with damage control equipment, a sight that will never leave me. The incident had been underway for less than two minutes and already the water was up to their knees. My first thought was “if we don’t stop that, this ship is going to sink”. My first statement, in the calmest voice I could muster, was “take the ship to emergency stations”. This triggered a number of pre-programmed responses, thankfully none of which included staring at me anymore.

It was clear that we were going to lose propulsion in short order. I knew from my years at sea what I should do with the few minutes of propulsion that I had left; head slowly into wind to buy more drift-time, but without increasing speed and thus the flooding rate. The 300m+ depth precluded anchoring and there were no beaches or shoal patches within the couple of minutes that I had available.

Reports from the scene of the incident were arriving thick and fast. What I wanted to know was ‘what caused it and can we stop it?’ Not far behind was, ‘what is the stability condition of the ship, where is the returning helicopter and who/how is the casualty?’

Minutes 2-10 – immediate actions

Endurance’s engine room was a sizeable compartment. At 1250 cubic metres it was roughly half the volume of an Olympic swimming pool. It was filled to the deckhead in 30 minutes. The sound of the water coming in drowned out the noise of both main engines. It’s hard to imagine what rushing into freezing water in darkened, moving, hazardous and deafening space would be like. I could see it happening and yet still can’t really imagine it. The ship’s company did unbelievably well, but it was hopeless. When the Chief Petty Officer in charge in there signalled it was time to leave, there were no dissenters.

The casualty had turned out to be the Chief Stoker, who would usually be responsible for leading our response to the incident. The flight deck Petty Officer who discovered the casualty took his headset off, made his way to the engine room and, without orders or formal training, stepped up into this most demanding role for the next 36 hours. The manner in which he performed it was as commendable as his decision to leave the upper deck and get stuck in.



MAYDAY IN MAGELLAN - PART 1

Minutes 10-30 – loss of power

This was a key period in many ways. The damage control organisation was in full swing. The Engineer was communicating continuously between me and the Damage Control Officer, who had to sustain an extraordinary work-rate to keep on top of all the incidents and allocate personnel accordingly. Because the damage control effort is conducted from the bridge in Endurance and not separated from the command as it is in a 'normal' warship, I had to fight the urge to get involved and offer advice or, far more likely, interfere. This kept me free to look at 'the bigger picture' and actually it wasn't that difficult – I trusted them.

Knowing that the rising seawater would damage or destroy the engines when it reached them and wanting to protect one engine so we would have power again when we stopped the flooding, the Engineer ordered the starboard main engine to be shut down. Keeping the port main engine running so that we could continue to head into wind for as long as possible definitely trumped safeguarding machinery. By the time the port engine arced dramatically to a halt and the prop stopped turning, the engine room was half full of water. Approximately five minutes after this we lost all our electrical power when the auxiliary generators flooded as well. Our pumps stood no chance, and the compartment was evacuated.

The Leading Diver and his team made various attempts to re-enter the space with a view to stopping the ingress by manually closing the valve. Such was my keenness to try anything, his desire to get stuck in and the force with which this was being presented as a potential solution, I authorized the dives. They weren't successful and it turns out that they couldn't have been. I rightly (with hindsight) got a rap on the knuckles for endangering his life at the Board of Enquiry. However, the diver's extraordinary efforts that day earned him a well-deserved place in an operational honours list.

This was also the time to 'go external'. A phone call was made to the Fleet Operations Officer and the Fleet Emergency Response Cell (FERC) was activated back in Northwood Headquarters to provide a focal point for all communications. This construct was a direct lesson from a previous flooding incident and worked well. A mayday call was next – possibly a career low point. I'd answered and responded to dozens over the years and 90% were made by badly run yachts, and now it was my turn. Or more specifically my ops officer's turn – I was still receiving critical information at a rate that precluded spending a couple of minutes on the radio. But then it got worse – no one answered. We really were on our own.



MAYDAY IN MAGELLAN - PART 1

Loss of power was affecting us badly. The emergency generator in a commercial ship (which Endurance was built to be) is exactly that – it provides sufficient power and supplies to facilitate a safe evacuation and nothing close to the level of support that a comparable generator in a warship would provide. Communications were reduced to battery powered iridium phones and outgoing only. Our Global Maritime Distress System was without power as was our stability computer.

However, the loss of propulsion was worse. The ship, now stopped in the water, inevitably sat beam-on to the sea and was rolling about 30 degrees each way. It was hard to even hold on up on the bridge, let alone coordinate the damage control effort. The teams below had to contend with this whilst moving large, heavy items around. Worse, we discovered that our engine room was far from watertight. All the way around the deck above it were small, hidden holes designed to let condensation run into the engine space. No one either onboard or ashore that day knew of their existence. What we did know was that every time the ship rolled, water was forcing its way through these holes and appearing on the deck above. At one point we had nine separate floods to deal with along the length of the ship and no known cause.



Endurance Flooded

By now, stability advice was coming in thick and fast from ashore which was needed as the computer that provided our stability data had lost power. Little of the advice was good news although it turned out that some of it was based on out of date information and the severity therefore exaggerated. When the engine room was a metre from being full and at maximum free-surface and the



MAYDAY IN MAGELLAN - PART 1

accommodation deck flood was a metre deep, the ship rolled to 45 degrees and came perilously close to deck-edge immersion. Had that happened it's

very likely we would have capsized and someone else would be writing this blog. Fortunately, as the engine room filled to the deckhead, the water was unable to move about as much and our stability situation improved. However, there were now nine secondary floods around the ship, the ship was settling deeper in the water and our resources were being stretched thin.

At this point, the authorities ashore were urging me to abandon ship. There were a few reasons I didn't do so despite the gloomy stability advice. First, it didn't *feel* like we were going to capsize. Despite the exaggerated motion, years of operating in ships that deliberately stopped in deep water (not as common as you might think but mine warfare and fishery protection are two examples that I was involved in) made me think that there was nothing unusual about the motion – substantial, yes; unusual, no. Second, there was no easy way to get off. With no hydraulics to launch boats, an evacuation system that was limited to sea state 4 (we were at about a 7) and rubber life rafts with no engines (whose idea was that?), getting off would have been lethal. It seemed to me that for now, we were in the best life raft that we had.

All personnel had been accounted for, including our civilian passengers. As a research vessel, we often carried assorted civilian passengers, such as scientists, divers, camera crews etc. On this occasion we had a dozen or so 18-22 year old members of the British Schools Exploration Society who had just conducted the Shackleton walk across South Georgia as part of their leadership training. Fronting up to them after 20 minutes or so to explain what was happening was very awkward. Civilians do not go to sea in a Royal Navy ship to be told that it's filling with water and that look was very clearly etched on many of their faces. My attempts to reassure them were partly compromised by having just climbed 10 or so ladders from the scene of the incident and so being out of breath. "Well they're here to learn leadership" is the post-script to this scene that I don't remember thinking at the time.

30 minutes to anchoring – rock and roll

The 30-minute point is a clear milestone in my mind as the full engine room gave the feeling that the water was no longer gushing into the ship which was a psychological relief. We were very far from being in the clear though. Some communications had been restored and we had a number of vessels closing our position. However, our drift course-and-speed had us on the rocks at approximately 0100 and only one of the closing vessels was going to make it



MAYDAY IN MAGELLAN - PART 1

in time. At some point we were asked by the FERC to pass the name of the island we were due to hit. Imagine our delight when we discovered it was called Desolation Island. From what we could see in the approaching gloom the waves smashing up the vertical rocks looked particularly rubbish.

We did have a small boat called MV Pudu closing us at his best speed of 5 knots. I had huge plans for him: take a line and pull our ship's head into wind to stop the roll; be on standby to corral our life rafts should it come to it; generally save the day. What he actually did was close to about a mile, say something unintelligible, and then run for shelter.

However, with Pudu out of the equation, the need for a clear fo'c'sle had gone so I streamed the (marginally longer) starboard anchor to its fullest extent. I hoped that this would slow our drift rate but in any event, running aground in a poorly charted area with both anchors close home would be poor seamanship. It didn't appreciably alter our drift rate; however, coincidentally or not, our angle of drift changed by about 10 degrees. This altered

our time to running aground sufficiently to bring the cruise liner that was now steaming towards us into play and also meant that we were now heading towards the only shallow patch in the area. This was a rocky pinnacle 30m deep and we were cutting across the 80m contour. With the wind now at 50kts, this was not a sound anchorage but given the circumstances, it gave us some hope.

This was the moment to the address the ship's company on the main broadcast for the first time. My Command Aim, from which the rest of the ship would derive their priorities, was 'float'. that seemed to represent in one word what we were about. I was keen to ensure that no one got hurt taking





MAYDAY IN MAGELLAN - PART 1

unnecessary risks. Almost everyone dealing with the initial flood had been knocked off their feet at some stage. One sailor was caught by the wrist just before being swept over the side by waves breaking over the quarterdeck. Another got caught in a compartment with the water rising outside such that the door wouldn't open. Her cries for help were heard about two minutes before we decided to seal off that entire section. Even the initial casualty was

OK despite having been hit on the head by the valve lid as it blew off. After all this, I was keen that no one injured themselves now that the situation was stabilising. This was the thrust of my pipe – let's do whatever we can to keep the ship afloat, but the moment for mad-bravery has passed. 30 seconds later we had a new casualty as they cut through a cable that was assumed to be dead without wearing the insulating gloves that were in a locker 20 yards away...

The FERC was also proving most useful as a funnel for our communications. I had a single point of contact to call at regular intervals as did the Operations Officer, both into the HQ at Northwood. The exception to this was the Engineer who had established a direct line to the architects, engineers and salvage teams in Abbey Wood near Bristol. The one unambiguous order I received during this phase was to get our civilian passengers off as soon as possible. Later, a Chilean helicopter with the 'legs' to do the return journey without refuelling (our Lynx couldn't) winched them off and that particular problem was resolved.

By now we had approximately 2,000 tons water in the ship and were both listing to port and sitting very low in the water (see before and after above, note the pennant number). Waves were breaking over the back of the ship and the hatch from the quarter deck into the aft hold was leaking badly. We were starting to lose the back of the ship. I didn't need any external advice to tell me that if this hold flooded, we would lose the ship so I thought I'd head down there (or maybe the Executive Warrant Officer told me to, I forget) to see the issue for myself. It is ironic that my visit to see just how much trouble we were in was met positively by the group there who later told me that my arrival indicated that "we must be OK otherwise he'd be on the bridge". With our fixed pumps unable to keep up, and our portable ones all lost in the engine room we had little option than to break out the silver rubbish cans, start up a chain and get bailing. In some of the smaller floods this proved quite effective whilst in other areas the endeavour was largely to keep people busy.

I also formed a small team to discuss the practicalities and mechanics of abandoning ship because if the anchor didn't hold, that was the remaining



MAYDAY IN MAGELLAN - PART 1

option. The plan was to evacuate the ship but keep a team of about six back to take a line from the cruise liner if it got to us in time. We didn't get as far as to how the stay-behind team would get off if it didn't but fortunately it never came to that. During these discussions I forbade the use of the expression 'abandon ship' partly because like most sailors I'm superstitious, but mainly because it would be overheard, spread through the ship and affect morale. Anecdotally, the Prime Minister, Gordon Brown was briefed during this phase along these lines:

"Prime Minister, we have a naval vessel in the Magellan Straits. She's flooding and we may lose her"

"Is she going to run aground in Argentina?"...

"No Prime Minister."

End of discussion. An interesting anecdote if true, not just because of his commendable geographic awareness but also the ability to immediately rule out any political risk and thus place the remaining issue in a box marked "Navy".

At Anchor – we're safe...ish

At about 0200, 10 hours into the incident, we were on top of the shallow patch. We were about two nautical miles from the nearest point of land – just over an hour to 'abandon' at our current rate of drift. I really didn't expect the anchor to hold so that when the ship's head appeared to be swinging into wind at first I wouldn't believe it. Eventually, however, it became clear that the starboard anchor had the ship. I waited until the ship yawed to its fullest extent to port and then let the second anchor go, into about 120m of water. It took ten minutes of holding like this before I convinced myself that we were safely at anchor. I later discovered that the FERC had a most un-British eruption on hearing this news!

***"IS SHE GOING TO RUN
AGROUND IN
ARGENTINA?"...***

"NO PRIME MINISTER."

In addition to being safe from the drift, the ship's head was into wind and the crippling roll replaced by a much more manageable pitching motion. We could start to consolidate the shoring efforts below. Whilst far from being out of trouble, we were at last winning.

So now it was a waiting game. The bailing effort was broken into watches for sustainability and we prepared to be towed. The cruise liner was standing off a mile away to assist and the Chilean Navy were winching on additional pumps. Hot food and water was offered by the cruise liner which sparked an interesting debate ashore as to whether providing food in this manner



MAYDAY IN MAGELLAN - PART 1

constituted Assistance or Salvage. Contractually these are very different beasts particularly when a MoD vessel is involved. The answer was the former, but it was irrelevant when during the flying brief it became obvious that the cumulative risk of flying in this state and in these conditions was too high just for some food, so I cancelled the flying. The pilot quietly thanked me afterwards for that decision. The liner then declared their own medical emergency and asked for our doctor without which “the patient might die.” Good grief...back to flying stations.

We had about nine hours to hold out in this state until the salvage tug was due to arrive. The long night was spent shoring up the engine room bulkhead of which was bulging alarmingly, bailing, improvising food and hoping the anchors held.

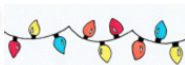


Mr Charles Haddon Cave QC, in [his razor summary](#) of what caused Nimrod CV230 to crash (tragically killing all onboard) cited a failure of “leadership, culture and priorities”. His headings are the structure of this three part blog because they are relevant to this incident, if not necessarily as failings.

Part 1 – *Leadership*, narrates the incident as I saw it in temporary command of the ship, or at least as I remember it now 10 years on.

Part II – *Priorities*, takes the story from the immediate aftermath, to the ship's return to the UK to the procurement of HMS Protector, the replacement Ice Patrol Vessel.

Part III – *Culture*, will look at what caused the flood. What was it about the ship that set it apart and yet rendered it so flawed? (due to be published Jan 19)



MISSING SOMETHING ?
CHECKED YOUR MAILBOX ?
GET BACK ON AIR
TALK TO THE WORLD



DIVERSE REPORTS

Joe Kirk G3ZDF

A NEW RNARS AWARD - Marc Litchman - G0TOC AWARD



There are times when we come across individuals without really knowing very much about who they are or what they do. We tend not to know that outside of our own sphere of contact with them such people may be rather special. Marc Litchman (RNARS 4876) was one of those 'special people' who was active with the Sea Cadets and also with his local amateur radio club the -Loughton & Epping Forest Amateur Radio Society -LEFARS and he was also one of the officers of the Belfast Group GB2RN. The award will be aimed at young people. He was always active and back home he worked at his post as our RNARS Membership Secretary. As a measure of our regard for him and with special permission from his XYL, Lorraine we will be launching this new award scheme named after him, using his name and callsign as noted above. We will in due course make a further announcement about the award, so watch this space..

FROM THE MOUNTAINS OF SWITZERLAND... Jürgen H Timcke

Yesterday I received the AWARD. What a surprise for me!!! Many, many thanks!!!!

*73 and stay safe!
Jürgen*



Frohe Weinachten Jürgen

A VERY WARM WELCOME TO OUR NEW MEMBERS



David Condliffe	SWL
Geoff de Silva	G6BAK
Tim Axtell	G4SVC
Mike Pack	2E0NLE
Chris Mayman	G2ABR
George (Jock) Marshall	2E0BNI
Chris Pearson	G5VZ
Andy Gee	2E1LCY
Pete Antliff	GW0SOO
Richard Thomas	G4JJP
Welcome back:	
Phil Baguley	G4HUF
Age de Jong	PA0XAW



DIVERSE REPORTS

Mike Moore

Mike says that due to problems with the supply chain and with not being able to get into the shack to get at the stock he is suspending transactions until the MOD rescind their blanket ban on all non-essential personnel entering the establishment. To those who are caught in the middle having paid by cheque or by other means we ask you to be patient with us under these trying circumstances. Thank you.

Our YLs and XYLs



You know, we hardly, if ever, hear from you these days. There's a good number of ladies whose fair hand upon the Morse key or whose voice over the R/T could be heard in days gone by. Now that the Navy has lady operators we might one day see some of them joining the RNARS at some time in the future, but to our Veterans we say, come on back. Perhaps, maybe, you would want to give the old Morse key a good whirl? We had a charming visitor one summer during open day who, when asked, replied that she had known about Morse code, but ventured nothing further until invited to have a go in Bay E. That lady -dear friends, put us all to shame with a faultless demonstration of how a Morse key should really be worked! The rest is up to you. Please, do come along you will be welcome.

GET ON THE AIR THIS CHRISTMAS



By the look and feel of it this second lockdown has taken the wind out of the sails of some people bringing a degree of lassitude as isolation, shielding and loneliness kicks in. If you have a radio, and I don't mean just for commercial stations, I mean amateur equipment make the effort to flash-up your gear and get on the air. CQ CQ CQ.



You have done it before, and now things may be a little flat. How do we know this? Well, some of you are on DMR and leave our equipment switched on to monitor our Talkgroup. Not even a whisper has been heard -sometimes for weeks. It is there for you, if you have the equipment use it as an ice-breaker and get stuck in. The HF band is getting better, don't quote me on that, but even I have noticed some improvements. So, (sorry Joe...) get on the air to see who is out there. The nets are getting busier, while some bands are getting quieter you can hop over to the busy ones. If Santa's little helper can do it, so can you. Listening out for you K.



DIVERSE REPORTS

THE RNARS HQ SHACK



Steve Legg M6WVV

Looking east into the sun on a cold November morning in winter. The word is that from the outside at least, things are looking good. A couple of feeders have come adrift in the recent gales and we have been asking about dispensation to make repairs. Our insiders who work close by don't have too much time to spare because the current training regime demands double 'shifts' for the trainers who are either at their work places or at home when off duty with no space allowed onboard for in between activities. The heating is on, so I believe, keeping the equipment free from condensation.

CHANGES IN FALKLAND ISLANDS VP8 LICENCING

Due to a re-validation exercise of the VP8 licence, terms and conditions, which started earlier this year, there is now a requirement for 6 months residency in the Falkland Islands. The outcome is that all non-resident VP8 licences have been invalidated. However, licence holders may re-apply on a case by case basis according to the regulator.

RSGB



ONE OR TWO MEMBERS MAY WANT TO CHECK THIS OUT





RNARS CHRISTMAS GREETINGS



To all our serving members and veterans we wish you all a very merry Christmas and prosperity in the coming year. We think especially of all those watch keepers and duty personnel who will remain onboard during the festive season. You are performing vital tasks in the defence of our freedom to celebrate our liberties and traditions. That's a great commitment to all of us!

Additionally, we extend warm Christmas greetings to all our affiliated clubs, societies and organisations.



A happy lunch for 'Jack' -Hans Jürgen and Maren Kempe who regularly visit us here in the UK. Our friends with the MF Runde were recently observed enjoying the delights of Heligoland.



Maren is thinking about it... *go on Maren dig in! You know you will enjoy it! Gut geschmact?*
Frohe Weinachten



Naval & Military Clubs & Societies

Royal Air Force Amateur Radio Society
 Royal Signals Amateur Radio Society
 Australian Naval Amateur Radio Society
 Navy Amateur Radio Club
 Association Radio Marina Italia
 Italian Naval "Old Rythmer's Club"
 German Naval Amateur Radio Society
 Marine Funker Club Austria
 Netherlands Marine Radio Amateur Club
 Portuguese Navy Ham Radio Club
 Romanian Marine Amateur Radio Club
 Merchant Navy Association
 Royal Naval Association
 The Radio Officers Association
 Royal Naval Communications Association
 Royal Naval Communication Chiefs' Assoc.
 Royal Yachting Association (RYA)
 Navy News magazine
 Warships magazine
 Electronic Warfare (Golliès) site
 Signal Schools of the Royal Navy





the RNARS
INSPIRING AMATEUR RADIO

IN THE ROYAL NAVY



If you have been
toying with the
idea...

Perhaps you have
been DXing with a
radio receiver and
a long wire for
years

Maybe interested
in weather radio
systems...

Or even got a
passing fancy
for receiving
satellite signals...

Ever heard of
moon-bounce...



*Get to use this
famous 73 year
old call sign of the
Royal Navy...*



**GO ON! give yourself a
treat in the new year and
sign up to the RNARS**

Why Not Join The RNARS?





IN THE NEWS

Telegraph Obituaries

Vice-Admiral Sir Geoffrey Dalton, who has died aged 89, led a dramatic international rescue at sea, and as president of the Royal British Legion oversaw the reintroduction of the nationwide two-minute silence. Geoffrey Thomas James Oliver Dalton was born on April 14 1931 in Kuala Lumpur, where his father was a rubber planter in Selangor. He was educated at Wick and Parkfield prep, and Reigate Grammar School, and joined the Navy as a special-entry engineer cadet in 1949. Having passed out top of his entry he was allowed to transfer to the seaman branch. His last appointment was as Deputy Supreme Allied Commander, Atlantic, in Norfolk, Virginia, in 1984-87; he was knighted KCB in 1986.

In 1993 he became the first admiral to be president of the Royal British Legion since Lord Jellicoe in the 1920s: he recalled the reintroduction of the two minutes' silence on Armistice Day, as "truly inspiring". Sir Geoffrey Dalton, born April 14 1931, died September 26 2020

Telegraph, 12 October 2020 • 3:29pm



HMS Dragon returned home to Portsmouth from her deployment to the Black Sea and the eastern Mediterranean throughout autumn.

Since leaving UK waters in early September, the Type 45 destroyer has been operating as part of the Littoral Readiness Group (Experimentation), also comprising HMS Albion and RFA Lyme Bay. She

also spent nearly a month patrolling the Black Sea and training with Ukrainian, Georgian and Romanian vessels in the region. Affirming her presence in the Black Sea... Her deployment in the Black Sea is said to have a significant effect on the Russians who would claim that the Black Sea waters belong to them, and as usual attempted to make life difficult for Dragon with air and surface threats.

Royal Navy.mod

UKDJ



UK 'increasing defence spending by £24.1bn' over next four years

Prime Minister Boris Johnson announced what the Ministry of Defence have called "*the biggest investment in the UK's Armed Forces since the end of the Cold War*", confirming an "*injection of £16.5 billion*" over four years. Johnson confirmed



IN THE NEWS

that the Royal Navy acquire 8 Type 26 Frigates, 5 Type 31 frigates, the “*next generation*” Type 32 frigates, the new Fleet Solid Support Ships and a new multi-role research vessel. Johnson said that the funding would allow for: A new centre dedicated to artificial intelligence. -A national cyber force and an RAF space command launching British satellites from Scotland

George Allison Nov, 2020

Radio hams help in case of man incarcerated 40 years without trial



Radio amateurs from the West Bengal Radio Club helped trace the family of a man who'd been languishing in a Nepali jail without trial for the past 40 years. The mother has finally found out his whereabouts after efforts by journalists, lawyers and even amateur ham radio enthusiasts in India and Nepal. This

story only came out when fellow inmate Radheshyam Das was released from the same detention facility in Dum Dum, and he told lawyers in Kolkata about a Nepali man in jail without trial. Das had first informed the Nepal Consulate in Kolkata about Dipak, but says the mission did not show any interest. Then he approached ham radio operators at the West Bengal Radio Club which uses shortwave radio communications during disasters for information and relief. The Club's **Ambarish Das Biswas VU2JFA** contacted ham radio contacts in Nepal, and then wrote to Nepal's former Okhaldhunga High Court judge Bidur Bikram Thapa on 31 October to see if he could help trace Dipak's family.

Southgate Amateur Radio

BRANDMEISTER SHUTS DOWN KEY UK MASTER SERVER

UK Master Server 2341 migration

Due to unforeseen circumstances, the UK BrandMeister DMR master server is being migrated to a new machine today November 24th. We sincerely apologize for not being able to provide an earlier notification. The migration is expected to be completed by November 28th. However, this leaves many people stranded due to the ensuing absence of a server. Advice varies as to where a replacement server can be accessed. At the moment users can choose between Ireland or France. For technical advice, etc follow the link:

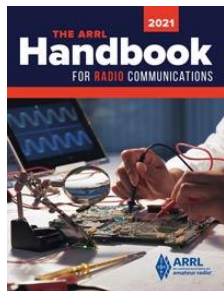
<https://news.brandmeister.network/uk-master-server-2341-de-provisioned/>

Additionally, all 'Parrots' will be closed down due to lack of use.

Brandmeister



BOOKS CORNER

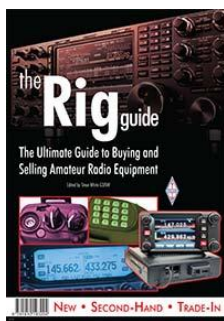


This new revised 2021 edition of the ARRL Handbook continues the aim of being a complete reference and guide to radio technology principles and practices. Since 1926 the ARRL Handbook has been recognised as a benchmark for radio communications learning and applied knowledge. Written by radio amateurs for everyone with a desire to advance the pursuit of wireless technology. **This book is also available in hardback** ISBN: 9781 6259 5139 7

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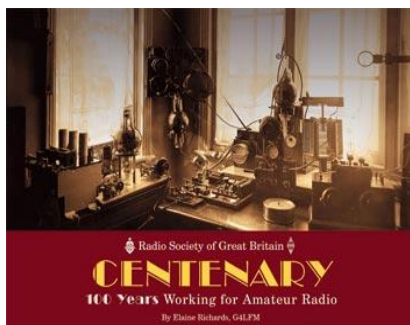


the Rig Guide Edited by Steve White, G3ZVW

What should you pay for a second hand radio?

The Rig Guide is a unique publication that sets out to answer the question 'what is the right price for this radio?'. What will you get for a radio if you trade it in or try to buy or sell it on an online auction site? - The Rig Guide provides the answer. ISBN: 9781 9101 9320 4

Price: £5.99 FREE POSTAGE ITEM



Centenary

100 Years Working for Amateur Radio

By Elaine Richards, G4LFM

As part of the Centenary celebrations the RSGB has commissioned and produced this special hardback book looking at 100 years of RSGB History. Centenary outlines the century of activity of the RSGB and its members. ISBN: 9781 9050 8689 4, Hardback. Non Member's Price £19.99

RSGB

Member's Price £16.99





RNARS Nets

Mick Puttick G3LIK

Contact: mick_g3lik@ntlworld.com – 02392 255880 **for all changes**

UK	UTC	Frequency	Net	Control					
Daily	0001-0400	145.725	Midnight Nutters	M0WRU					
Sun	0800	3.667	SSB net (news: 0830)	G3LIK					
	0930	3.715	IOM Net	GD3LSF GD0SFI					
	1030	7.068/3.748	RNARS Northern SSB net	M6LWO					
	1100	7020	RNARS CW net	G4TNI					
Mon-Sat	1030-1330	3.748/7.068	The Bubbly Rats Net	GX3WTP/G0GBI/ G0OKA/M0ZAE					
Mon	1400	3.575	QRS CW Net	G0VCV					
	1900	3.748 (Pri) 7.088 (sec)	N.W. SSB Net (News: 2000)	G0GBI					
	1930	145.400 (S16)	RNARS Cornish Net (Falmouth)	G0GRY					
Tues	1600	7.068/3.740	Tuesday HQ Net	GB3RN					
	1900	7.028/3.528	RNARS CW Net	G3RFH					
Wed	1400	3.748	Stand Easy Net	M6LWO					
	1700	TG 23527	Wednesday DMR Net	M0LIH					
	1900	3.748	Wednesday Net	G0VIX					
Thurs	1900	3.542	Scottish CW Net	???					
	2000	145.575 (S23)	RNARS Scottish 2m Net	GM0KTJ/P					
	2100 GMT	1.84	RNARS Top Band CW	GM0KTJ/P					
Fri	1600	10.118	RNARS 30m CW Net	SM3AHM					
Sat	0800	3.748	G0DLH Memorial Net	G0VIX					
DX	GMT	Frequency	Net	Control					
Sun	0800	7.015/30555	MARAC CW	PA3EBA/PI4MRC					
	1430	14.329 ±QRM	RNARS DX	W1USN/GD0SFI/ GM7ESM					
	1800	Echolink	Echolink	VE3OZN / K8BBT					
	1900	14.33	N American	WA1HMW					
Mon	0930	3.615	VK SSB	VK1RAN/VK2RAN					
Wed	0118-0618	7.02	VK CW	VK4RAN					
	0148-0648	10.118	VK CW	VK4RAN					
	0800	3.62	ZL SSB	ZL1BSA					
	0930	7.02	VK SSB	VK5RAN					
	0945	7.09	VK SSB	VK1RAN/VK2RAN					
Thur	1430	14.329 ±QRM	RNARS DX	W1USN/GD0SFI/ GM7ESM					
Sat	0400	7.09	VK SSB	VK2CCV					
	1330	7.02	VK CW	VK2CCV					
	1400	7.09	VK SSB	VK2CCV					
	1430	14.329 ±QRM	RNARS DX	W1USN/GD0SFI/ GM7ESM					
RNARS SCENE OF ACTIVITY									
FM	145.40								
CW	1.824	3.52	7.02	10.118	14.052	18.087	21.052	24.897	28.052
SSB	1.965	3.66	3.74	7.088	14.294	14.335	18.15	21.36	28.94



COMMODITIES PAGES

Mike Moore M6POY

[Order Form is at the back](#)



A variety of items are available from the RNARS storeroom with many of them being personalised if you wish.

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&
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*Really nice RNARS
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even both sides of your
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outside





RNARS COMMODITIES

Mike Moore M6POY

Download order form - (<http://www.rnars.org.uk/Commodities.html>)

Item	Price
Gilet/body warmer w/ embroidered RNARS logo, Name and callsign. Taped seams. Waterproof & windproof, Double zip for easier fastening. Sizes S to 4XL Colour: Black	£68.50
Navy cotton/polyester polo shirt w/ embroidered RNARS logo, Name and callsign. Sizes: S to XXXL Colour: Navy only	£25.00
Sweatshirt , embroidered with the new RNARS logo, your name and callsign. Colour: Navy only Sizes: S to XXXL	£20.00
Fleece jacket embroidered with RNARS logo, name and callsign. Colour: Navy only Sizes: S to XXXL	£25.00
NEW! White long-sleeved shirt with RNARS logo & your callsign on the pocket	£38.00
Baseball cap with RNARS Logo	£12.00
-with your callsign on one side	£17.00
-with your callsign on both sides	£22.00
Baseball hat -plain	£12.00
Gold blazer badge with new RNARS logo (p&p £2)	£11.00
Lapel badge w/ new RNARS logo (p&p £1.00)	£2.50
RNARS Tie	£4.00
Lapel badge w/ new RNARS logo (p&p £1.00)	£2.50
RNARS Log Book	£4-50
Lanyard with RNARS & your callsign	£5.00
Mug with RNARS logo & your callsign	£15.00

Post & Packing is at UK rates:Payment with order please

Small to medium items £7.00

Large to Extra Large £8.50

Outside UK +£10.00

Please complete the Order Form and include your RNARS Membership Number. Note that some orders can take up to 3 weeks. If you wish to pay by PayPal the RNARS PayPal account email address is **rnars.treas@gmail.com**

You can download a copy of the order form our website at:

Size in inches:

Small 36-38

Medium 38-40

Large 40-42

Extra Large 42-44

2 Extra Large 44-46

3 Extra Large 46-48

4 Extra Large 48-50

**ORDER FORM**

RNARS| Commodities

PLEASE write clearly and use block CAPITALS**Photocopies of this form are accepted**

Call-sign | RNARS No: _____

Name: _____

Address: _____

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Telephone: _____

Email: _____



Advisable to check before ordering as to availability in your size

Item Description	Size	Colour	Qty	Price	P&P	Sub Total
Total Payment £						
Enclose cheque payable to: <i>Royal Naval Amateur Radio Society</i>						

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Send orders to:
Mike Moore M6POY
63 Homewater House, Hulbert Road
Waterlooville, Hants PO77JY
E-mail: Charlie24374@yahoo.com

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



MF RUNDE ev Nets

Skeds, Nets and Frequencies

Saturday	0800 LT	3565 kHz	CW- Bulletin
*			
Sunday	0800 LT	3625 kHz	SSB-Bulletin
*			
Tuesday	1730 LT	3565 kHz	CW-Straight- Key-Net
Wednesday	1730 LT	3625 kHz	SSB-Chat-Net
**			
Thursday	1730 LT	3565 kHz	CW-Net

* The callsign DLØMF is operated by different
TMs (Traffic Masters)

** The callsign DLØMF and MF Club Stations are
operated by different
NCS (Net Control Stations)

CW – Frequencies: 3565, 7025, 14052, 18095,
21052, 28052 kHz

SSB – Frequencies: 3625, 7060, 14335, ———
21360, 28320 kHz

last update 11/2020

CQ CQ CQ... MERRY CHRISTMAS

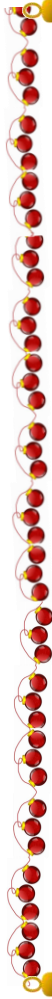


RNARS: UK Military & Veterans net on DMR TG23527 Wednesdays at 17:00 local

For those who want something a little different



FROM THE RNARS COMMITTEE WE WISH YOU ALL A VERY MERRY CHRISTMAS



MERRY CHRISTMAS TO ALL OUR READERS

