



HMS DUNCAN

Link Letter – November 2014



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Busy...

What a busy November we've had! Just because we're not at sea doesn't mean the work has stopped – especially for the engineers! The Ship has been a hive of activity as we are in a maintenance period with welding, lifting and shifting, as well as diving going on. We've had two new sea boats, the pole mast (the long thin mast just aft of the mainmast) removed and replaced, and a gas turbine manifold taken away, reconditioned and then returned; the list could go on.



The entire flight deck under scaffolding nearing the end of its re-paint...quite a job!

One of the bigger jobs was having the flight deck re-painted. This is a task that is more difficult than may first appear – the deck first of all had to be covered entirely with scaffolding and a plastic cover to preserve the paint, then stripped, primed, a layer of undercoat applied then a number of layers of top coat Camrex paint applied. Camrex is the gritty paint that makes a mess of bare knees during circuit training!

Following the actual painting of the deck, the lines which aid the helo in landing need to be applied in exactly the right position and once all this is done a friction test is carried out. This is to ensure that there is enough grip on the deck. After all this, we are now ready to embark our own helicopter, the Lynx Mark 8.

Helo Update

In preparation to embark our Lynx helo for our deployment, the flight deck teams and Officers of the Watch spent a day at Royal Naval Air Station Yeovilton liaising and flying with our new Flight Crew from 815 Squadron. Landing a helo safely is difficult enough without adding a moving deck that frequently rocks and rolls with the motion of the sea. This is why teamwork and communication are key particularly when conducting flying operations. The team were given a number of briefs on flight safety, they also got the chance to fly the Lynx themselves



The head of the pilot and ET(WE) Fox in the helo – note the angle of the helo compared to the horizon.



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(all be it in the simulator) and finally were taken up to fly over the Somerset landscape.

The “Dunker”

As part of our deployment training the boarding team had to be sent to the Underwater Escape Training Unit (UETU) at RNAS Yeovilton. It is known as the “Dunker” as that is exactly what it does! Amongst other people, the boarding team may be called upon to fly over water in the Ship’s helo and, despite a rigorous maintenance programme, we always have to be prepared for the worst should the helo need to ditch in the sea. The team went through a progressive process of briefings followed by the ‘dunking;’ first with lights on, ramping up to the fourth ‘dunk’ where the lights are killed and the mocked-up



The UETU known as the ‘Dunker.’

helo inverts to completely disorientate the passenger. Not a pleasant experience, but a necessary one all the same!



Difficult to see me? The lights are turned off, the dunker is submerged AND rotated to invert.

Deployment Packs

The Royal Navy and Royal Marines Charity (RNRMC) have designed a number of Deployment Packs which contain a wealth of information from up and coming events for the families of deploying personnel, giving you all the opportunity to get together, to advice on how to help with absent family members. Please join out HMS DUNCAN Facebook page for more information (please tell you DUNCAN next of Kin so we can approve your friend request).

Competition

This is only our second Link Letter and an avid reader already suggested that the name wasn’t very original...so do you have a better suggestion? If so, please e-mail your suggestions to NAVYPERS-PFCSNPFSCDW4@mod.uk with the heading of ‘Duncan Competition.’ Let the best name win.