

HMS DARING

Newsletter

March 2017



A MESSAGE FROM THE CAPTAIN:

After an incredibly busy and intensive start to the year, March has included some much deserved rest and recuperation. After an exercise with the Royal Navy of Oman and a visit from Commander Operations, Rear Admiral Tarrant, DARING headed back through the Strait of Hormuz for our much anticipated N1 stop in Dubai. Whilst the stop allowed for some downtime for the sailors, it was not all fun and games - the engineers in particular worked hard throughout the port visit fixing a number of defects.

The ship and sailors left Dubai refreshed and re-set, and ready for another busy operational period. Inevitably minds are beginning to turn to the end of the deployment and to homecoming, and I am sure you are all eagerly awaiting the return of your loved ones; in the meantime DARING still has lots to do with a busy operational program and a vital contribution to make to maritime security in the region.

Marcus Hember
Commander Royal Navy
Commanding Officer



Homecoming:

I am sure many of you are beginning to think about and prepare for our homecoming. If families or friends who are planning to attend have any questions, or would like advice on things such as where to stay if travelling down the night before you can contact Sara Joyce at welfare by email:

Navypers-welfareI001@mod.uk

Or by phone: 02392 722151

Expect more information from your sailors in the coming weeks about arrangements for the day, in particular for accessing the dockyard.

Images:

Top: Burj Khalifa – the world's tallest building

Bottom: DARING in company with USS GEORGE H.W. BUSH



The dagger's drawn as four navies combine for an action-packed exercise off Oman:

HMS DARING was in the vanguard as four British ships joined French, American and Omani allies in the Gulf of Oman. Over five days, the force came under air attack from F-16 fighters, carried out gunnery exercises, counter-terrorism training, and honed mine hunting skills.

Eleven ships from four nations converged on the coast of Oman for *exercise Khanjar Hadd – meaning “Sharp Dagger” in Arabic* – a concerted test of the warships’ abilities to both work together and deal with a myriad of potential threats. Led by DARING, Britain committed four ships for the week-long exercise, joined by the minehunters HMS Bangor and HMS Middleton, their mother ship RFA Lyme Bay; one American minehunter (Dextrous), and two fast, heavily-armed patrol boats (Monsoon and Squall); three Omani patrol vessels, and the French warship, destroyer FS Forbin (lead ship of the Horizon class, which has a very similar look to DARING).

The eclectic mix of ships and roles meant the week of combined training was as varied as any sailor might wish for: anchoring, gunnery, air attacks by F-16s, Officer of the Watch manoeuvres, sea boats buzzing about with boarding teams for counter-piracy/terrorism board and search drills, mine warfare and diving exercises.

During the exercise the Commander of the Royal Navy of Oman, accompanied by senior officers, paid a visit to DARING where he saw first hand the capability of this platform and the variety of roles it can undertake.

After the exercise DARING guided the British participants to the Gulf for a well earned stop in Dubai, whilst the US Navy and Marine Corps continued its training alongside the Omanis with a large-scale amphibious exercise, Sea Soldier.

Images:

Top:

The gathered force

Bottom Left:

HMS MIDDLETON

Bottom Right:

RFA LYME BAY





DARING goes to the desert...

After a long and busy month at sea the sight of the Burj Khalifa towering above the desert was a welcome one as DARING came alongside in Dubai for some much needed rest and recuperation.

Once alongside we began a huge “out all gash”, before storing ship (replacing a month’s worth of provisions!). We then had five days for some down time and for some hard work. Throughout the stay the chefs continued to feed the ship’s company three times a day, and the engineers worked hard to restore a number of defects (the ship also had been working hard over the last month and she had a number of bits of wear and tear that required attention). Amongst the many things fixed and tweaked were: the mast on one of the sea boats, an hydraulically operated door, and two air treatment units (our air conditioning). All this work helped ensure that DARING would be at the highest level of operational capability for the rest of the deployment and beyond.

With the work done we were able to explore the city! Dubai boasts many things: the world’s tallest building (Burj Khalifa), the world’s only seven star hotel (Burj al-Arab), man made islands in the shape of palms (and one of the whole globe), waterparks, enormous malls (one complete with a huge aquarium, another with a ski slope, with real snow!).

Beyond this during our port visit many of the ship’s company were also able to participate in adventure training, with a team coming out from Portsmouth to help run a number of activities (including excursions into the desert, cycling, paddling boarding, and skiing).

After a busy and fun filled few days the ship and sailors were ready once more to return to the ocean waves for the next stage of our deployment...



Images:

Top left: Ship’s company paddle boarding in front of the Burj al-Arab

Top right: Snow in the desert – Dubai’s indoor ski run

Middle: The Aquarium in the Dubai Mall

Bottom: Rear Admiral Tarrant inspects the galley.



COMOPS (Commander Operations) visits:

HMS DARING played host to one of the Navy’s top people during March as she hosted Rear Admiral Tarrant – Commander Operations - onboard for her transit of the Strait of Hormuz. Admiral Tarrant, a warfare officer and submariner by trade is responsible for the tasking and programming of DARING– his time onboard was spent with the Ship’s Company showing him how they went about executing this tasking.

Continued on next page...

COMOPS visit continued:

The two day visit consisted of a wide range of briefs, demonstrations and discussions across all ranks and rates. Not purely limited to the warfare department, Admiral Tarrant visited all departments, including the galley during meal preparation, and the engineering spaces during routine maintenance work allowing him to chat directly to the men and women that form the backbone of the Royal Navy and who are the 'sharp edge' of British deployed military forces. Most importantly it gave the Ship's Company of DARING the opportunity to express their views on deployed life to an influential member of the Service and share with him their opinions on what we've been doing as a Ship.



Images:

Top:
AET Liam Hampson at work on the Wildcat

Left:
"Clubz" rowing on the Road to Twickenham

"Road to Twickenham"

HMS Daring is currently partaking in the "Road to Twickenham" which is an event run by the RNRMC (Royal Navy Royal Marines Charity). To partake personnel have to work out the distance from their unit to Twickenham Rugby Ground and then travel there by cycling or running; or if large distances of ocean prove a problem by treadmill, or exercise bike. HMS Daring is cycling, rowing and running to Twickenham - a distance of 3300 Miles. We will be splitting this over the 3 disciplines: 1100 miles on each. So far we have had 42 participants involved and hope to have many more before the end date.

Joel Kirby, Leading Physical Trainer

A day in the life of the flight:

Hi I'm Air Engineering Technician Liam Hampson of 204 Flight currently embarked onboard HMS Daring. I am going to let you know a little bit about what life is like as a member of the flight onboard.

First of all, a little bit about my self. I am from a town called Bolton in Lancashire, I am 22 years old and I have been in the Navy since July 2013. I decided to join the Navy for a few reasons: First of all I joined an engineering branch to gain great qualifications throughout my career; I also saw the Navy as a great opportunity to travel the world and have a challenging and diverse career. My hobbies include playing Rugby Union and weight training.

Not one day is the same as a member of the flight on board Daring, however, here is an example of a typical aviation deck cycle: It starts with a 0500 wake up to prepare the aircraft for the day. This consists of a before flight service, loading the aircraft with 600 rounds of ammunition and moving the aircraft to the flight deck ready to fly. This is all to ensure the aircraft is ready to launch at 0700 for a surface search ahead of the force if required. After the initial surface search the flight will be at 15 minutes notice to launch the aircraft for the remainder of the 12 hour deck cycle. This time is spent catching up on aircraft administration and secondary tasks. On occasions when the work load eases the SMR (Senior Maintenance Rating) will allow the flight to have some down time, I usually take the opportunity to head down to the gym or, in true flight style, take part in a spot of flight deck sunbathing.

Come the end of the deck cycle the aircraft will be fresh water washed, refuelled and stowed in the hangar for further maintenance to ensure the aircraft is ready for the following day. This includes an after flight service, scheduled maintenance and any fault rectification that is required.

I hope you have enjoyed reading and we all look forward to seeing you in May.