

ROYAL NAVAL
AMATEUR RADIO SOCIETY
ESTABLISHED
FOR
60 YEARS

RNARS

NEWSLETTER



HRH PRINCE PHILIP
1921 - 2021



Royal Naval Amateur Radio Society

Promoting amateur radio in the Royal Navy since 1960



**Amateur
Radio
Society**



Summer 2021

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Her Majesty's Yacht *Britannia*, also known as the **Royal Yacht *Britannia***, is the former royal yacht of the British monarch, Queen Elizabeth II, in service from 1954 until 1997. She was the 83rd such vessel since King Charles II acceded to the throne in 1660, and is the second royal yacht to bear the name, the first being the racing cutter built for the Prince of Wales in 1893. During her 43-year career, the yacht travelled more than a million nautical miles around the globe. She was launched by Queen Elizabeth II on 16 April 1953, and commissioned on 11 January 1954. The ship was designed with three masts: a 133-foot (41 m) foremast, a 139-foot (42 m) mainmast, and a 118-foot (36 m) mizzenmast. The top aerial on the foremast and the top 20 feet (6.1 m) of the mainmast were hinged to allow the ship to pass under bridges. *Britannia* was designed to be converted into a hospital ship in time of war. (Back Cover plate - HMS Birmingham).

MEMBERSHIP MATTERS

Joe Kirk

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

New Members

Robert Houlston	G4PVB	5129
Peter Forshaw	G0JJI	5130
Lynda Jopson	G6QA	5131
Steve Sugden	G4CGS	5132
Austin Vaughan	2E0MNV	5133
KB Tang	M7KBT	5134
Robert Milne	M0DDK	5135
Paul Goodhall	MM3JFM	5136
Glyn Price	M6XQE	5137
Larry Bennett	G4HLN	5138
John Proudfoot	G4ISS	5139

Re-joiners

Will Beattie	GM0HKS	3600
Tony Walker	G0UTP	4085
Kevin Ball	G1DKB	2500

Changes

Neil Archer – new call	M7BXZ	5071
------------------------	-------	------

Resigned

Silent Keys

Jack Anthony	G3KQF	1132
Brian Davies (was lapsed)	G1DEO	4433
Derek Sinclair (was lapsed)	SWL	5057
Eric Johnson	SWL	4434
Herman Van den Berg	PA3BFH	2455
Dick Evans	G0RPX	4557
Ted Trowell	G2HKU	0357

RNARS CONTACT NUMBER - 01329-717627 (answer phone)

MEMBERSHIP MATTERS

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, Waterlooville, 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

ANNUAL MEMBERSHIP SUBS WERE DUE ON APRIL 1ST

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

Editorial: David Firth, M0SLL

Distribution: Doug Bowen, G0MIU, Joe Kirk, G3ZDF

Proof readers: Doug Bowen, Joe Kirk, G3ZDF, Mike Moore, M6POY

Envelope Stuffers: HQ Shack members -Christmas edition by Joe Kirk

All contributions to RNARS-Newsletter should be emailed to M0SLL@mail.com or alternatively to chair-RNARS@mail.com. All material is subject to editing.

RNARS-Newsletter is published by the Royal Naval Amateur Radio Society as its official journal to all members of the Society. The expression of views within this newsletter do not necessarily represent the views of the RNARS. The RNARS is affiliated to the RSGB.

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MEMBERSHIP MATTERS

Membership Secretary

April is peak activity time thanks to most members paying their subscriptions around the start of the month. Fortunately both PayPal and Lloyd's Bank have facilities for downloading statements and this makes the job a bit easier.

However, there are a number of queries that I hope members can help with. If you recognise the transaction I would be grateful if you could get in touch with me.

1. Bank payment of £5 from Mr Douglas James C that I have not been able to identify.
2. Bank payment probably from one of our European colleagues for £14.71 with the reference *F/FLOW HANS?PETER*

In addition we have a number of SK members whose subscriptions did not stop when they passed away. I have tried to contact some of the families but without success. If you are friends with the family of any of these SK members could I ask you to suggest to them in the most sensitive and sympathetic way that it might be an idea to cancel the standing orders to the RNARS.

- | | |
|-----------|------------------|
| 1. G4RTH | Ron Hampstead |
| 2. G3NIR | George Miles |
| 3. GW0OPY | George Griffiths |
| 4. G0SJQ | Len Evans |

Finally, there are a few members whose standing orders were set up when subscription rates were (a lot) lower. Could I ask members to check their bank statements and ensure that they are either paying £15 for the printed Newsletter or £5 for the electronic one?

Joe G3ZDF
Membership Secretary



RNARS Officers & Committee

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

CHAIRMAN'S CHAT



David Firth
M0SLL@mail.com



O*fcom* has been sending out information to all of us concerning impending changes to licensing Ts & Cs with regard to EMC, and the effects of non-ionising radiation upon the human environment. I note with interest that within the texts there is concern for all members of the great British public who may just be passers-by or, as they say in technology circles 'alleslookenpeepers,' but they announce in quite a matter of fact way that they have no concern for the actual operator of such equipment. I get it, I really do. Anyone from little Johnny in the back bedroom tinkering with a crystal set and a 50watt amplifier to the old grey hairs camping out in their shacks at the bottom of their gardens is fair game -it doesn't matter if they fry their kidneys, but dare you have the temerity to do the same to our public and the ICNIRP will find you!!! The contradiction appears to be that while Ofcom will steadily rebuff all legitimate complaints about interference on the amateur bands by those of us who experience trespassers or other forms of illegal pond life, and that includes OHR, by saying that they do not have the resources to deal with such things, then how on earth are they going to enforce the new regulations?

It was with great sadness that the news of the death of His Royal Highness The Prince Philip, Duke of Edinburgh broke on April 9th earlier this year. The loss of someone who has been described as the "Grandfather of the nation" in the midst of an historical national event such as the pandemic and social isolation has been quite a shock to many. We should look upon the future, as he would, and trust to finding better times ahead -like the light expected to be seen at the end of a long tunnel. It is particularly hard for those who are living alone. A chance conversation on the phone with a lonely old friend and colleague recently spurred me into action that culminated in a surprise visit that gave him some cheer to lift his gloominess. He didn't have a radio, but the difference for us as radio amateurs is that we all do and we can ease our frustration at being alone through the medium of radio. Sometimes it is better to hang up the microphone and with caution go and speak to each other, one to one and in doing so keep our communities alive.

Take care everyone, stay safe and well

David

Prince Philip, The Duke of Edinburgh



His Royal Highness The Prince Phillip, Duke of Edinburgh died peacefully on the morning of the 9th of April 2021.

As the Queen's Consort he remained a faithful guide and 'rock' to Her Majesty since she ascended to the throne at the tender age of 26 years in 1953. A man of integrity he understood how the traditional world of the establishment viewed him as an outsider, and with great personal courage and tenacity he concentrated on the things that really mattered when his life and career changed forever. His life of service to our Queen and to this country had the effect of changing the lives of many people and particularly, the youth of our society through his various awards designed to help the young make something of their lives. He was not only a family man, devoted to the royal family, but also as he grew in stature he became an Elder to the wider family at large in the heart of the nation.



Intelligent, inquisitive, seeking direct answers to his questions of others, sometimes with his wry sense of humour drawing people out into conversation he was adept at spotting those who were shy and at putting them at their ease. He will be missed at the heart of his family and friends, and by all of us for whom he has always been there working endlessly in the background.

On behalf of the Society we express our heartfelt sympathy and sadness to Her Majesty the Queen and to the Royal Family at this difficult time.

David Firth, Chairman RNARS 11th April 2021





TO HER MAJESTY THE QUEEN

9th April 2021

May it please Your Majesty,

The members of the Royal Naval Amateur Radio Society are deeply saddened to learn of the death of your husband and lifelong friend Prince Philip, Duke of Edinburgh. We offer our heartfelt condolences to Your Majesty and to the members of the royal family.

We have been inspired by his dedication to you during your marriage and to your family, by his longstanding and distinguished record of public service, and by his commitment to the encouragement of the young who are our future. Our thoughts and prayers are with you at this difficult time.

I have the honour to remain your most humble and obedient servant,

David Firth

Chairman of the Royal Naval Amateur Radio Society



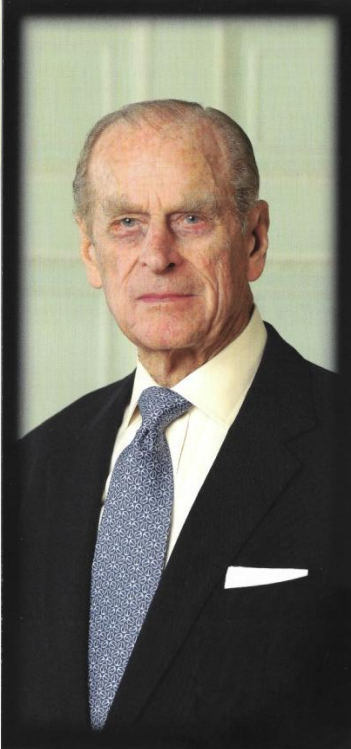


*In memory of
His Royal Highness Prince Philip,
Duke of Edinburgh*

1921 - 2021

*Sunset and evening star
And one clear call for me!
And may there be no moaning of the bar,
When I put out to sea,*

*For though from out our bourne
of Time and Place
The flood may bear me far,
I hope to see my Pilot face to face
When I have crossed the bar.*



BUCKINGHAM PALACE

*I send you my sincere thanks
for your kind words of sympathy
on the death of my husband*

ELIZABETH R

THE ONLY REAL STEALTH ENVIRONMENT

Col. Paul Beaver Retd



Forget about the boomerang shaped stealth bomber or supposedly stealthy fighter aircraft. The surface of the earth and the air above it is now becoming totally visible to our adversaries' radar systems and sensors in space. There is only one place left to hide – beneath the waves, in the ocean depths.

That's where the Royal Navy used to reign supreme, but where it is now seriously challenged. It's where the ballistic missile submarines 'hover' ready for the launch of missiles to reap Armageddon and that's where the effort is being made. Guarding the Continuous At Sea Deterrent is the First Sea Lord's main task. New Russian super-stealth submarines, like the Improved Kilo-class, have moved closer to our waters and Boris Johnson has told the First Sea Lord that just won't do. It is time to reclaim the ocean depths.

The Royal Navy and its Allies, in fact, want to own the ocean depths, especially the US Navy which has declared underwater as the sixth fighting domain. The NATO allies are no longer content with sea, land and air. They have added cyber and space, and now the ocean depths to their 'domains of warfare'. It's all about from where the threat is perceived.

By 2030, the Royal Navy is determined to have captured the initiative off the Russians, and the Chinese for that matter. It must make 'underwater' its new war fighting domain. It must combat not just quiet submarines which can sneak close to British submarine bases but also deep diving submarines, including the Losharik-type which can threaten to intercept the seabed cables which carry the world's Internet messages for government and commerce. It's worth US\$10 trillion to the West.

Ben Wallace, the defence secretary says countering this capability is a priority, signalling renewed interest in the submarine building programme. Russia has

been boosting its submarine build programme for a decade, so there's a bit of catch-up to make.

Russian shipyards have been turning out new designs that can travel faster, dive deeper and remain almost undetected because of their hull coating and noise reduction. Underwater, noise travels far and fast so both NATO and the Russians have been investing in noise cancellation and stealth design. The success of stealth technology in the air is now working its way down to the depths of the Atlantic and the Norwegian Sea.

The Arctic, called the High North in NATO jargon, is a potential battle ground – or at least a zone of contention. British naval officers are deeply affronted by the recent Russian demand that ships travelling through international waters through the North-East Passage should give 45 days notice. The commercial benefits are huge, of course. It cuts the Rotterdam to Shanghai travel time in half, so expect China to join in the competition. The Chinese navy already has ice breakers and yet has no ice-bound ports. The game is on and British submarines can be expected to be operating under the ice cap 'soon'.

China is also affronting the West's naval commanders by claiming that the South China Sea is its own territorial waters when every international rule and the Law of the Sea Convention would disagree. This is not good submarine territory, but it is where unconventional undersea mines and bobby-traps can lay undetected for years.

So, we can expect the Treasury to realign some of the Ministry of Defence's scarce funding to invest in innovative technologies for underwater warfare. This won't just be multi-billion-pound submarines. It will be everything under the waves. There's already investment in sub-sea gliders and the world's largest un-crewed submarine. Details remain secret, of course.

What does it mean for the Royal Navy? Many of the traditional ways of naval warfare will change as technology catches up with aspiration and need. Take minesweeping at which the British have been champions for a century. During the Second World War, it was a more dangerous occupation than being a bomber crewman. Now, there is no need to risk small warships as unmanned submersibles have come of age.

To quote a senior naval officer "why would we send an expensive ship with a valuable crew into a minefield to sweep it. No, we'll stand-off and send in robots and unmanned submarines to clear mines." This is where technology is moving too. Unmanned and remote sensors and machines, mitigating the risk to sailors and equipment, as well as embracing the new technologies beloved

by Dominic Cummings. It is easy to see his fingerprints on the shift from manned to unmanned, from expensively trained human to expendable robot. The new integrated operating concept sees the stovepipes of traditional military thinking coalesce into a far more collegiate approach as the scramble for cash to fund equipment plans is better developed to reflect joint needs.

Will it work? Well, it must work because there is less cash to go around. To achieve the ambitions of No 10, the four commands must have common purpose. That's already shaping up with the cherished No 617 (Dambusters) Squadron being commanded by a naval officer as it embarks on HMS *Queen Elizabeth* with its F-35B jets for its first deployment at least as far as the Mediterranean next year. For the Royal Navy and the Royal Air Force to have put behind them squabbles over who flies what, where and when is a key step forward. It has been achieved through the determination of the two Chiefs to make it happen. Boris will be applauding from the sidelines.

The new technologies won't happen overnight. It might not be until 2040 that the Royal Navy has fully developed the technology to dominate the ocean depths. By then, the air domain will be 90 per cent autonomous; space will be the dominating above water domain for war fighting; cyber will be protecting the critical national infrastructure and we'll see the two main spheres of activity for NATO being the Euro-Atlantic and the Indo-Pacific.

If Boris' plans for the Integrated Review of foreign, defence and security policy are fulfilled, we will see a global British presence. Britain's armed forces will be working with Allies like Australia, Singapore and even India, against the more belligerent attitudes of China as it seeks to impose its ways and norms on the rest of us. The Royal Navy must maintain its global presence now and yet invest in the technological future. The maritime forces could well be best placed after the Review albeit it might be smaller in people terms, with a larger force of robots. One thing is for sure, robots will all be better swimmers.

Paul Beaver is a former Editor-in-Chief of Jane's Defence Weekly, a retired Colonel (Reserves) and was a specialist advisor to the Defence Committee of the House of Commons for nearly 15 years. His views expressed here are his own.

The Wavell Room

ICNIRP and all that -the world of EMF compliance

The RSGB has produced an EMF calculator & a demonstration video to help its members calculate the exclusion zones required by the new Ofcom terms and conditions for compliance with ICNIRP requirements for non-ionising radiation...

Go to www.rsgb.org/emf

Radcom

IN THE NEWS

Southgate News

Astronomers detect new frequencies from mysterious fast radio bursts

The mystery of fast radio bursts (FRBs) from space may be a step closer to being solved. Astronomers studying a repeating signal from a nearby galaxy have detected radiation at the lowest frequency of any FRB found so far, providing new potential hints about their origin. FRBs are exactly what they sound like – bursts of radio signals that only last milliseconds. Ever since they were first detected over a decade ago, they've poured in from all corners of the sky, with each detection either deepening the mystery or bringing new clues about what might be causing them – or sometimes both at once.

Babcock awarded new MoD tactical communication contract

Babcock International has secured a five year £150 million Logistic Support Contract from the Ministry of Defence. The contract forms part of the £3.2 billion Battlefield and Tactical Communication Information Systems **BATCIS** programme to deliver tactical communications and information systems, *“including adjacent*



air and littoral assets, and the dismounted close combat soldier”. According to a Babcock news release received by the UK Defence Journal.

UKDJ

Composition of UK Carrier Strike Group confirmed



Nine ships, 5 squadrons of aircraft and 3,700 personnel will deploy to the Asia-Pacific region. HMS Queen Elizabeth and her Carrier Strike Group will deploy to the Pacific later this year. Prior to the deployment, it is understood that the carrier strike group will go through a work-up trial off the west Hebrides range sometime in early 2021. It is understood

that the deployment will see the Carrier Strike Group sail in the Mediterranean Sea, the Gulf and end up in the Pacific before returning home.

The deployment will include:

IN THE NEWS



- HMS Queen Elizabeth
- HMS Diamond
- HMS Defender
- HMS Kent
- HMS Richmond
- RFA Tidespring
- RFA Fort Victoria
- USS The Sullivans
- HNLMS Evertsen

In addition to:

- 815 Naval Air Squadron
- 845 Naval Air Squadron
- 820 Naval Air Squadron
- 617 Squadron
- VMFA-211

Plus 42 Commando, Royal Marines.

UKDJ

77th Brigade ‘not being used against UK population’ as Scottish National Party politician Douglas Chapman has claimed that 77th Brigade are “attacking and undermining” people in Scotland.



Last year, Chief of the Defence Staff General Sir Nick Carter revealed that 77th Brigade was involved in the countering of misinformation [attacks] online relating to Corona virus. It is understood that this effort has now ended, with 77th Brigade keen to point out that their capabilities were not used against British citizens. In an update to the ‘Ministry of Defence COVID Support Force’ guidance on *the UK Government website*, it states... The 77th Brigade are not currently supporting in the Cabinet Office with any projects that would involve interactions with British Citizens who might be posting disinformation nor misinformation and any capabilities are not being directed at the UK population. 77th Brigade do not, and have never, conducted any kind of action against British citizens.”

UKJD

IN THE NEWS

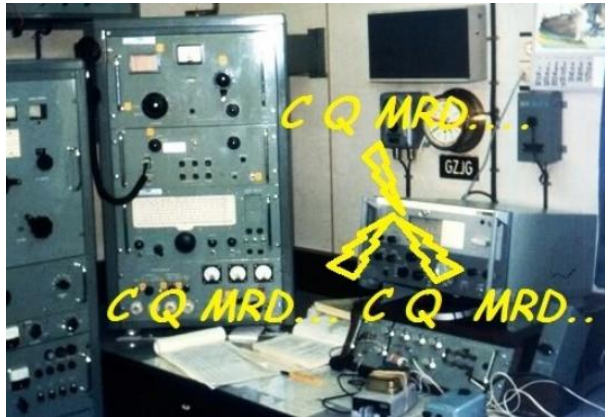
Rolf Marschner

Maritime Radio Day April 2021

Calling all Seafarers, Radio Amateurs and SWLs

The 10th anniversary of the Maritime Radio Day (MRD) was held from 1200 UTC on April 14 to 2200 UTC on April 15.

This annual event commemorates nearly 90 years of wireless service for seafarers. Radio amateurs and shortwave listeners are welcome and are expected to register in advance.



Conditions for taking part

Stations such as coastal radio stations and ships may participate only if operated by former commercial or Navy operators, or by radio technicians who worked on the installation and/or maintenance of naval equipment. Former Merchant Marine Radio Operators or former Ship's Electronic Technicians are encouraged to participate.

Frequencies

All traffic was limited to the following international naval frequencies on amateur radio bands: 1824 kHz; 3520 kHz; 7020 kHz; 10,118 kHz; 14,052 kHz; 21,052 kHz, and 28,052 kHz. The primary working frequency is 14,052 kHz. There is no power limit. Participants exchange QSA (signal strength, 1-5), QRK (readability, 1-5), name, call sign of last or favourite ship/aircraft/maintenance company, and "additionally a tr, msg and/or a QTC, if you like." For more information about this annual event contact Rolf Marschner, Narzissenweg 10 53359, Rheinbach, Germany.

<http://www.arrl.org/news/maritime-radio-day-is-set-for-april>

Something to think about for next year by our MN members...

Southgate Amateur Radio News

IN THE NEWS

St. Vincent Volcano Radio Coverage

Clear frequencies requested for net providing 24/7 coverage of Saint Vincent volcanic eruption

The Caribbean Emergency and Weather Net (CEWN) has been providing round-the-clock coverage during the La Soufriere volcanic eruption on the island of Saint Vincent and the Grenadines. Several neighbouring islands are also being affected by the disaster.

When responding to disasters and emergencies such as this, the CEWN utilizes 3.185 MHz LSB and 7.188 MHz LSB. CEWN is requesting that radio amateurs not involved in the volcano response to keep these frequencies

hamradiodaily.com

GB5UTA active in June for U3A event

GB5UTA will be on-the-air June 1-28 promoting Amateur Radio among the 450,000 strong University of the Third Age (U3A) an organisation that aims to help people learn, stay active and have fun in later life. This Special Event station will be active June 1-28 operating on behalf of the Cirencester and Tetbury branches of the University of The Third Age (U3A). On June 2 the branches will be celebrating U3A Day alongside other UK branches. Visit <https://www.u3a.org.uk/events/u3a-day/u3a-day-about>

southgatearc.org/news

RSGB Friendship on the air Award

The Friendship on the Air Award

is designed to celebrate the friendship of amateur radio over the airwaves. The main purpose is to contact other people in a friendly and non-competitive way, [by] connecting with them rather than simply making a quick QSO and moving on.



This new award is an ongoing monthly and annual activity for both individuals and clubs which we hope will continue to support the radio amateur community as the pandemic restrictions lift gradually over the coming months. For more information go to the RSGB website and look for:

friendship-on-the-air-award/

IN THE NEWS

Royal Navy Confirms Names For New Gibraltar Squadron Fast Patrol Craft

The Royal Navy has confirmed the names of two new fast patrol boats that will be based in Gibraltar. The names were approved by Her Majesty The Queen. Both boats will be used to patrol HMNB Gibraltar and British Gibraltar Territorial Waters (BGTW). The first boat is expected to be delivered later this year, with the second in the first few months of 2022. The name 'Dagger' is new to the Navy, having originally been planned for a weapon-class anti-submarine escort in the Second World War, only to be cancelled as the conflict ended. Just one previous HMS Cutlass served under the White Ensign in the 1970s.



Forces.net

Cornwall Crash: Royal Navy Hawk Jets Resume Flying



RNAS Culdrose tweeted to say that the pilots are "doing fine". Hawk jets from 736 Naval Air Squadron have resumed flying, after operations with the aircraft were temporarily paused following a crash in Cornwall. In a tweet, RNAS Culdrose said the two Royal Navy pilots are "doing fine", having been taken to

hospital after their Hawk jet crashed in the St Martin area, near Helston, during a training exercise on Thursday 25 March. The crew from the 736 Naval Air Squadron, based at RNAS Culdrose at Helston, Cornwall, ejected from the jet during the incident.

Forces.net

Horndean & District Amateur Radio Club

One of our affiliations - have a net on Sundays from 9am on 1950kHz CW, moving to SSB at 9.30am, then a net from 8pm on 433.450MHz. On Tuesday there's a Zoom meeting from 8pm. Wednesday and Friday see nets on 145.375MHz from 7.30pm. Stuart, G0FYX, 02392 472 846.



IN THE NEWS

British firm to modernise NATO secure communication systems

Marshall Aerospace and Defence Group has been awarded a contract by the NATO Communications and Information Agency for upgrades to the NATO Deployable Air Command and Control Component's communications systems.



The upgrades will modernise the way in which NATO's transportable shelters transmit, relay and receive mission data from allied nations by replacing the current communications suite with a future-proof voice over internet protocol-based communication system.

"This vital equipment will help to ensure that the DACCC can continue to support NATO, both within its European territory and on deployment in the planning, tasking and execution of all air command and control operations."
MADG Land Systems Managing Director Ray Cutting explained:

"We're proud that the NCI Agency have trusted us to deliver this very important upgrade, building on our long-standing relationship with NATO. NATO's commands are on the front line against physical and cyber-attacks, so we wanted to ensure they could stand ready for critical situations with modernised equipment and secure communication systems. We have developed this solution to ensure that crucial data and information can be securely transmitted between allies in a quicker, safer and more cost effective way, a great example of the work that we do at Marshall to help protect people in critical situations."

George Allison, UKDJ



George Allison

George has a degree in Cyber Security from Glasgow Caledonian University and has a keen interest in naval defence technology and cyber security matters.



MOD Disposal Timeline For UK RN Sites

The DEO disposal Timeline published by the MOD indicates the following disposals: 2023 the Wardroom at HMS Nelson, 2024 The Royal Citadel Plymouth, 2027 RM Stonehouse, HMS Sultan -not before 2029

IN THE NEWS

from Max White MOVNG

US submarine surfaces in Gulf as warning to Iran

An American submarine armed with 154 Tomahawk land-attack cruise missiles has been ordered to surface in the Gulf in a show of strength amid tensions with Iran.



To underline the message, the US navy published a photograph of USS Georgia, an Ohio-class submarine, as it went through the narrow Strait of Hormuz into the Persian Gulf. It was accompanied by USS Port Royal, a guided-missile cruiser. It is the first time an Ohio-class guided-missile submarine has been seen in the Gulf for eight years, underlining the perceived threat posed by Iran's Revolutionary Guard Corps.

The 18,750-tonne nuclear-powered submarine, the biggest in the US navy, was built to be part of the US nuclear triad deterrent, a three-pronged military force that includes land-launched nuclear missiles, nuclear missile-armed submarines and strategic aircraft with nuclear bombs and missiles...

The visible arrival of the submarine in the Gulf is the clearest sign yet that Washington is concerned Tehran is plotting retaliatory strikes after the assassination of Iran's top nuclear scientist Mohsen Fakhrizadeh.

The Pentagon does not usually make public the whereabouts of its submarine fleet. The last time one of the four Ohio-class guided-missile boats made an appearance was in 2017, when USS Michigan was spotted in South Korea's port of Busan at a time of tensions with North Korea.

Apart from carrying 154 1,000-mile range Tomahawks, the converted Ohio-class boats also have space for special operations forces equipped with mini-submarines. Each of the four submarines has additional intelligence-gathering and reconnaissance roles.

The arrival of Georgia coincided with a rocket attack by Iranian-backed militias on the green zone in Baghdad, where the US embassy is located. One person was killed.

Michael Evans, The Times

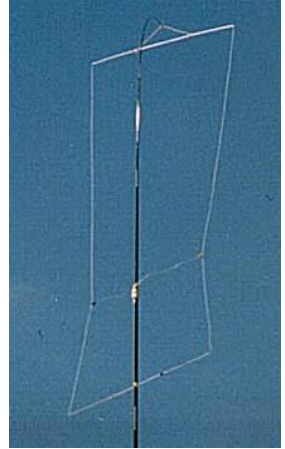
Max, 4701

HENTENNA PROJECT

Alan Lloyd Legary, VE3SQB

Introduction Of The Hentenna

The hentenna was developed by Japanese 6m Hams JE1DEU/JH1FCZ/ JH1YST the in 1970s. Finally they got new antenna with good performance, but it was difficult to explain why the performance was so good, or how it worked at that time, besides there are many unusual properties. So they named it Hentenna, because, "Hen" means "strange" in Japanese. The antenna has good performance and many advantages, which made it very popular in Japan. Many of JA amateurs make it and enjoy their Ham life at Home or in a field. Some Japanese 6m beacon stations are using the Hentenna as the antenna of choice. I got more than 400 hits using keyword by "Hentenna" on a Japanese search engine, but, not much Hentenna information is available in English. I am very happy if we could share the good antenna with many people on the web.



Advantages of the 'Hentenna'

1. Easy to make

- It is possible to adjust impedance and SWR perfectly, This means, not so sensitive to make.
- No special parts are required. You can use any electric conductor for making the main rectangle Easy adjustment

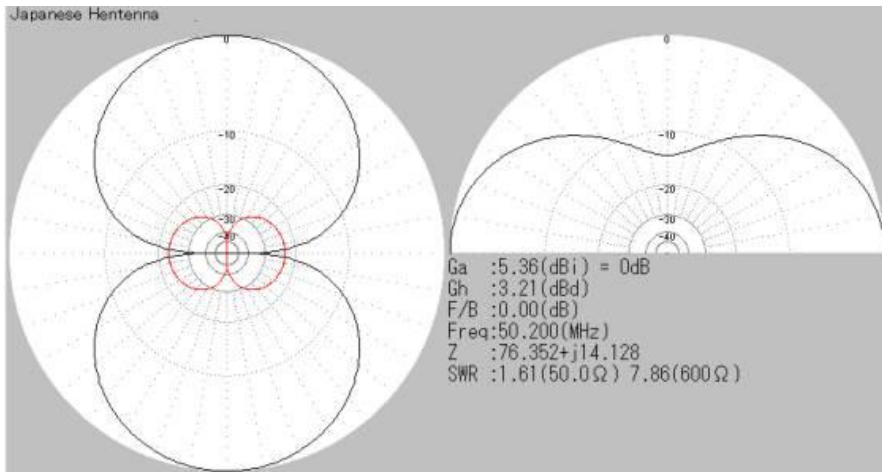
2. Easy to build up

- If you use thin aluminum pipe and thin wire, you can make this antenna for 6m less than 500g
- This means, it is easy to put it higher position in the air. You can also use light mast for it.
- As this vertically long antenna, it is easy to install the antenna on a veranda or small space.
- Vertical long physically but mainly Horizontal radiation: This is one of the reason this antenna is "Hen".

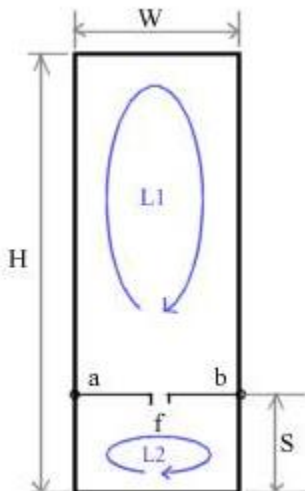
HENTENNA PROJECT

3. Good performance

- Low angle radiation
- 3-3.5 dBd gain * Total performance is equivalent to 2-3 element Yagi-uda antenna,
- Wide bandwidth



How to make Hentenna



The general shape of the Hentenna is of an oblong frame with the feeder connections as shown in the diagram, close to one of the ends of the frame (a and b).

The generalised formulae for construction of the elements look like this: (λ = wavelength)

$$\mathbf{W} = \frac{\lambda}{6} \quad \mathbf{H} = \frac{\lambda}{2} \quad \mathbf{S} \sim \frac{\lambda}{10}$$

where S is adjustable at a and b for matching purposes. The formulae work well from HF to UHF where $\mathbf{W} = \frac{\lambda}{6}$ is the standard but also applicable between 1/10 and 1/5 as needed.

HENTENNA PROJECT

Outline for the construction of a 6M Hentenna (50MHz)

For the width $W = 1/6 WL = 1.0m$

For the height $H = 1/2 WL = 3.0m$

For adjustment $S \sim 1/10 WL = 0.6m$ initially until you need to fine tune a and b for 50Ω or 75Ω

Feedpoint f directly with coax cable (balanced feed is preferable)

Hentenna Basics

1. Basically a 1 wavelength (WL) Loop antenna
2. L1 works as 1 loop antenna
3. L2 works as matching section
4. Vertical long rectangle make more gain than ordinal square loop and less impedance. L2 helps the matching and low angle radiation.
5. 3D pattern is like the shell of a peanut

How to Adjust

1. Move "a" and "b" point to adjust (for a good match)

$S1 > S$ Matching Frequency UP

$S1 < S$ Matching Frequency DOWN

i.e; move a and b up to raise the frequency or down to reduce the frequency.

2. Even matching point is fixed, SWR may be higher than 1:1.5, Try to move points "a": $S1 + \text{little}$ / "b": $S1 - \text{little}$ to find best position for SWR. (This action makes balancer into hentenna !)
* $S1$: Adjusted "S" Length

If you are interested in 4m (70MHz) then the dimensions look like this:

$$\lambda = 300/70 = 4.286m$$

$$W = 4.286/6 = 0.714m$$

$$H = 4.286/2 = 2.143m$$

$$S \sim 4.286/10 = 0.4286m$$

Ed

HENTENNA PROJECT

6m Hentenna parts example

1. Horizontal element 12mm diameter Aluminum pipe 1000mm x 2
2. Vertical element 2mm diameter Stainless steel wire 3000mm x2
3. Feeding element 2mm diameter Copper wire 480 mm x2
4. Clips for "a" and "b" To make adjustment easier

Assembly work

Make rectangular using parts 1, 2 and appropriate bolts, press connection terminals.

If you are using straightforward plumbing connectors with corner pieces remember that the corners will extend the lengths of the piping, so cut the lengths accordingly -Ed

Make feeder elements using 3 and 4 and coax cable. (You can use coax connector at "F" point)

Adjust Frequency and impedance moving point "a" and "b"

Remarks : You may use electrical conducting materials for the antenna mast, as far as connecting centre of horizontal elements. There is no problem to use none electric conduct mast, like FRP, or using isolator for the joint points.

Quirks of the Hentenna



At the beginning of this article the photograph shows a vertically polarised aerial -physically, that is. However, the radiation pattern works the other way around! The picture alongside shows what we would normally assume to be a horizontally polarised aerial, and yes, in a physical sense it is, but the way it works is that the signal output becomes vertically

polarised which from the outset is somewhat bizarre. No small wonder the Japanese creators of this aerial design called it 'hen,' meaning strange. A really small and neat Hentenna calculator can be found on LA2PJ's website:

www.la2pj.net/software/hentenna.htm

RSGB SPECIAL INTEREST GROUPS

RSGB



On the RSGB website you will find a list of special interest groups who are affiliated to the RSGB.

There is almost something for anyone who is interested in amateur radio or even in DXing as a listener on the side.

- AMSAT UK
- British AR Lighthouse Society
- British Amateur Radio Teledata Group
- British Amateur Television Club
- British inland Waterways on the air
- British Railways Amateur Radio Society
- British Young Ladies AR Association
- CDXC: The UK DX Foundation
- First Class CW Operators' Club (FOC)
- GQRP Club
- International Short Wave League
- RAIBC
- Radio Amateur Old Timers' Association
- RAYNET-UK
- Radio Officers' Association
- Royal Naval Amateur Radio Society
- Summits on the Air
- Travelling Wave Contest Group
- UK Six Metre Group
- UK Microwave Group (UKuG)
- Vintage and Military ARS
- Worked All Britain

There is at least one glaring omission in the list -how about a UK four metre group?



OPINION

May 1st 2021

Britain's Royal Navy Is Sending a Warning to China

Throughout my US Navy career, I loved to operate at sea with the British Royal Navy. UK warships were unfailingly well-handled, manned by crisp communicators, and — when they needed to be — quite operationally lethal. And when you visited them at sea, you could actually get a beer in the wardroom at lunch — unlike onboard our own “dry” ships.



In the 1990s, I spent a fair amount of time operating with the Nottingham, a destroyer led by a fellow young commanding officer who went on to be a British admiral and remains a close friend today, Ian Moncrieff. In our North Atlantic Treaty Organization operations conducting an arms embargo off the coast of the war-torn Balkans, his ship was simply the best of the multinational force — outperforming my own brand-new Arleigh Burke-class destroyer, despite the Nottingham being a decade older.

The news that the UK will soon send a full-strength carrier strike force to sea for the first time since the Falklands War in 1982 reminds me how capable US allies can be globally. And given that the flotilla is deploying to the Indian and Pacific Oceans -with stops planned in India, Japan, Singapore and South Korea -it demonstrates the unity those allied nations are showing with the US in its growing rivalry with China...

All of this represents the vision of “Global Britain” that the administration of Prime Minister Boris Johnson is touting post-Brexit. The strike group will ultimately visit 40 countries in the Indo-Pacific. As a parallel to the so-called Quad (Australia, India, Japan and the US), the Brits will highlight their similar “five powers” defence agreement with Australia, Malaysia, New Zealand and Singapore. For the US, the more such allies and friends accomplish on their own in terms of security, the better. Predictably, China is unhappy with the deployment, calling it outside interference in the region. Similarly, Beijing has reacted negatively to “freedom of navigation” patrols in the South China Sea by other European nations, including France and Germany. Japan and other Pacific nations, on the other hand, have strongly welcomed the British deployment.

The forceful UK presence in these waters way will be welcomed not just in Washington — but also at the headquarters of the US Pacific Fleet in Hawaii and, above all, by the US Seventh Fleet in Yokosuka, Japan. The US Navy knows that facing China will be the ultimate team sport.

Admiral James Stavridis USN
aawsat.com

DIVERSE REPORTS - OUR MEMBERS**Eric Bray writes:**

"If you have been reading my serialised "Sea Story", I notice that it is being heavily edited. If you wish to read it as written, or think that the story is going to outlast you, you can find it, and all my other published books on these addresses -for e-readers, kindle, etc:"

<https://www.smashwords.com/profile/view/thebraysbookplace> or for paper copies:

https://www.amazon.com/Eric-Bray/e/B00EFXV908/ref=ntt_dp_epwbk_0

Eric M0HFF

Doug Cansfield asks: "Does anyone want to use the 10m band for a new RNARS net?"

Doug g0ldj

Douglas Goodison [Belfast London Group] makes note of a petition to the Imperial War Museum and has forwarded the following information:

I just signed the petition "Diane Lees (Director of IWM), HRH the Duke of Kent (President) & Matthew Westerman (Chairman): Privatisation does not work: End privatisation at the Imperial War Museum" and wanted to see if you could help by adding your name. Our goal is to reach 500 signatures and we need more support. You can read more and sign the petition here:

<http://chng.it/VbDShS4yBS>

Douglas comm19@gb2rn.org.uk

Clive Kidd brings us sad news about the Collingwood Museum:

The HMS Collingwood Heritage Collection [formally the Collingwood Museum] is closing and the building it is in is going to be repurposed as a "Centre of Excellence for trainees and trainers alike who will work closely with training provider Fisher Training Ltd". The centre is supposed to be up and running by 31 May 2021, COVID permitting. The Collection, which was approaching its 70th anniversary, is to be taken over by the National Museum of the Royal Navy. At the time of writing the new location for the Collection is unknown. For info on Fisher Training Ltd see

<https://www.defensenews.com/global/europe/2020/12/21/britains-capita-nabs-13-billion-deal-for-royal-navy-personnel-training/>

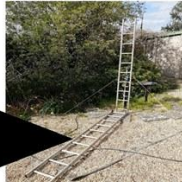
Clive G3YTQ RNARS 690

DIVERSE REPORTS - OUR MEMBERS

"Enthusiastic Steve builds an HF antenna out of a pair of ladders!!!!"

How far can you be heard using a

HF "Ladder Antenna"?



Just one step at a time, there, little thin buddy!

A "Real" Ladder HF antenna!!! Can you beat my distance?

After building a ladder antenna for CB I upped the design to a 20m Ladder antenna. After successfully experimenting on the CB band I have upped the design and produced a ladder antenna for the 20m band, is it just a tall dummy load or is it an effective antenna? I tried it out, the results may surprise you. If you live where restrictions apply on having a... To see more visit

youtube.com: Enthusiastic Steve builds a HF antenna out of a pair of ladders!!!!

Henry Zae Writes:

I believe that I heard that at a recent committee meeting the suggestion was raised that to encourage on-air activity in the society there should be, some might say yet another, contest. May I suggest a slightly different format to the usual: QRZ call-sign call sign 59 4321 73, QRZ call-sign call sign 59 4322 73. Or even the formal exchanges with known information; you know the sort of thing "Ok, Goldilocks, let's see if we can make an exchange, give me your name; Rumpelstiltskin listening."

I suggest the exchange of a predefined but unknown pair of phrases that are automatically checked by a spreadsheet available to all participants. So there is no work for any organiser or adjudicator. I believe that it might be a more meaningful test and more interesting than the usual.

73 de "Henry" m0zae RNARS-4955

Any takers for this - contact Henry

MF Runde ev Nets

Claus has penned summertime changes to the MF Runde net schedule:

The Tuesday Key-Net, Wednesday-SSB and Thursday CW Party changed back to 1830 local time due to change to summertime.

73 de Claus; DL1HBL MF876 MF-QTC Editor

DIVERSE REPORTS - OUR MEMBERS



LADIES DAY -One event for our lady members

This event was due to take place on the last weekend in May (29th & 30th) earlier this year, as a special event encouraging more women to get on the radio.

The rules are that for a contact with another lady you get three points and one point for all other contacts. If you make contact with a lady outside your continent you get five points or two points for all other contacts. Something for next year???



See: <https://dayofyls.blogspot.com/p/press.html> for details.

Radcom

Empty Airwaves - Glenn Loake G0GBI and Henry Zae M0ZAE

Have noticed and expressed concerns about the decline in members coming on to the RNARS nets, with Glenn noting that the 'Bubbly Rats' have not been so active either in recent times. He asks if there is any particular reason why this has happened and would like to hear from other 'bubblyies' on the net.

On a wider note, other members have noticed the trend in spite of organising nets on Zello and elsewhere. This includes the quiz nights on Zoom which proved to be successful for a while, but to be fair the MC went back to sea. Henry has thoughtfully created a survey form in which we can obtain feedback from our members. More on this in the next issue of the Newsletter.

Another Noteworthy Interest for next year perhaps:

US Annual Armed Forces Day Cross-Band Test set for May 7 – 8

The US Department of Defense will host this year's Armed Forces Day (AFD) Cross-Band Test, Friday and Saturday, May 7 – 8, in recognition of Armed Forces Day on May 15. The event is open to all radio amateurs.

For more than 50 years, military and amateur stations have taken part in this exercise, designed to include amateur radio and government radio operators. The AFD Cross-Band Test is a unique opportunity to test two-way communications between military and amateur radio stations, as authorized under FCC Part 97 rules. These tests provide opportunities and challenges for radio operators to demonstrate individual technical skills in a tightly controlled exercise in which military stations will transmit on selected military frequencies and will announce the specific amateur radio frequencies being monitored.

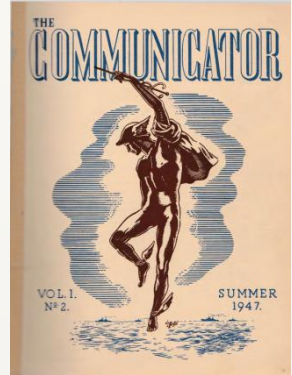
ARRL

<http://www.usarmymars.org/events>

A BLAST FROM THE PAST

A Survey of Naval Communications

(With the current rapidly shifting scene in Naval Communications, both as regards personnel during the change from war to peace and technique in the actual methods of signalling, it is thought that a general survey of the progress of Naval Signalling from the earliest times will be of real interest to readers. In the present issue we give a general view of the ground to be covered. In' subsequent numbers we hope to follow up with a detailed account of the more interesting phases in Naval Signalling development—Ed.)



1. HISTORICAL BACKGROUND

The history of naval signalling goes back many hundreds of years, but the varied methods of signalling as practised today are nearly all of much more recent origin. Until the Napoleonic wars, signalling was mostly carried out by means of sail movements, firing of guns, and by flags displayed in various positions to convey different meanings from signal codes which had been privately devised and printed, and which were limited both in scope and use.

In 1780, Admiral Kempenfelt devised a code (subsequently revised and elaborated by Lord Howe in 1790) consisting of numeral flags and a small number of special flags and pendants, by which means several hundreds of different signals could be made. This code was basically the same as that used by Lieutenant Pascoe to convey Nelson's famous signal at Trafalgar, although the significations of the flags had been changed owing to the capture of the signal book by the French in 1804. A revised signal code containing much more detail was produced as the result of research by Admiral Home Popham, who had devoted much of his time to this subject over a number of years.

Semaphore was adopted in 1795 from a system devised by the Reverend Lord George Murray, and at first consisted of a screen containing six shutters which could be operated to give numerous combinations. This system was used by the Admiralty to communicate with the Nore and Portsmouth Commands, and comprised a number of signal stations situated on convenient hills, each of which formed a link in the visual chain between the termini. This system was extended later to Plymouth using an improved semaphore devised by Sir Home Popham in 1816, consisting of two moveable arms

operated so as to form different angles, and lit by lanterns at night. It is claimed that in clear weather a signal could be transmitted from London to Portsmouth in ten minutes although it had to pass through ten different stations in transit. These land stations were finally closed down in 1848 after the invention of the electric telegraph, but the system is commemorated to this day as many of the original sites of these stations are known locally as "Telegraph Hill."

The Morse Code, so named after its inventor Samuel Morse, an American, revolutionised signalling on land by the introduction of the "Electro-Magnetic Recording Telegraph." The use of this instrument was first demonstrated by the transmission of a message over a wire from Baltimore to Washington on May 24th, 1844. The wide possibilities of this system were quickly recognised and, in 1865, as a result of experiments and trials carried out by Captain Philip Colomb, Royal Navy, and Captain Bolton of the 12th Regiment, the "flashing system" was adopted by the Royal Navy, using shutters and flags by day and lamps by night for transmission of the Morse Code.

Visual signalling held complete sway afloat until 1905, and temporarily recaptured this pre-eminence in the year 1939, the year when Wireless Telegraphy emerged from its early experimental stage into practical use and further development. Even then, Their Lordships felt that the Naval Estimates would not stand the expense of this new "toy," regarding it somewhat as an unnecessary luxury, having just equipped, at great expense, all Ships with mast head semaphore. The revolution in naval communications brought about by the advent of W/T can be easily appreciated when it is realised that up to the year 1905 a naval unit when at sea and outside visual range, was entirely cut off from all outside communication except by despatch vessel.

The world-wide naval organisation and control achieved in recent years, and particularly during World War II, was made possible only by the communication "network" which has been perfected as a result of the rapid progress in the development of wireless and other signalling systems. These developments will be the subject of discussion in future numbers of this magazine.

HEARD AT SEA

"Ship on the Port Bow Sir"

"How do you know it's a ship?" (Sotto voce)

"Well, it couldn't be a horse and cart, could it?"

* * * *

Mayday in The Magellan - Part 2

Part 2 – Priorities

Commander Tom G Sharpe OBE RN (Retd) January 5, 2019

Ten years ago, 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 the second of a three part series focusing on leadership, culture and priorities. More detail is found at the end of this page on part three. This part covers the tow to Punta Arenas, the tow to the Falklands and the ship-lift back to the UK. It also discusses the resulting investigations, media coverage and medal allocation. The analysis focuses on how my priorities shifted from the immediate aftermath of the incident to managing a crew for whom uncertainty and worry became the dominant feature.

Situation

HMS Endurance had flooded the previous day in the Western Magellan Strait and had drifted over a seamount to which both our anchors were now precariously clinging. Between going to anchor and Tug Beagle arriving from Punta Arenas, we had about 11 hours in which to try and control our situation. The anchored ship now sat head into wind rather than beam-on thus the crippling roll had been replaced by a much more manageable pitching motion. A cruise-liner arrived on the scene early in the morning, alerted by Northwood Headquarters. Until the anchor held, they were our greatest hope and their Captain and I had had some sensible conversations about our options as they steamed towards us. Even at anchor, it was reassuring to have something of that size standing close-by. As we winched the British Schools Exploration Society (BSES) personnel off via a commercial helicopter we were able to transfer on some pumps and an officer from the Chilean Navy corvette that was now with us. Captain Pritchard, leave interrupted, was now at the Fleet Headquarters in Portsmouth and doing what he could to help there whilst events unfolded before heading straight to RAF Brize Norton to start the long flight south.



Cut the Anchors

Tug Beagle arrived at 1100 on 17 December 2008, 19 hours after the start of the incident. We weren't sure what to expect – reports from Northwood indicated that they would have pumps, salvage gear and even a salvage team to transfer across. What we got was an expertly handled tug with a non-English speaking crew, no salvage team, and no kit. Fortunately, between me, the Spanish speaking staff member of the BSES I'd asked to stay behind and the Chilean Naval officer I'd 'borrowed' during the onload of various pumps, we could communicate effectively.



The weather was getting worse. Winds funnelling down the strait at a steady 50 knots were set to increase to 70—hurricane force. We were still badly exposed whilst the sheltered section of the Magellan was no more than ten miles away – we could see it and it looked inviting. Meanwhile, I was coming under increasing pressure to wait for a second tug which wasn't due for another five hours. I had to weigh up the redundancy and control the second vessel would provide under tow with the desire to go with what I had and get ahead, and clear of, the worsening weather. All my instincts said to go now, however, the weight of the advice (order?) I was getting from Northwood to wait caused me enough uncertainty to delay cutting the anchors by about an hour by which time the sea, had indeed got worse. I still

think that my decision to effectively disobey that direction, gas-axe our lifelines and go with only one tug remains one of my better ones through this incident.

Despite knowing it was the right thing to do, giving the final order to cut our anchor cables was a difficult one – they had kept us safe, against the odds, all night. By the time the second anchor was cut, it was holding the ship against near hurricane force winds. The cable's departure through the hawse pipe was

explosive to say the least. Luckily the Chief Stoker had his safety goggles on, so that was fine.

Underway

We then had to start the long and slow process of being turned 180 degrees to head into the Magellan narrows. Putting us beam on to the sea made us roll violently again and re-flooded areas that had been cleared overnight. There was a scare mid-turn as the fo'c'sle reported that the tow had parted – exactly the worst-case scenario fuelling the advice to wait for the second tug. Fortunately that report was incorrect, just a trick of the waves causing the line to suddenly lose tension as if it had parted. We missed a couple of routine calls to Northwood whilst all



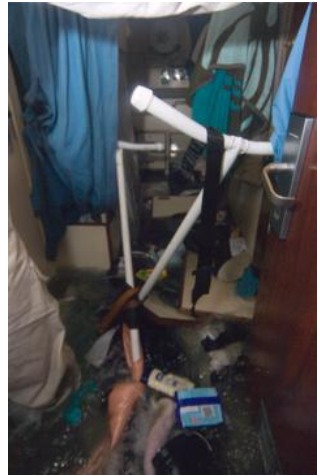
this was going on. I gather that our next report putting us in a significantly different position and making six knots in a south-easterly direction caused some confusion. Eventually the second tug Aguilla arrived, strapped on to our starboard quarter, straightened our course as expected, and we maintained a steady six knots for the next 36 hours to Punta Arenas. Standing on the bridge roof as the sun came up one couldn't help but be struck by the beauty of the place and what a shame it was that we weren't doing this passage in the normal course.

I remember this period for a few reasons. By I now had established a regular dialogue with the Captain. His support was very welcome: not once did he lean-in; rather, he offered thoughts and counsel during a difficult period for us both. He also took the time to ring wives and partners – a very nice touch. Getting people into a sustainable routine proved interesting, as there were a few who didn't want to stand down. An experienced warfare officer with years of catnapping practice, I had no such issue so I was pretty fresh when we came alongside. The lack of fresh water onboard became a critical issue and so we landed one of our helicopters on to resupply. With the ship listing 14 degrees to port and with 20 knot wind from dead astern,



we were a long way outside of recommended flying parameters. I invited the Flight Commander to the bridge afterwards to say 'well done' for the landing and to thank him for bringing water to a sinking ship. He mentioned something about Newton having been in charge for the last part of the landing.

Shortly before arriving in Punta, the Captain arrived back onboard and we gathered everyone together for a quick talk before getting alongside. I don't remember too much of what was said other than asking everyone to get back into uniform (borrowed if lost in the flood) and to generally smarten up. I got some looks that suggested not everyone agreed with me on this. I was also clear to communicate that whilst we had achieved something remarkable we were the only ones who would truly understand it. Most would not find out, or even care.



Punta Arenas is a bleak, windy and charmless port. My first impression was just how many massive tugs were alongside there. Presumably some were for escorting large ships through the Magellan Straits. However, many were ocean going salvage tugs. An entire industry centres on rescuing ships in the deep south. We arrived alongside just before midnight on 18 Dec, some 56 hours after the initial valve failure, and were now safe, relatively and temporarily at least.

Alongside in Punta Arenas

Punta was to be our home for the next month, so it only seemed reasonable to head to the nearest pub and make sure that they were suitably stocked. Most of the ship arrived at the same conclusion and so it was that the stories started. Humour, relief and fatigue prevailed; close-calls and anecdotes were pieced together. Two have stuck in my mind from that first night ashore. The first was my Executive Warrant Officer who, in tried and tested military fashion, gave me an excellent compliment via the medium of a thinly veiled insult:

“Sir, do you know what you did well?” ... “[Here we go...] What’s that Mr P?” ... “Nothing.”

What he meant (I subsequently established) was that I hadn't interfered in anyone's business. I'd remained calm, interjected at the right times and in the right manner and kept myself free to make the big decisions as required. He may have then have bought me a pint – even more remarkable. The second was more significant and involved one of the engineers who had been in the engine room at the time of the breach coming up and seemingly confessing to having caused it. All I could do at that stage was ensure that he was first in the queue for the investigation that was due to start the next day. I was pretty sure

that what actually caused the flood would be far more complex than the actions of a single individual do so we left it at that.



Horizons inevitably expanded to discuss what to do with the ship in the coming weeks and months whilst my focus remained on keeping everyone safe during the clean-up and looking out for anyone affected by the incident. No one was unmoved by the state of the portions of the ship that had been submerged for over a week. By the time the affected cabins could be re-entered, their inhabitants had lost everything. The engine room was an oily mess with huge items of equipment out of place. First into it were the investigation team as that process started almost immediately. A post trauma team was sent from the UK which was unobtrusive and effective; nevertheless, the ship's company, buoyed by what they had just achieved, the teamwork that was still needed to prepare the ship for towing and being kept together in a relatively small town, largely looked after themselves. To give an idea of the complexity of the salvage task, it took a week to totally clear the ship of water. We were declared watertight on Christmas Day before we cleared the ship of everyone who could be spared and moved to a hastily decorated log cabin for a rather surreal Christmas lunch.

To the Falklands

Another week later and the ship was ready to be towed to the Falklands where the remainder of the preparations required to ship-lift her to the UK could be completed. The period in the Falklands was particularly difficult. Team cohesion started to erode as people were already being drafted off the ship. Additionally, Mare Harbour's infrastructure is not geared for this type or scale of operation. Hazardous items that can happily live adjacent to each other in a ship, once ashore are subject to different regulations and suddenly have to be separated by 100s of meters. Lots of coffee changed hands with our RAF brethren during this period as we managed the challenges together.

Piggyback to the UK

It was now clear that the ship was to be loaded onto MV Target and to be transported back to the UK. Preparations for this were arduous as anything allowed to remain inside of the ship had to be secured to an extreme level. A steaming crew was then selected to be onboard the Target for the long voyage back. As the Captain poignantly said at the end of the Ice Patrol

documentary, ships returning from an 18 month deployment should do so to a joyous family reception and a Royal Marine Band. In this case a rather forlorn



and listing-again Endurance was towed into Portsmouth with just a handful of us to greet her in the pouring rain. It was now Easter and the ship's future remained uncertain.

Media

The flood attracted almost no media scrutiny. Somewhere between Fleet Headquarters and the MoD press office a decision

was taken to suppress all coverage. Achieving this was made easier by the remoteness of the location, proximity to Christmas and, brutally, because no one was badly hurt or worse. The reason was clear: avoid causing naval embarrassment. I remain certain that proactive dialogue with the national press could have enabled a distinction between *'pre-flood circumstances which "due to the ongoing investigations would be inappropriate to comment"'* and *'post-flood actions to save the ship'* to have been made.

Media suppression resulted in the documentary team that we'd had embarked for the last four months; being treated as pariahs. When their documentary, Ice Patrol was released on various channels, including National Geographic, it was not proactively pushed by the Navy and the online links to it were removed sighting sub judice and the ongoing investigations. Whether or not this suppression was the right decision, the end result was a lack of recognition for what the ship's company had accomplished.

Investigations

There were five investigations conducted into the flood starting the day after the ship reached Punta Arenas. In order:

Investigation	Lead
Immediate Ship's Investigation	Lieutenant Commander
Technical Investigation	Commander
Service Inquiry	Commodore
Service Police Investigation	Lieutenant
Final Investigation	Flag Rank

There was a new directive out that determined these had to be conducted sequentially; altogether, they took 15 months. A Rear Admiral in the Fleet Headquarters took the trouble to explain this to me, however, 'personally affected people' – those for whom the findings could affect their career – had a lot to endure for a long time. Some fared better than others. But here is the sum of it. Despite the length and apparent depth of the investigations the final reckoning was lightweight. Compare Haddon Cave's report with the Endurance Service Inquiry if you want to see the difference between an independent, post coroner report and a service led inquiry. Our report over-focused on trying to identify how the valve failed. This was unsuccessful for a number of reasons but primarily because by the time the Service Police got involved, a year had passed and both physical and anecdotal evidence had been irreparably contaminated. Part 3 of this blog will look at this in more depth and discuss all the causes, many of which pre-date the Service Inquiry findings by a considerable time.

Bonus Investigation

Whilst the main investigations were progressing, I had to lead one of my own. On the night of the incident, it turns out our 'record of people onboard' was out of date. This is partly because the latitude at which we had been operating prevented effective satellite connectivity and partly because we were using a new(ish) system whose back-up modes were not fully understood. The net result of this were a couple of rather embarrassing phone calls to next-of-kin during the incident along these lines,

"Are you the legal next-of-kin of Able Seaman xxx. I'm afraid that HMS Endurance is suffering from a flood..." etc, etc.

"You can tell him yourself if you'd like – he's just next to me

Quite an amusing anecdote after the event; not so much at the time. It's worth pausing for a second to reflect what the families had to endure whilst this was ongoing. Not only were we deployed for 18 months, hard enough on its own, we were in real trouble the extent of which was not fully understood in anywhere other than a handful of places. It was hard enough to know onboard if we were going to make it – I can only imagine how that uncertainty and worry played out in various homes across the country. 10 years on I wanted to thank the families of those involved as their support, the bedrock of any deployed operation, was severely tested for the duration of the incident.

Medals

I was disappointed with our medal count that resulted from this incident. This is contentious (medals always are) because it's based on my assumption that the shadow cast by the ongoing investigations lessened the chances of some that were written up. I could be entirely wrong and it's worth remembering that

this was at the height of operations in Afghanistan. We did achieve some success, myself included for which I am very grateful. But there were some outstanding actions and achievements executed in the most demanding of circumstances that in my view went unrecognised or were but not at the right level. No system is perfect and ours is as good as any, but there it is.

One ray of light for me in this rather grim period was calling on Admiral Sir Mark Stanhope, the then Commander in Chief Fleet. This was shortly after returning from the Falklands, so there was still over a year of investigations to run, but I was summoned for a pre-emptive 'well done'. The Admiral had clearly delineated in his mind between pre-incident difficulties and post incident decision making. This sounds simple but many others had not. He was very clear that this didn't absolve me of anything that the investigations might subsequently throw-up but a pat on the back for my decision making during the flood itself gave me a lot of strength as I sat through months of discussions and investigations that hopefully I was able to transmit to some of the remaining ship's company.

Repair HMS Endurance or Procure HMS Protector?

The next nine months was dominated by discussions on the future of the ship and managing a now much reduced crew, some of whom were the subject of the ongoing investigations. One of my major roles was reminding various authorities that there were still humans at the end of all this decision making and financial planning. As for that decision making, quotes for repair, from UK-based companies at least, were coming in and were broadly comparable to the price of a new vessel, so the hope of restoring Endurance gradually vanished. The Captain had been whisked off to take command of HMS Bulwark and as the newly appointed Commanding Officer, one of my roles became to assist with assessing replacement options. MV Polar Bjorn started to emerge as a natural successor – broadly similar dimensions and ice-breaking capability, but much improved in many other respects such as internal storage, craneage and dynamic propulsion. She was eventually leased and then bought from Rieber shipping, the same company who built Endurance. I was able to assist with the long process of shaping how she should be crewed, where she should be based and even what she could be named, but more on this in the third and final part of this blog.

This article is the second part of a three-part blog focusing on leadership, culture and priorities.

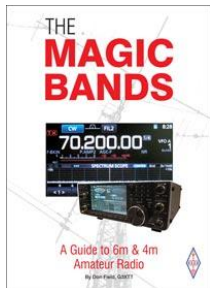
Part 1 – Leadership was published in Dec 18

Part II – Priorities takes up the story when salvage tug arrived on the scene

Part III – Culture will be published soon.



BOOKS CORNER

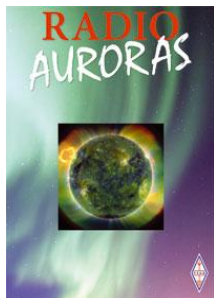


A Guide to 6m and 4m Amateur Radio

By Don Field G3XTT

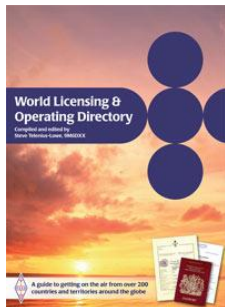
The Six Metre (50MHz) and Four Metre (70MHz) bands are known as the 'Magic bands' by radio amateurs across the world. Written by the well-known 6m enthusiast Don Field, G3XTT, this book provides a comprehensive guide to these bands and the secrets that make them so popular. **£13.59** RSGB

Radio Auroras



By Charlie Newton, G2FKZ & Neil Carr, G0JHC

Radio Auroras tells the fascinating story of the radio amateurs who discovered this mode of propagation and how they made use of it. Charlie Newton wrote the core material of this book, was acknowledged as one of the leading experts on radio auroras and his material is judged as the definitive guide to this fascinating topic. His work has been updated and supplemented with a new chapter compiled by VHF DXer Neil Carr. **£4.99**



By Steve Telenius-Lowe, 9M6DXX

NOW HALF PRICE for RSGB Members £6.49

If you have ever thought of taking your radio on holiday or organising a DXpedition, the World Licensing and Operating Directory is the guide for you. Written by well known DXer Steve Telenius-Lowe, 9M6DXX who has visited 83 DXCC entities and operated from 37 of them, this book has been meticulously researched and has input from nearly 100 contributors. There is all the information

you need to get on the air from over 200 countries and territories around the globe. This unique book will appeal equally to hardened contesters or DXers looking for a competitive station to rent and to those who simply want to complement their family holiday with some amateur radio operation from an unusual location.

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 Bubby 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 / Lizard)	G4WKW					
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					
change	2100 GMT	1.835	RNARS Top Band CW	G4KJD/G0CHV					
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					
	11:00	14.329	SSB - Les	VK2CPC*					
	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

*NEW NET ON SUNDAYS run by Les Sidebottom based in NSW down under in Oz.

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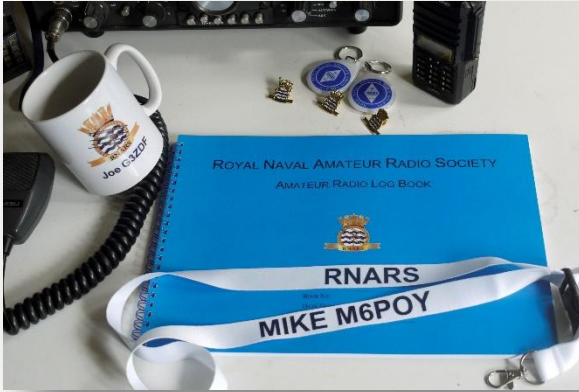
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-with your callsign on one side	£17.00
-with your callsign on both sides	£22.00
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Lapel badge w/ new RNARS logo (p&p £1.00)	£2.50
RNARS Tie	£4.00
Lapel badge w/ new RNARS logo (p&p £1.00)	£2.50
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Lanyard with RNARS & your callsign	£5.00
Mug with RNARS logo & your callsign	£15.00

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RSARS & RAFARS Nets

RAFARS	Time	Freq	Control	
Daily	1100 A	3.71	GØSYF	GI4SAM
	1830 A	3.71	G3HWQ	MØRGI
Monday	1900 A	3.7	G3PSG	GØBIA
Tuesday	0730 A	14.27	G4IYC	
	1400 A	7.015		
	1900 A	3.567		
Wednesday	1500 Z	14.29	?	
	1530 Z	21.29		
Thursday	1830 Z	14.17	ZC4RAF	
Friday	0730 A	14.055	CW Net	
Sunday	0900 Z	5.403	?	
1st Monday of the month	1000 A	3.71	?	
RSARS Nets	Time	Freq	Control	
Monday - Friday	1000 A	7.17	GW3KJW	M3VRB
Monday	1830 A	3.585	GM3KHH (RTTY)	
	1400 A	7.17	MØOIC	
Tuesday	1600 Z	14.18	G4BXQ	
	0600 Z	14.143	Various	
Wednesday	1030 Z	3.615	?	
	1830 A	3.565	GM3KHH	
	2030 A	1.946	2EØBDS	
	1400 A	7.17	GØRGB	
Thursday	1800 A	3.743	G6NHY	
	1830 A	3.583	GM3KHH (PSK31)	
Friday	1830 A	3.565	High speed CW	
	2000 Z	14.055	CW	
	0600 Z	14.143	SSB	
Saturday	1000 A	3.565	G3JRY (Slow speed CW)	
	1100 A	7.17	GW4XKE	
	1100 A	3.745	GM4FOZ	
Joint Service Net	Time	Freq	Control	
Sunday	0900 A	5.4035	G3RAF	
Tuesday	1900 A	5.4035	G3RAF	
Daily 24/7	DMR-TG23527	DMR TG23527		

CQ CQ CQ... GB3RN... QSO...



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

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