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This edition of Royal Navy Matters spells out the range and variety of operations undertaken across the globe in the last year by our sailors and marines, their Reserve and Royal Fleet Auxiliary colleagues.

The Naval Service is in high demand, delivering operational success at sea, on land and in the air. As you would expect, and as you will read, we remain heavily committed to Defence’s main effort in Afghanistan. During Operation Herrick 9, more than 2,500 members of the Naval Service provided more than 30% of the combat forces deployed to Helmand, including not only the Royal Marines of 3 Commando Brigade and the Harriers of the Naval Strike Wing, but also Naval Air Squadron helicopters and significant numbers of logistic, engineering, medical and HQ staff. That commitment endures today with hundreds of sailors and marines serving in theatre as I write. The future deployment of 40 Commando Royal Marines (RM) to Herrick 12 later this year, and of 3 Commando Brigade RM to Herrick 14, underscores the Navy’s long-term commitment to this campaign.

Meanwhile, those elements of the Navy not in Afghanistan continue to undertake a vast range of other military tasks, chiefly in the maritime domain, which protect and promote the UK’s interests around the world.

Our sailors and marines have been instrumental in intercepting major narcotics shipments in the Caribbean, off West Africa and in the Indian Ocean. Maritime Security Operations in the Mediterranean, the Arabian Sea and off the Horn of Africa continue to reassure legitimate users of the high seas by countering pirates, traffickers and criminals. Naval units routinely operate in the South Atlantic in support of the Government’s responsibilities to protect the Falkland Islands and preserve Antarctica.

Capacity building in the Gulf continues, particularly in Iraq, with the training of the Iraqi Navy and Marines, alongside our contribution to the protection of the offshore energy platforms which are fundamental to the economic recovery of that country.

At the same time, Royal Navy ships and aircraft continue to safeguard the integrity of UK territorial waters and airspace, to provide counter terrorism support to the Home Office, to protect shipping, ports and offshore energy platforms, undertake inspection and enforcement action on behalf of the Marine and Fisheries Agency and conduct Search and Rescue operations around our coast.

Last, but far from least, the Royal Navy has for the last 40 years been responsible for delivering the nation’s Nuclear Deterrent, arguably the ultimate guarantor of our country’s security and sovereignty, 24/7, 365 days every year.

I hope that what you will read in these pages can reassure you that the Naval Service possesses the attributes of adaptability and interoperability that are at a premium in Defence thinking.

Our operational credibility, borne of our proven track record, should ensure that, as a service, our contribution to Defence is widely recognised and understood.
when making the most compelling case possible for preserving the range of our military capabilities.

None of this would be possible without the right people. Our highly professional men and women are well-trained and well-led, but they are being stretched. I never underestimate the sacrifices and pressures associated with the high tempo of operations, and my first Remembrance Day parade as First Sea Lord was especially poignant, given the presence of so many young families grieving at their loss, or dealing with life-changing injuries to their loved ones.

At the same time, I recognise that there are those serving away from the public consciousness who face different pressures and challenges in the service of their country. Their contribution is equally valuable and, along with my Navy Board colleagues, I am pursuing a number of strategies to improve conditions, reduce the load on all our people and ensure that they get the through-career training and welfare support they need. I also welcome the emphasis in this edition on the importance of our shared naval heritage, noting that we have found the time in the last 12 months to celebrate 100 years of naval aviation, the 150th anniversary of the establishment of the Cadet Forces and the establishment of the Museum of the Royal Navy in Portsmouth's historic dockyard.

We shouldn’t overlook the fact that, notwithstanding our operational loading, we are in the midst of an ambitious Fleet build programme. Granted, much of it represents the investment needed to replace ageing ships and submarines, but it also reflects a recognition of the strategic importance of capable maritime forces. Amphibious shipping, Type 45 destroyers and the Astute submarine programmes are all coming on line. The Carrier Strike capability is forging ahead within an innovative Alliance comprising the Ministry of Defence and our main industry partners. In summer 2009, HRH The Princess Royal graciously officiated at the steel cutting ceremony in Govan, and steel fabrication is underway in four shipyards with 40,000 tonnes of steel either stockpiled or being issued. It is estimated that around 10,000 people in the UK are engaged directly or indirectly in the manufacture of these two ships.

All this is evidence of a continuing commitment to keeping the Royal Navy in the forefront of global maritime capability. We are transforming the force, leveraging technology and confronting rapid change across all areas of Naval Service output. All are reasons to remain optimistic about the future. These themes, and more, are considered in greater depth in the pages that follow. I commend this edition of Royal Navy Matters to you and I am most grateful to the contributors who have expended time and effort in producing a series of articles that combine clarity of thinking with clarity of expression. Expressing the Maritime Case will be an important part of business over the coming months, and such advocacy as presented here undoubtedly helps.
Welcome to the 2010 edition of Royal Navy Matters. I hope that the publication gives you an insight into the work that the Royal Navy has undertaken during 2009.

Royal Navy Matters replaces Broadsheet. Many of you will receive this publication as a CD-ROM with some video content, as well as the entire magazine in PDF format. This is both to update the style of the magazine and to allow a wider versatility in its use.

We hope you enjoy reading and watching Royal Navy Matters. As ever, I look forward to your comments and suggestions. We are continuously seeking to improve the publication and it is you, the reader, to whom we look for guidance in this process.

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WHY DO WE NEED A NAVY?

It seems an obvious thing to say, but any country that is surrounded by water is dependent on being able to guarantee access to it for its economic and cultural wellbeing. For the United Kingdom, the sea has always been a lifeline and protective barrier. To borrow an analogy from the former First Sea Lord, Sir Jonathon Band, the sea is our original “superhighway” and the Royal Navy ensures our vital connection to it and a firewall against intruders from it. The question is not, therefore, ‘why do we need a navy?’ (as that is self-evident), but ‘what sort of navy should we have and what should it do?’

This can only be answered by understanding our Government’s duty to safeguard our nation’s security, as well as our own responsibility to the international community. As a founder member of NATO we have signed up to the concept of collective defence, and since we are one of NATO’s primary maritime nations, it falls upon us to contribute more substantially to this area of our joint security than others who are not so dependent on the sea and have not traditionally invested so heavily in it. We also share historical links with nations across the globe with whom we are still bound by treaty and deeper bonds to support both economically and militarily. Like it or not, the UK has not only the...
The Royal Navy is an expert in the field of humanitarian support and our ships are frequently first on scene

We should also not forget that we still have 14 overseas territories, many of which are even more dependent on the seas than us. Some of them are located in turbulent climatic regions where the hurricane season frequently brings with it destruction on a huge scale. The Royal Navy maintains patrols around the Caribbean and regularly comes to the aid of those islands, bringing much needed humanitarian relief. In fact, the Royal Navy is an expert in the field of humanitarian support and our ships are frequently first on scene whenever there is a catastrophic event such as a tsunami, earthquake or flooding anywhere in the world.

In short, we need a navy that fulfils a number of vital roles: homeland security, international stability and peace-keeping operations, as well as policing waters which are increasingly becoming havens for illegal activities such as drugs, human and weapons smuggling, terrorism and the heightening scourge of piracy. It is not an exaggeration to say that we need our navy now as much as ever.
In common with the British Army and the Royal Air Force, the Royal Navy has one overriding priority – to guarantee that we have the right equipment, manpower, training and motivation to be able to deliver the Government’s Defence policy. Although current British Government policy is predominantly based around a concept of deterrence and conflict prevention, it nevertheless retains the option for combat, either as part of an ad hoc coalition, with the NATO Alliance or by ourselves.

Therefore, the Royal Navy’s future vision is to retain the ability to project power globally, ensure future unrestricted use of sea lanes and assist with international or national efforts to maintain stability worldwide. In addition, we must also contribute to our national responsibilities in terms of monitoring our Exclusive Economic Zones (EEZs) and homeland defence. On the one hand, this will give our Government the ability to deter aggression, defend our national interests and, if need be, mount a decisive attack to defeat an enemy. On the other, it will allow the United Kingdom to assist with United Nations’ operations to secure up unstable regions and come to the aid of those who have been affected by catastrophic events, which themselves can result in instability.

To do this we must be able to generate, maintain and sustain an ocean-going fleet with the ability to undertake a mixture of peace-keeping, conflict prevention and humanitarian relief tasks, as well as mount core combat operations. These are based upon:

- the ability to sail a mixed Task Group of ships and submarines to the coastline of every country that has one and, if need be, land troops onto their territory;
- the capability to bring aircraft close enough to strike a potential enemy from the air at any time of our choosing, without the need for any other country’s assistance or permission; and
- the option to undertake a nuclear attack from a submarine into enemy territory.
The only way that we will be able to guarantee that we can do this is by continuing to build, man, prepare and operate a versatile and balanced maritime force. This force will have to contain all the separate elements that are required to fulfil its key tasks. They must be flexible and able to contribute to combat, policing and humanitarian duties. In short, these are:

- assault ships to enable land invasions;
- the Royal Marine force to undertake and lead beach landing operations;
- aircraft carriers and fast jets to strike enemy territory from the air;
- nuclear-armed submarines to deter and/or initiate a nuclear attack;
- destroyers, frigates and submarines to defend Task Groups during missions;
- anti-ship, anti-submarine and airborne command and control aircraft;
- supply and maintenance ships to sustain vessels at sea;
- mine-hunters and survey ships to ensure the seas are navigable; and
- offshore patrol ships for EEZ and Antarctic policing.

Key to the Royal Navy’s future vision is the manpower that we will need to operate vessels and aircraft. As technological advances have allowed us to reduce numbers of aircraft and vessels, they have also prompted the need for more technically advanced crews. Also, as society continues to evolve into an ethnically diverse mixture, it is absolutely imperative that we reflect this diversity among our sailors and marines while attracting people of sufficient ability. We must also look for ways to persuade those within our ranks to remain with us for longer so that we can maximise their potential within the Service.

This edition of Royal Navy Matters details the steps we are taking to ensure that we are capable of delivering our future vision. The progress of the industrial programmes to bring the new Queen Elizabeth-class carriers, the Daring-class destroyers, the Future Surface Combatant frigates and the Astute-class submarines is dealt with in more depth and an update on the direction of our future nuclear deterrent is also highlighted, along with the efforts being made to plug the gaps in our manpower shortages.

However, it should be noted that this future vision does not only hinge upon introducing a step-change in technology, and with it capability, but also our ability to provide enough vessels to deliver adequate presence in all waters. The Royal Navy has always been a complementary arm of our foreign policy and is an extremely effective tool for international diplomacy. This brings with it a need for quantity as well as quality.

As we look forward to another strategic defence review we are proud that the Royal Navy has proven over the centuries that it is more than capable of delivering Government policy, whatever it may be. However, that policy is unavoidably linked to the amount of investment we as a nation are prepared to make in our own defence.
The sea is a unique environment – frequently hostile and challenging – but beyond the narrow strip of territorial waters, truly international. In a sense, as an island nation, every country with a coastline is our neighbour, and as British interests are global, the Royal Navy’s reach must also be worldwide. To borrow a well-known phrase, “wherever there is salt water, there the RN can go”.

But dealings with navies of other nations go beyond random meetings on the high seas. There are international and multinational naval forums such as the annual meetings of the Channel Naval Commanders, the Chiefs of European Navies and the International Sea Symposium. In addition, the Royal Navy maintains formal staff talks with more than 27 partner nations. These relationships, building on the personal contact of the Heads of those navies, are more than fine words: they represent a real working engagement at a practical level steered through meetings at varying frequencies and producing interaction and activities.

In the latest Defence Green Paper of 2010, *Adaptability and Partnership*, the need to make better use of relationships within Defence was explicitly raised. The paper recognised that there is a disproportionate benefit in ensuring that these partnerships are kept active. They go well beyond merely encouraging others to contribute towards international priorities such as anti-piracy operations or information exchange. These relationships allow us to visit and draw support from other nations across the globe while keeping costs down, thanks often to their reciprocal nature.

Working with partner navies around the world also means that we and our worldwide maritime interests may be far from home, but are rarely far from a friend. They also allow us to share training – often with unique facilities or niche capabilities that would be otherwise impossible to replicate in the UK. Our longstanding and continuous formal exchange programme, which embeds Royal Navy personnel with other maritime forces worldwide, also keeps us in close touch with those whose help we may need in the future or who we may ourselves be able to help.

These ongoing dialogues mean that the Royal Navy is uniquely well placed to have a good understanding of our global environment and how we and our partners can best operate together within it. Participation in overseas events goes beyond the formality of diplomatic relations as increasing mutual understanding leads to greater confidence and security. A good example of this is the development of a changed relationship with Russian naval forces in the unsettled period during the collapse of the ‘Iron Curtain’. So fruitful has this dialogue been that it is still going strong, and French, Russian and US ships will participate in an exercise hosted by the Royal Navy in 2010.
Operational Overview 2009

Fishery Protection Squadron patrolling the UK’s Extended Fisheries Zone (page 23)

Exercise Joint Warrior Spring and Autumn joint training exercises around the coast of Great Britain (page 38)

Atlantic Patrol Task (North) supports British dependent territories in the Caribbean during the hurricane season and undertakes counter narcotics operations alongside the US Coastguard and Royal Netherlands Navy (page 21)

Standing NATO Mine Countermeasures Group 2 operates predominantly in the Mediterranean

Atlantic Patrol Task (South) supports British dependent territories in the South Atlantic and West Africa (page 21)

HMS Clyde, the Falkland Islands Patrol Ship maintains British sovereignty of dependent territories (page 21)
Search and Rescue (SAR) – 771 Naval Air Squadron and Gannet SAR Flight operate from RNAS Culdrose and Prestwick airfield (page 31)

Standing NATO Mine Countermeasures Group 1 operates from Scandinavia to North America

For anti-piracy and counter-terrorism operations in the Gulf and around the Horn of Africa see pages 20 to 27

Standing NATO Maritime Group 2 activities in the Mediterranean include Operation Active Endeavour and Operation Ocean Shield in the Horn of Africa (page 20)

Cyprus Squadron provides forces protection and internal security for UK sovereign bases

For Royal Navy contributions to the NATO International Security Assistance Force operations in Afghanistan and the Iraq training programme see pages 26 to 35

Taurus 09 Deployment to the Mediterranean and Indian Ocean (pages 36 to 37)

GLOBAL MAP
**DIARY OF EVENTS**

**JANUARY**

- Royal Marines, from 45 Commando, overrun Taliban Command centre in Sangin Valley as part of operation Ghartse Palang, ‘Lion’.
- HMS *Daring*, first of the Type 45 destroyers, leaves the Clyde en route for her home base of Portsmouth.
- HM Ships *St Albans* and *Richmond* leave Portsmouth to conduct maritime security patrols in the Mediterranean and Arabian Gulf.
- Veterans Minister, Kevan Jones launches plans for the first ever Armed Forces Day while visiting Chatham.
- The first man to land a jet aircraft on a ship at sea and the Royal Navy’s most decorated pilot, Captain Eric ‘Winkle’ Brown celebrates his 90th birthday.
- Mine Countermeasures vessels, *Ramsey* and *Blyth*, complete a two-year mission in the Gulf and head home to Faslane.
- Royal Marines from 42 Commando join Canadian and Afghan forces in an airborne assault during operation Shahi Tandar (Royal Storm), capturing a weapons and a bomb-making factory in Kandahar.
- HMS *Manchester* undertakes a Defence Diplomacy mission to Lisbon, Portugal where members of the Maritime Analysis and Operational centre (Narcotics) join other VIPs for an official reception.
- HMS *Roebuck* formally ends 12 months as Flagship for SNMCMG1.

**FEBRUARY**

- The Sea Viper missile (formerly PAAMS) successfully completes second test firing from the 12,000-tonne trials barge, *Longbow*.
- The European Union’s Operation Atalanta, headed by the Royal Navy, completes its first four-ship convoy with the frigate, HMS *Northumberland*, an escort duty as merchant vessels make for ports in Somalia.
- After 28 years in service, the Type 42 destroyer, HMS *Southampton*, is decommissioned.
- The Royal Aeronautical Society plays host to the Fly Navy 100 inauguration celebrations.
- Operation Diesel sees 45 and 42 Commando RM disrupt Taliban drug trade in Southern Afghanistan.
- HMS *Bulwark* sets off from Devonport to spearhead the Taurus 09 deployment.
- Royal Marines from 40 Commando join RFA *Mounts Bay* for the Taurus 09 deployment.
- The Royal Navy hosts members of the Avon and Somerset Constabulary as part of Exercise Salamanca designed to improve joint operations.
- Flag Officer Sea Training celebrates 50th anniversary.
- HMS *Hurworth* completes a five-month maintenance programme and undergoes Initial Sea Safety Training during which the new Seafox mine disposal system was put through its paces.
- Search and Rescue (SAR) figures for 2008 are announced with Gannet SAR answering the most callouts (382) and assisting the most people (347) since records began.

**MARCH**

- The secretary of State for Defence, John Hutton, announces a £300 million refit for the nuclear deterrent submarine, HMS *Vigilant*.
- The Mine Countermeasures vessel, HMS *Brocklesby*, takes part in NATO’s Exercise Loyal Mariner 09 designed to test NATO’s Quick Reaction Forces.
- Lt Mike Paulet from Royal Naval Air Station Culdrose is awarded the Air Force Cross for bravery and determination in the face of a difficult rescue mission.
- HMS *Albion* is re-floated in her first Docking period since being commissioned in 2001.
- Sailors, aircrew and Royal Marines take part in Exercise Cyprus Wader practising beach raids – one of many exercises of the six-month Taurus 09 deployment.
- HM Ships, *Atherstone*, *Grimsby*, and *Portland* together with RFA *Diligence* form a small Task Group to take part in the 12-nation Exercise Aman off the coast of Pakistan.
- The Navy’s oldest seagoing vessel, the Swiftsure-class submarine HMS *Sceptre*, completes an intensive ten-month maintenance programme.
- Secretary of State for Defence, John Hutton, signs a contract to purchase three Joint Strike Fighter test aircraft.
- HMS *Northumberland* returns from counter-piracy duty as part of the EU’s Operation Atalanta.

**APRIL**

- HMS *Endurance* arrives back in Portsmouth after suffering an engine-room flood as she sailed through the straits of Magellan in December 2008.
- Exercise Egemen in Turkey marks the culmination of the first phase of the Taurus 09 deployment with Dutch Marines and Belgian troops joining in the amphibious landings.
- Taurus 09 ships transit the Suez Canal, marking the start of the second phase of the Taurus deployment.
- UK land forces deploy to Saudi Arabia for the first time since the Gulf War as Royal Marines from 40 Commando train alongside Saudi Marines as part of Exercise Red Alligator.
3 Commando Brigade starts arriving home from Afghanistan having handed over command of Helmand Province to 19 Light Brigade.

HMS Cornwall commences counter-piracy Patrol off the Horn Of Africa.

RFA Wave Knight thwarts two separate pirate attacks in one day resulting in the release of 13 hostages.

DE&S awards £574 million Harrier Platform Availability Contract to BAE Systems to maintain the Joint Force Harriers for the remainder of their service lives.

The last of 45 Commando return home to Arbroath from Afghanistan’s Helmand Province.

847 NAS Lynx helicopters return from Afghanistan after a six-month deployment.

The first F-35 Joint Strike Fighter structural test airframe arrives in the UK.

HMS Daring conducts first-of-class flying trials.

HMS Cumberland conducts maritime security patrols in the Arabian Gulf and Horn of Africa.

The last warship to take part in the Falklands conflict, the Type 42 destroyer HMS Exeter, retires from service.

A year after her arrival in the South Atlantic, RFA Black Rover is relieved by RFA Gold Rover.

MAY

Fly Navy 100 celebrations start with a ceremony at the Pioneer Memorial Eastchurch on the Isle of Sheppey where the first four Royal Navy pilots were trained.

HMS Illustrious marks the 100th anniversary of the first Royal Navy aircraft order at Greenwich with a celebration of Naval Aviation and an historic flypast.

Decisions announced under the Maritime Change Programme confirm the UK’s three main naval bases – Clyde, Devonport and Portsmouth – are set to continue in service.

Exercise Shomudro Torongo off Bangladesh sees the Taurus 09 deployment train with Bangladeshi Armed Forces.

Commodore James Morse RN assumes command of Combined Task Force Iraqi Maritime.

854 NAS Sea King ASaC helicopters deploy to Afghanistan for the first time.

The new £150 million floating jetty, Valiant, arrives at HM Naval Base Clyde. Designed specifically for the Astute-class boats, the structure can accommodate all Royal Navy nuclear-powered submarines.

JUNE

Mine countermeasures vessel, HMS Blyth, returns home after three years in the Gulf for the introduction of the new Seafox ROV.

Henry Allingham, the only surviving Naval WWI veteran celebrates his 113th birthday.

Admiral Sir Trevor Soar is appointed Commander-in-Chief Fleet.

Royal Marine Armoured Support Group Viking armoured vehicle operators return from Afghanistan.

Indian Task Group led by the destroyer, INS Delhi, arrives at Portsmouth for Exercise Konkan.

Royal Navy takes over command of the Standing NATO Maritime Group 2 in the Mediterranean and deploys on Operation Ocean Shield.

The Osprey Trophy is awarded to 234 Flt (HMS Iron Duke) for their 2008 APT(N) Counter Narcotics interdictions.

Naval Strike Wing embarks on HMS Illustrious for Exercise Loyal Arrow.

HM Ships Bulwark and Ocean spearhead the multinational amphibious exercise Commando Rajah – the last Taurus 09 exercise.

HMS Kent conducts maritime security patrols in the Arabian Gulf.

Armed Forces Day parades take place throughout the UK with Chatham’s Historic Docks a focus of much of the activity.

Royal Australian Navy frigates HMAS Sydney and Ballarat arrive at Portsmouth to take part in Exercise Northern Trident 09.

Royal Navy cricket team win the Navy Ashes trophy after beating the Royal Australian Navy team.

HMS Enterprise sails for a two-year deployment conducting Military Data Gathering duties off West Africa and the Middle East.

RFA Fort George relieves RFA Largs Bay as the North Atlantic presence.
JULY

- HRH The Princess Royal cuts the first steel on the aircraft carrier HMS Queen Elizabeth.
- Royal Navy Medical Teams receive medals at Whale Island, Portsmouth for their work in Afghanistan and Iraq.
- HMS Manchester participates in Exercise Teamwork South 09 with the Chilean Navy alongside ships from Brazil, France and the US.
- Arctic convoy veterans are escorted out of the port of Harwich by HMS Tracker on their way to Murmansk and Narvic.
- Admiral Sir Mark Stanhope takes over as First Sea Lord, succeeding Admiral Sir Jonathon Band.
- The Navy’s first Type 45 destroyer, HMS Daring, is formally commissioned into the fleet.
- The funeral of Henry Allingham, Britain’s last WWI veteran, takes place at St Nicholas’ Church in Brighton.
- FAA awarded King Hussein Sword for best display at RIAT Fairford.
- HM The Queen hosts Royal Garden party to celebrate Fly Navy 100.

AUGUST

- Taurus 09 deployment Task Group returns home to Portsmouth six months after departure.
- 820 NAS Merlin helicopters return to RNAS Culdrose after six-month Taurus 09 deployment.
- Royal Navy/Royal Marines cycling team wins the UK national 24-hour cycling trial.
- Sub Lieutenant Vuniwaqa becomes the Royal Navy’s first Fijian officer after passing the Young Officers’ Fleet Board.
- HMS Iron Duke intercepts 150kg of cocaine in the Caribbean worth £6 million.
- HMS Echo represents the Royal Navy at the Indonesian Fleet Review.
- RFA Lyme Bay commences long-term support to the Mine Countermeasure ships in the Arabian Gulf.

SEPTEMBER

- New series of Warship is launched on Channel 5.
- HMS Ark Royal returns to the fleet after a seven-month upgrade, ready to resume her role as Fleet Flagship.
- The new Haslar Company rehabilitation unit is raised within the Royal Marines to help seriously ill and injured marines.
- Medical Assistant Kate Nesbitt becomes the first female sailor to be awarded the Military Cross.
- The National Museum of the Royal Navy is officially launched by Baroness Taylor.
- HMS Iron Duke makes the largest drugs seizure ever recorded by the Navy, capturing more than five and a half tonnes of cocaine.
- HMS Monmouth conducts maritime security patrols in the Arabian Gulf.

OCTOBER

- Dedication of the FAA Memorial takes place at the National Memorial Arboretum.
- Exercise Khumbu challenge kicks off with injured sailors and marines preparing to make for Mt Everest base camp and climb Kala Platter.
- HMS Echo returns to Plymouth after 18 months gathering military data in the South China Sea.
- Royal Navy Fleet divers commenced an enduring commitment to Afghanistan deploying with counter-IED teams.
- 847 Naval Air Squadron are awarded the Australia Shield for maintaining the highest level of operational efficiency.
- HMS Scott sails for the Antarctic to fulfil the duties of the UK Ice Patrol.
**DIARY OF EVENTS**

**81S NAS participate in German Littoral exercise on the northern coasts.**
**HMS Lancaster conducts maritime security patrol in the Arabian Gulf.**
**Commando Helicopter Force wins the Joint Helicopter Command’s best unit award.**
**The fifth Daring-class destroyer, HMS Defender is launched on the Clyde.**
**The Iraqi and British Governments agree on the resumption of the Royal Navy’s training programme for the Iraqi Navy.**
**The crew of ‘Rescue 193’ from 711 Naval Air Squadron receives the Prince Philip Helicopter Rescue award for outstanding courage and devotion to duty.**

**NOVEMBER**

**824 NAS presented with Rolls-Royce Efficiency Trophy.**
**AW159 Lynx Wildcat (Future Lynx) makes its maiden flight at the AgustaWestland facility.**
**After 18 months East of Suez, RFA Bayleaf in the Gulf of Aden.**
**The nuclear submarine, HMS Trafalgar, sails into Devonport to be decommissioned.**
**HMS Astute sails into her home port, Faslane, for the first time.**
**HMS Grimsby becomes the first to use the new Seafox mine detection submersible.**
**Elements of 845 and 846 Naval Air Squadron, from the Commando Helicopter Force, based at the RNAS Yeovilton have been operating in Afghanistan for two years from November 2007.**

**DECEMBER**

**HMS Scott represents the Royal Navy at the commemorations for the 70th Anniversary of the Battle of the River Plate.**
**The second Type 45 destroyer, HMS Dauntless, enters Portsmouth for the first time before being officially handed over to the Ministry of Defence.**
**The Search and Rescue unit at HMS Gannet complete their 400th call-out breaking last year’s record of 382.**
**Hunter-killer submarine, HMS Astute, enters her home port of Clyde at Faslane for the first time.**
**The Royal Navy’s Mobile Air Support Unit Repair Section is awarded the 2009 Royal Aeronautical Society team bronze medal for their immense contribution to restoration of vital operational capability in support of combat operations in Iraq and Afghanistan.**

**JANUARY 2010**

**HMS Chatham sails off for counter-piracy duties in the Gulf and Horn of Africa as the lead ship in NATO’s Operation Ocean Shield.**
**The Royal Navy and The Royal Fleet Auxiliary receive awards from the International Maritime Organisation for their counter-piracy work.**
**HMS Lancaster hosts maritime conference for representatives of the Australian, French, Saudi Arabian and Yemeni navies.**

**FEBRUARY 2010**

**HMS St Albans conducts maritime security patrol in the Arabian Gulf.**
**Search and Rescue (SAR) figures for 2009 are announced and HMS Gannet SAR surpasses all previous records answering the most callouts (447) and assisting the most people (378) since records began.**
**Navy Aircraft Carrier HMS Illustrious arrives in Rosyth for a £40 million maintenance and upgrade programme.**
**HMS Albion leads an amphibious Task Group heading for Exercise Cold Response in Norway.**
**The last group of Navy artificers completes training. In future they will be called Engineering Technicians.**
**Britannia Royal Naval College hosts a two-week visit from its affiliated German naval training establishment, the Marineschule Muerwik.**

**MARCH 2010**

**40 Commando Royal Marines deploys to Afghanistan as a key element of Operation Herrick 12.**
**RFA Largs Bay delivers a month’s supply of food for 200,000 victims of the Haitian earthquake working directly with the UN’s World Food Programme.**
**Royal Navy bomb disposal experts from the Fleet Diving Squadron deploy to Afghanistan to assist in the effort to counter IEDs.**
**After five years in Afghanistan the Naval Strike Wing returns to carrier operations onboard HMS Ark Royal.**
**Two of the Navy’s newest vessels, the Type 45 destroyer, HMS Dauntless, and the hunter-killer submarine, HMS Astute, undertake sea trials together.**
As Commander-in-Chief Fleet, my role is to ensure that I always have enough ships, boats and aircraft to be able to carry out whatever the British Government requests of the Royal Navy. This comes down to two main task elements – current and contingent.

Current tasks are predictable and usually regular. They include fostering good working relationships with existing and potential allies, defending and supporting British territory worldwide, monitoring our Exclusive Economic Zones and maintaining a constant Search and Rescue helicopter service.

Contingent tasks are less predictable and can occur in unexpected regions. They aim to deliver international stability and promote peace, and range from ad hoc shows of force to sustained combat and emergency humanitarian relief duties. To ensure that we can fulfil all of these tasks, it is necessary to have a balanced and flexible maritime force that can be organised in the optimum way to meet each mission as it evolves.

The year 2009 saw the Royal Navy operating at the very limits of its equipment and manpower capabilities. At the beginning of the year, while we had 3 Commando Brigade in Afghanistan, 47% of our manpower was deployed on operations worldwide. This is a truly staggering performance, which highlights the flexibility and can-do attitude that has always been a feature of the men and women of the Navy.

In Southern Afghanistan, not only did we contribute more than 3,000 Royal Marines, we also had 600 sailors engaged in diverse duties such as delivering stores to the front line in the convoys, offering support and first aid to the wounded through our leadership of the Joint Force Medical Group, and helping the effort to counter Improvised Explosive Devices with the introduction of Royal Navy divers into the campaign.
While we were heavily committed to Afghanistan, we also contributed to anti-piracy and anti-terrorist activities in the Gulf.

Beyond this, we also continued to support the Harrier Squadrons at Kandahar Airfield, even though the Naval Strike Wing (NSW) left in December 2008 after five years of continuous operations in the region. With the departure of the NSW, our airborne effort to the region is now concentrated on the Mk4 Sea Kings and Mk7 Lynxes of the Commando Helicopter Force and the Airborne Surveillance and Area Control (ASaC) Mk7 Sea Kings.

While we were heavily committed to Afghanistan, we also resumed training the fledgling Iraqi Navy in August 2009, and contributed widely to anti-piracy and anti-terrorist activities in the Gulf, around the Horn of Africa and in the Somali Basin.

Naturally, we also maintained our nuclear capability via the Continuous At Sea Deterrence. With the new Queen Elizabeth-class aircraft carriers now being built, we took every opportunity to embed carrier skills right across the fleet.

In addition, with the high tempo of operations leading to a degradation of our beach-assault capabilities, we also concentrated on building those complex capabilities back to a high level. Two main training opportunities to do this were the Taurus 09 deployment to the Indian Ocean and the Joint Warrior exercises off Scotland.

The Royal Navy is now enjoying a period of sustained shipbuilding with the Type 45 Daring-class destroyers and Astute-class submarines coming into service during the same period that the new aircraft carriers are being built. However, the lateness of the Astute-class has put a strain on the attack-submarine fleet and this is becoming more of a challenge with the last of the Swiftsure boats about to be decommissioned in 2010 and the first of the Trafalgar-class decommissioning in late 2009.

That said, the Royal Navy now focuses on the Future Surface Combatant, which will replace the Type 22 and 23 frigates. We are clear about what we want from the new vessels: they must be affordable, exportable and flexible. With a Strategic Defence Review in the offing, it remains to be seen how the programme will proceed, but the need to maintain a global maritime presence, and retain a sovereign capability to build complex ships, as required by the Defence Industrial Strategy, will ultimately have to be balanced with what the nation and the taxpayer can afford.

With uncertainty the only constant, I would like to take this opportunity to thank the men and women of the Royal Navy for their outstanding devotion to duty and their cheerfulness in the face of extreme adversity.
For centuries, the United Kingdom has relied on the sea for its maritime commerce. The UK is now a net importer of energy, yet only maintains a few weeks’ oil and gas stockpile. This means we are very focused on ensuring the international community works together to keep the trade routes flowing, particularly in the Gulf where the majority of our energy sources originate.

The Navy is a lynchpin in this multinational effort, and 2009 witnessed a careful and co-ordinated ramping up of our activities and leadership role in the campaign against rising acts of piracy and other illegal activity at sea. We participated in the three main complementary efforts to counter piracy in and around the Gulf: the European Union’s (EU’s) Operation Atalanta; NATO’s Operation Ocean Shield; and the coalition Combined Task Force (CTF) 151. It is important to stress that these three activities are not in competition with each other, but form part of a joined-up approach to contain and eventually eliminate the threat to maritime commerce in the region.

Each operation is made up of different maritime communities, and each supports the others. The EU Operation Atalanta stood up in late 2008, and is significant in that it has a detainee policy that allows the EU NAVFOR flotilla to arrest those found to be operating outside the law. This policy was enhanced in 2009, when the Seychelles joined Kenya as the two nations where detention and prosecution can take place.

NATO’s Ocean Shield stood up on 17 August 2009, using the Standing NATO Maritime Groups 1 and 2 (SNMG1/2) to patrol around the Horn of Africa. It offers a mature alliance capability, which has advanced command-and-control capabilities that it can make available to others with the same aims. A key aspect of CTF 151, which has been operating since January 2009, is that it is open to maritime forces beyond the EU and NATO. As such, it is an obvious umbrella organisation for every like-minded nation to gravitate towards, such as China, India, Indonesia, Japan, Russia, Saudi Arabia and South Korea.

The Navy’s leadership role in all three operations is highly significant. Operation Atalanta is led by Rear Admiral Peter Hudson from the Northwood HQ in London. Likewise, Operation Ocean Shield is commanded by the NATO Maritime Component Command, also at Northwood, with Commodore Steve Chick leading SNMG2 from his flagship, HMS Cornwall. And much of the command-and-control of CTF 151 comes from the Navy’s UK Maritime Component Command Bahrain, under the stewardship of Commodore Tim Lowe.

These three efforts have had a significant effect on the number of pirate acts taking place over the year and piracy incidents around the Horn of Africa have decreased. We must not be complacent, though, as the capture of British-flagged vessels shows. Moreover, our increased activity in the Horn of Africa area has seen the number of attacks rise further south in the Somali Basin. A constant international presence is, therefore, required to deter and contribute to eventually eliminating piracy in the region.

While the counter-piracy work was underway, we continued with our coalition-based effort to patrol the Gulf to deter acts of terrorism, smuggling and other illegal activity. Four Mine Counter Measures Vessels (HMS Atherstone, Chiddingfold, Pembroke and Grimsby), supported by the Royal Fleet Auxiliary vessel Lyme Bay, maintained a constant presence with the ships’ crews rotating through the vessels, helping to increase availability and operational effectiveness.

Our ships made a number of spectacular drug-busts, with perhaps the most significant being HMS Cumberland’s discovery of 12.4 tonnes of cannabis in July 2009 as she was operating under CTF 150 in the Gulf of Aden.
IRAQ

With the withdrawal of military personnel from Iraq proceeding through 2009, training the fledgling Iraqi Navy and Marines was suspended while Iraqi officials and the international community drafted a Memorandum of Understanding (MoU) concerning the physical and legal protection of foreign Armed Forces personnel in Iraq.

However, training resumed in October once the MoU was signed, meaning that the Royal Navy was able to restart its capacity-building effort to ensure that the Iraqi Armed Forces would be able to take over the protection of their vital oil installations in the Gulf waters.

Royal Navy work in Iraq is now co-ordinated through the joint UK-US Combined Task Force Iraqi Maritime (CTF IM), which stood up in January 2009 as a successor to the CTF 158. CTF IM was initially headed by a US Commodore, but James Morse RN, supported by a coalition staff, took over command of the force from May up until the end of 2009.

THE ATLANTIC

Iron Duke has intercepted 6.4 tonnes of cocaine worth an estimated £300 million during her recent trip

Royal Navy support to communities in the Atlantic continued apace through the Atlantic Patrols North and South. In the south, HMS Clyde, the permanent Falkland Islands Protection Vessel, was supported either by a frigate or destroyer and Royal Fleet Auxiliary (RFA) tanker over the course of the year.

Unfortunately, support to the Antarctic Survey was disrupted when the ice patrol ship, HMS Endurance, had to return to the UK following an accident in December 2008. Thankfully, nobody was seriously injured but we have had to employ the survey vessel HMS Scott to fill the gap temporarily as we decide on the most economic and effective way of fulfilling this role in the future.

In 2009, the North Atlantic region enjoyed a relatively uneventful hurricane season. We have, of course, maintained our Hurricane Watch patrol – albeit at a reduced rate. Pressures on the overall demand for Navy and RFA ships, along with a need to use budgets to their best effect, meant that the hurricane ship arrived on scene at the beginning of the season rather than remaining on station all year round.

Our ships in the region did, however, continue their valuable work training the new Coast Guard services being put together by some of the overseas territories in the Caribbean. They also continued to support the counter drugs work, which is co-ordinated by the Joint Interagency Task Force in Key West, Florida.

HMS Iron Duke broke all Navy drug-bust records when she intercepted and confiscated 5.5 tonnes of cocaine from the Panamanian vessel, MV Cristal in September 2009. Painstaking searches of the ship’s bilges eventually uncovered 212 bales of cocaine weighing 26kg each. All in all, Iron Duke has intercepted 6.4 tonnes of cocaine worth an estimated £300 million during her recent trip.

The RFA tanker in the region, RFA Wave Ruler, has consistently made life difficult for the drugs barons. Over her past four trips to the Caribbean, she has prevented more than 20 tonnes of cocaine reaching UK shores.

The 212 bales of cocaine seized by a joint Royal Navy/US Coast Guard team from HMS Iron Duke operating in the Caribbean
The Taurus 09 deployment, which took place from February to August, aptly demonstrated the Navy’s ability to undertake warfighting operations at the Task Group level, principally in amphibious and underwater warfare. The deployment started in the Eastern Mediterranean and then transited to the Red Sea, Indian Ocean, Bangladesh and South East Asia. It was the largest Royal Navy amphibious presence in the region for 12 years and culminated in a major amphibious exercise in Brunei.

Taurus 09 reinforced our commitment to the Five Power Defence Arrangements (FPDA). Since its inception in 1971, the FPDA exercise has primarily focused on air defence in the region, but evolving threats have prompted a change in emphasis to include more non-conventional threats and opportunities.

This year, for example, there were tabletop sessions to practise dealing with humanitarian and disaster relief operations. The FPDA relationship is strong, and we are looking forward to its 40th anniversary in 2011, in anticipation that this will be an anniversary to remember.

**THE MEDITERRANEAN**

Operation Active Endeavour (OAE) was NATO’s immediate response to 9/11. Its remit is to monitor shipping in the Mediterranean to counter terrorism and other illegal acts, particularly the smuggling of arms and weapons of mass destruction. In 2009, the Royal Navy maintained its participation through the Standing NATO Maritime Groups (SNMG) 1 and 2, as well as other elements, including the Taurus 09 deployment.

HMS Ocean acts as flagship for a joint air and sea exercise in the Far East as part of the Five Power Defence Arrangements during the Taurus deployment.

HMS St Albans joined the SNMG2 force in January 2009, in time to participate in a surge operation in March, to monitor an area between Crete and Libya more closely, before handing over to the Type 22 frigate, HMS Cornwall, in May. In October 2009, the Moroccan Navy signed an agreement to join in the operation under the Mediterranean Dialogue process. October also saw the Ukrainian Navy participate for the fifth time, having assigned the frigate, URS Ternopol, to the force as part of the Partnership for Peace process.

In February 2009, the Royal Navy also participated in the annual NATO Anti-Submarine Warfare exercise, Noble Manta 09, which, similar to OAE, is controlled through the NATO Allied Maritime Component Command in Naples. HMS St Albans and the nuclear submarine HMS Talent joined five diesel-electric submarines and ships from Germany and Italy. This was a very useful opportunity for HMS St Albans to test her new 2087 sonar to the limits. Likewise, HMS Talent was able to put her new 2076 sonar through its paces as she tried to avoid detection. Also in the Mediterranean region, UK command of STRIKFORNATO, based in Naples under Rear Admiral Ian Corder, provided NATO’s on-call maritime response force for six months of the year.
The three River-class offshore patrol vessels – HM Ships Mersey, Tyne and Severn – have kept up a constant protection of our fish stocks, working under an arrangement with the Department for Environment, Food and Rural Affairs. In the 2008/09 contract year, the Squadron provided 700 patrol days at sea and Royal Navy British Sea Fisheries Officers conducted 1,102 inspections. These detected 231 infringements of UK and EU fisheries legislation, resulting in eight fishing vessels being detained to a UK port for further investigation; ten Financial Administrative Penalties offered at sea; 33 written warnings; and 144 verbal re-briefs being issued.

The exploits of the Fisheries Protection Squadron, the oldest frontline squadron in the Navy, were televised on National Geographic’s excellent Sea Patrol UK documentary during the year.

During 2009, we welcomed the first of six Type 45 destroyers, HMS Daring, to the surface Flotilla. She was followed into Portsmouth by the second ship, HMS Dauntless, in December. These two ships are very significant additions to the Fleet, and as their trials and training progress throughout 2010, they will undoubtedly prove to be exceptionally potent and versatile command platform and air-defence vessels.
The Royal Navy has maintained the UK’s nuclear weapons capability through its Continuous At Sea Deterrence Force for 41 years. In 2009, this vital national defence mission was undertaken by two of the four ballistic submarines (SSBN): HM Ships Vanguard and Vengeance.

During one of the patrols, HMS Vanguard accidentally collided with a ‘friendly’ submarine in the middle of the Atlantic Ocean. Fortunately, no-one was injured and there was no danger to either the onboard nuclear reactor or weapons. The crew responded magnificently, enabling the submarine to continue with her deterrent patrol, on completion of which she was repaired in Faslane and returned to active service in time to meet her next commitment. Her captain received an award for his conduct following the incident.

Since this one-in-a-million accident, we have taken steps to ensure that there is no risk that this could occur again by conferring with our allies, while making sure that the independent and secret nature of this task is not in any way compromised.

HMS Victorious spent 2009 on her post-refit trials programme. This culminated in a successful demonstration firing of a Trident D5 nuclear missile off Cape Canaveral. After a maintenance period and a further period of training, she will return to duties later this year. HMS Vigilant is still deep in her long overhaul package in Devonport Dockyard.
Once again, the attack-submarine force of SSN boats had an exceptionally busy year, with no let-up in tasking on the horizon. HMS Trenchant was arguably the busiest of the boats, spending most of her time on maritime security and anti-piracy operations in the Arabian Sea and Horn of Africa as part of our requirement to maintain a continuous submarine presence in the Indian Ocean.

**HMS Astute has commenced her post-build trials programme and arrived in Faslane in November 2009**

_Trenchant’s sister ship, HMS Torbay, also deployed East of Suez. However, while en route to and from the Indian Ocean, she participated in counter terrorism activities in the Mediterranean as part of Operation Active Endeavour._

_HMS Talent was also in the Mediterranean in early 2009 for 12 days of anti-submarine and anti-ship warfare as part of NATO’s Noble Manta exercise. During the training, she practised operating in shallow inshore waters, periscope photography and gathering intelligence. Once the exercise was over, she joined the Taurus 09 Task Group and transited the Suez Canal with it, before completing a series of Tomahawk Land Attack Missile exercise drills._

In 2009, the first of the Trafalgar-class submarines, HMS Sceptre, reached the end of her service. Before beginning the decommissioning process, however, she remained fully operational until her final days, taking part in the Taurus Deployment and fulfilling essential tasking around home waters. At 32 years old, and with the recent decommissioning of HMS Superb, Sceptre is now the oldest seagoing vessel in the Royal Navy.

Nevertheless, her weapon and electronic systems have been upgraded to enable her to carry on until she is decommissioned in late 2010.

The largest submarine ever to serve with the Navy, HMS Astute, has commenced her post-build trials programme and arrived in Faslane in November 2009 to prepare for entry into service in 2010.
During the night of 7 December 2008, Leopard tanks from the Danish Jutland Dragoons Regiment crept into Taliban-held territory south of Nad-e-Ali in the centre of Afghanistan’s Helmand Province. This diversionary attack heralded the start of Operation Sond Chara (Red Dagger), the largest Royal Marine-led assault since the attack on Iraq’s Al Faw peninsula at the start of the Second Gulf War. Some 1,500 soldiers and marines, including Estonian Army mortar teams and Afghan National Army infantrymen, supported the main element made up of 42 Commando, 24 Commando Engineer Regiment, 29 Commando Royal Artillery Regiment and the British Army’s 1 Rifles, who are permanently attached to 3 Commando Brigade Royal Marines (3 Cdo Bde RM).

The two-week Sond Chara operation cleared out enemy positions from the heart of Helmand’s capital, Lashkar Gah, with only a brief pause in the middle to respect the Muslim festival of Eid. Sond Chara was not without cost in lives and casualties, but it achieved its aims in preparing another huge swathe of Afghanistan for the elections in 2009. During the operation, tonnes of opium, substantial weapons caches, intelligence material, plans and Improvised Explosive Device (IED) factories were uncovered, dismantled and/or confiscated.

Mopping up operations and stabilisation efforts continued up to and beyond the new year, by which time the Royal Marines were getting ready for another key operation, Ghartse Palang (lion). This time, it was 45 Commando’s turn to lead. Some 120 Royal Marines and 30 Afghan National Army soldiers crept along the canals and irrigation ditches surrounding the Inkerman Forward Operating Base in the Upper Sangin Valley, taking the Taliban completely by surprise.

The operation’s aim was to clear Afghan compounds in the area and gather information about Taliban movements. So successful was the surprise attack that the marines uncovered weapons, ammunition and IED components while the Taliban were still asleep. However, strong resistance quickly followed, as the Taliban mustered their forces and staged counter-offensive ambushes.

Lieutenant Colonel Jim Morris RM, 45 Commando’s Commanding Officer had this to say of the attack: “Yankee Company performed superbly. They displayed all the trade mark qualities of the Royal Marines, executing this dangerous operation with cunning, determination and bravery. It was a great success with a significant haul of weapons, ammunition and explosives removed from Taliban hands, and Sangin is more stable as a result.”

These two operations highlight the contribution that 3 Cdo Bde RM made during their deployment to Afghanistan.
Afghanistan in late 2008 and early 2009. By the time the Brigade left Afghanistan in April 2009 they had helped to prepare the country for the elections which followed in August 2009, and their constant and careful patrolling had played a major part in stabilising Helmand Province so that a democratic infrastructure could be embedded and the Provincial Reconstruction Teams could carry out their vital work rebuilding the country’s schools, hospitals, roads, dams, electricity and water supplies. In April 2009, 3 Cdo Bde handed over the leadership of forces in Helmand to 19 Light Brigade. Prior to this, however, it set about paving the way for the planned expansion of US forces in Helmand under operation Abi Toorah.

BEYOND AFGHANISTAN
2009 was a busy year for the Royal Marines. Major General Andy Salmon OBE handed over command of the Multinational Division (South East) in Iraq as it was subsumed into the larger US-led Multinational Division (South) on 31 March 2009. This signalled the end of the British combat mission in Iraq.

While its sister Commando units – 42 and 45 – were in Afghanistan, 40 Commando spent the early part of the year putting the finishing touches on its Taurus 09 deployment preparations. The trip to the Indian Ocean was an excellent opportunity for the unit to hone its amphibious and jungle-fighting skills before it came back to the UK to begin preparations for its own tour of Helmand as part of 4 Brigade in 2010. The Taurus Egemen Exercise in Turkey was a core part of the training for the upcoming return to Afghanistan, and was an excellent complement to the rest of the pre-Afghanistan work-up.

Also taking part in Taurus 09 was our 539 Assault Squadron Royal Marines (539 ASRM) some of whom returned from Afghanistan in early 2009 where they were helping to train Afghan National Army Junior Non Commissioned Officers in Kabul. However, the Royal Marines Armoured Support Group, under command of 539 ASRM and equipped with the Viking all-terrain vehicle, stayed on in Afghanistan until June 2009, when they eventually left Camp Bastion for the UK. Thereafter, 539 ASRM spent much of the latter part of 2009 testing and preparing new equipment such as its up-armoured speed boats and the replacement hovercraft as well as preparing for anti-piracy operations East of Suez.

After 42 and 45 got back from Afghanistan, they enjoyed a brief Post Operational Tour Leave before they set about relearning the amphibious skills which had degraded during their time in the desert. For some of the men, the rest of the year was spent protecting the Naval Training Team in Umm Qasr, Iraq as well as getting ready to support the European Union Battle Group from January to July 2010. There was also time to fit in the regular two-month winter cold weather exercise, Lupus II, in Norway, which began in December 2009, finished in January 2010 and is considered by many to be the toughest soldiering there is.

Throughout 2009, the 500-plus men of the Fleet Protection Group Royal Marines (FPGRM) maintained the security of the UK’s nuclear deterrent infrastructure and weapons. They also provided boarding and sniper teams to protect ships at sea and assist with anti-piracy, counter-narcotics and counter-terrorism tasks in places as diverse as the Horn of Africa, the Caribbean, the Mediterranean and the Gulf. In fact, a FPGRM sniper team was on board HMS Iron Duke when it made its record drugs bust in September. A highlight of the summer was playing host to a contingent of US Marines for Exercise Tartan Eagle at HMNB Clyde (Faslane). This annual event shares skills and training techniques and gets both organisations used to operating together. The US reciprocated in October 2009 at Marine Corps Base Quantico, Virginia.

The five bands of the Royal Marines Band Service were reorganised in 2009 with the closure of the Britannia band, based at the Royal Naval College at Dartmouth, and formation of the Band of HM Royal Marines Collingwood on 16 June 2009. All of the musicians from the bands were extremely busy throughout the year with their usual ceremonial duties and spectacular events such as the May Windsor Royal Tattoo and Beating the Retreat on Horse Guards Parade in June.

It should not be overlooked however, that bandsmen and women also fulfil a combat role and a number of them have been on active service in Afghanistan with the UK Joint Force Medical Group, as well as serving on the vital logistics convoys which keep the men and women in theatre supplied with all their needs. The Band Service is also preparing a contingent to deploy to Afghanistan with 3 Cdo Bde RM in 2011.

The Taurus Egemen Exercise in Turkey was a core part of the training for the return to Afghanistan...
The main priority for the Fleet Air Arm (FAA) in 2009 was support to ongoing operations. We did this by ensuring that the helicopters of the Commando Helicopter Force operating in Afghanistan were maintained at full capacity with enough crews, maintenance personnel and spares, so that they could meet the demands of troops on the ground. This was achieved in an exemplary fashion, under intense pressure and against a backdrop of extreme climatic challenges and an opposition that is becoming more adept at disrupting our movements.

2009 also saw the Sea King Mk7 Airborne Surveillance and Control System helicopters entering service in Afghanistan, for what is expected to be a lengthy and continuous tour of duty. This has meant that additional energy and planning has gone into ensuring that they also have the required crew and equipment to keep them operating at full strength.

Although the Naval Strike Wing Harriers left Afghanistan in December 2008, Joint Force Harrier remained in theatre until being relieved by the Tornado Force in summer 2009.

The second priority for the FAA was to continue getting ready for the new Queen Elizabeth-class carriers, which are currently being built. This has entailed giving as many of the aircrew and maintainers as possible experience of high-tempo carrier operating environments. Throughout the year, fixed-wing aircraft and helicopters undertook a number of exercises and manoeuvres to embed the skills that the pilots, engineers, air traffic controllers and aircraft handlers will need when they transition to the larger ships.

Notably, the Joint Warrior exercises were particularly valuable in building up the experience required to operate fast jets from the sea at low-level and with other aircraft formations. This rigorous practice, in conjunction with the Royal Air Force, was supplemented in the late autumn with the Royal Navy leading mixed packages of aircraft on training missions from HMS Illustrious to help give the FAA experience of planning and executing these sorts of operations.

We will keep up this level of training as we prepare to man and operate HMS Queen Elizabeth when she leaves the shipyard in 2014. Key to this will be next year’s Auriga Exercise, which will see the newly refitted aircraft carrier, HMS Ark Royal, undertake a number of training exercises in Canada and the US, culminating in participation in the US JTFX carrier exercise in July 2010.

Naturally, while the carrier training and support to Operation Herrick in Afghanistan were taking place, we also had to continue to deliver aircraft to our ships on standing commitments in the Atlantic, Gulf and Mediterranean, as well as maintaining our contribution to the Search and Rescue effort around the UK.

During 2009, we successfully introduced our first Anti-Submarine Warfare Merlin helicopter north of the Straits of Hormuz on a Type 23 frigate, following the installation of the required defensive aids suite, complementing the Lynx and Merlins operating in the waters south of the straits.

Throughout the year, we also continued to supply Lynx helicopters to the patrols in the North and South Atlantic, as part of our protection for the Falkland Islands, the Antarctic and the other overseas territories in and around the Caribbean.

Since the Lynx replacement helicopter, the AW159 Wildcat, successfully completed its maiden test flight on 13 November 2009, we are now getting everything in place to transfer to the new aircraft in 2015 and have commenced a study to work out how best to base it at Yeovilton, alongside the Army Air Corps’ Lynx helicopters.
The Commando Helicopter Force Sea King helicopters of 845 and 846 Naval Air Squadrons (NAS) have been operating in Afghanistan since November 2007. They are based at Kandahar Airfield, with elements also at Camp Bastion. Modifications have been made to the aircraft to enable them to perform in the harsh Afghan environment. These include Carson rotor blades and a new tail rotor for greater lift, an extra gun for improved all-round defence and a significantly enhanced night-flying capability system, along with an upgraded defensive aids suite.

Consequently, the resultant Sea King Mk4+, as it is known, can now survive extreme temperature changes throughout the year, manage the very high altitudes during the summer and handle the powder-like dust and the pitch-black nights far better than the standard Sea King Mk4.

All eight Sea King Mk4+ aircraft currently in theatre are used in Regional Command (South) (RC(S)). Most missions are flown miles to the west of Kandahar. The squadrons are kept extremely busy at all times, but they experienced a significant surge of activity in the run-up to the summer’s presidential elections, with the majority of tasking taking place between the Forward Operating Bases (FOBs) dispersed along the Helmand River.

With troop numbers on a steady increase, the demand for support-helicopters has never been higher and so the impact that the Fleet Air Arm Sea Kings have made has been tremendous. Both squadrons frequently find themselves operating in areas and roles far out of their usual routine tasking. RC(S) readily call on the ‘Junglies’, not just because of their rapid response time and increased lift capability, but also because the squadrons have gained an enviable reputation for reliability in the face of adversity.

This ‘Jungly’ culture was highlighted in January 2009, when Lieutenant Commander Gavin Simmonite and his crew were tasked to fly an under-slung load to Australian Special Forces. As Simmonite was bringing his helicopter to the drop zone, it was hit by sustained and accurate Taliban fire – bullets pierced the fuselage and ricocheted in the cabin.

During the ensuing mêlée, Naval Airman Thomas Saunders was able to return fire and pin-down the Taliban attackers; his quick reactions produced the vital seconds needed for him and his fellow crew members to escape. Likewise, Simmonite’s exemplary airman-ship and handling skills enabled him to get the aircraft out of the danger-zone without loss of life.

Lieutenant Commander Simmonite was subsequently awarded the Distinguished Flying Cross and Naval Airman Saunders received an award from the Commander Joint Helicopter Command.

When the Lynx aircraft of 847 NAS returned from Afghanistan in May 2009, after an eight-month deployment, they immediately set about relearning the skills that had degraded during their time in theatre.

Half the Squadron went out to the Taurus deployment embarked in HMS Ocean. This proved to be a fantastic opportunity for reinvigorating deck-landing and jungle warfare skills for both aviators and support personnel. Once the Taurus deployment was over, 847 NAS began preparing for a full-squadron deployment to Norway for Arctic training, where conditions provided the kind of challenging flying that is excellent for building experience with low freezing cloud, blizzards and white-out conditions.

Significantly, many of the skills practised in Norway are directly applicable to current operations – the reduced visibility encountered on a snow landing, for example, simulates the effect of dust in Afghanistan.

In February 2010, 845, 846 and 847 NAS deployed again in HMS Ocean for Exercise Cold Response, providing each with an opportunity to further hone amphibious and tactical operations from FOBs ashore. This will be followed by deployments to the east coast of America as part of Exercise Auriga. Once completed, the Lynx pilots will then begin their conversion to the upgraded Mk9A standard, prior to Pre-Deployment Training in preparation for a return to Afghanistan in February 2011.
The fast-jet pilots and ground crews of the Naval Strike Wing (NSW) officially left Kandahar Airfield, Afghanistan, in December 2008, after five years rotating with Royal Air Force (RAF) 1, 3(F) and IV(AC) Squadrons of Joint Force Harrier (JFH). However, because of an extension in the JFH deployment, members of the NSW continued to support the Harrier Force until it left Afghanistan in June 2009.

This period was as intense as ever, with the Afghanistan elections adding to the high-tempo of operations. The NSW crews that went out in 2009 helped to gear up for the August elections, with one of their tasks being to photograph all of the polling stations in the central highlands.

NSW pilots and maintenance engineers were an integral part of the huge effort to support the troops on the ground, through a mixture of close air support, armed reconnaissance and air affects duties. They received their tasks from the Air Operations Center in Kabul, which, in turn, received its instructions from the Qatar-based Combined Air Operations Centre.

Particularly significant was the contribution the force made to counter the Improvised Explosive Device (IED) threat, by supplying real-time reconnaissance of the only substantial road that is capable of taking the regular convoys needed to supply those in theatre – the infamous Highway 1. This road is the key supply route for all the military and humanitarian relief convoys for Afghanistan. Keeping it open is, therefore, a major priority for the continued success of the entire operation.

The increasing threat from IEDs demanded constant vigilance and as most of these booby traps are laid after dark, the JFH joined in the routine task of supplying air effects during the night. This entailed flying up and down the Sangin Valley to locate and disrupt any insurgents preparing the devices.

Although the extended Afghanistan deployment has meant that the NSW pilots have become world experts in land-based medium-day/night Close Air Support operations, this has come at a cost. Many of the maritime skills in which they specialise have degraded. Now, the NSW needs to reinforce the skills of flying in larger formations at low-level and, of course, flying on and off carriers against a more conventional opposition than the Taliban.

REGENERATION

Therefore, 2009 was used as a ‘regeneration’ (training) period to qualify as many pilots as possible for daytime carrier-based operations. 2010 will see numerous NSW pilots qualifying for night-time carrier operations alongside their RAF colleagues. With the Queen Elizabeth-class carrier now being built, this has taken on added importance, as has building up and maintaining both 800 and 801 squadrons at full strength.

2010 will, hopefully, see another NSW pilot going out to the US to fly US Navy F-18 Hornets and US Marine Corps AV-8Bs, as part of the process to train enough pilots to man the Harriers in HMS Queen Elizabeth up until 2018, and provide the skill sets to convert onto the F-35 Joint Strike Fighter aircraft as they begin to come on stream.

As the NSW provides the JFH core skills in terms of carrier operations, it will also lead the Force for re-skilling for embarked (carrier) night operations during 2010. To help with this process, the NSW completed three carrier attachments – making up almost four months at sea – during 2009.

In March, they embarked in Illustrious to carry out Safe to Operate duties to make sure that the deck was safe to fly off. Then, in June, the force took part in Exercise Loyal Arrow off Sweden. This was the first opportunity to demonstrate the new Paveway IV laser-guided smart bomb from a carrier. Next, the NSW embarked back in Illustrious in late September for the second 2009 Joint Warrior Exercise of the year.

Here, Royal Navy and RAF pilots flew in packages of up to 12 aircraft to practise Composite Air Operations, flying a mixture of air defence, strike, in-flight refuelling, reconnaissance/surveillance and command-and-control aircraft as a single element. The exercise also saw the NSW investigate the feasibility of supporting the surface fleet by using Harriers to assist with anti-surface vessel warfare tasks.

Having completed one of its toughest assignments in the modern era, the NSW is now looking forward to spending more time at sea and preparing for the Queen Elizabeth-class aircraft carriers.
Throughout 2009, Gannet Search and Rescue (SAR) Flight (GSF) and 771 Naval Air Squadron, located at Prestwick Airport and Royal Naval Air Station Culdrose respectively, continued to maintain SAR services for the southwest approaches, the Atlantic Ocean and the Cornish peninsula. In doing so, they were among the busiest SAR assets in the country. With tasking originating from either the Aeronautical Rescue Co-ordination Centre at RAF Kinloss or via Falmouth coastguard, 771 had responded to 284 callouts by early November 2009, with GSF responding to 400 in early December, becoming the only SAR unit to achieve this number of call outs in a year.

The contributions to UK SAR by Royal Navy crews have not gone unnoticed; there have been recent awards to 771 and GSF personnel, including the Queen’s Gallantry Medal, the Queen’s Commendation for bravery in the air and the Air Force Cross.

Although 771 Squadron’s primary role is to provide 24-hour SAR services, it also contributes to maritime counter-terrorism and, crucially, as an Operational Conversion Unit, it provides SAR training for pilots, observers and aircrew. During 2009, the squadron flew 18 training sorties a week in order to fulfil its usual quota of 32 personnel per year.

In addition, the engineering team trained 16 junior engineers, with a further 15 on-track for the end of 2009. With the introduction of the Sea King Mk7 Airborne Surveillance and Control helicopters into Afghanistan, 771 has been extremely busy preparing their crews, with training packages delivering skills in low-level night vision goggle flying and flying in snow and dust. By late 2009, 771 had trained more than 30 Sea King Mk7 aircrews for Afghanistan.

In early 2010, a four-year project to transition to 12 SAR bases under a civilian contract reached another milestone with the selection of the Soteria Consortium as the preferred bidder. There will be 66 military aircrew in the new system to ensure the military maintains the appropriate skill sets.
he 16 ships of the Royal Fleet Auxiliary (RFA) are fully integrated within the Royal Navy’s force structure. However, the ships are owned by the Ministry of Defence and manned by civilian mariners who undergo both civilian and naval training, creating a service ethos akin to that of the Royal Navy. The RFA’s primary purpose is to supply Royal Navy ships at sea with everything they need to remain on station, including ammunition, food, fuel, general stores and spares. That said, the Bay-class Landing Ship Dock Auxiliary (LSDA) vessels are a considerable component of the UK’s amphibious assault capability. The RFA’s role, however, extends way beyond this essential remit as it contributes to the UK’s counter-piracy, anti-narcotics and humanitarian relief activities. The RFA also assists with Fleet Air Arm and Royal Marines training and supports UK Special Forces on global operations. This versatile and cost effective flotilla maintains high availability and contributes to all levels of maritime operations.

Throughout 2009, the operational tempo remained high with the 2,300 men and women of the RFA undertaking tasks in home waters, the Atlantic, Caribbean, Gulf, Indian Ocean and the Mediterranean. Wherever there was a major Navy presence, there was an RFA vessel. However, due to the increasing pressure on maritime resources in 2009, RFA ships often operated by themselves.

The RFA is very much a sea-focused organisation, but approximately 150 personnel are integrated into various headquarters, including Navy Airborne Surveillance and Control (SKaSAC) of two frontline Naval Air Squadrons (NAS), 854 and 857, and the Operational Conversion Unit (OCU) of 849 NAS, was deployed on operations in Afghanistan in May 2009 for a tour of duty, which is to continue for the foreseeable future. On being tasked to prepare for operations, the men and women of the SKaSAC force went about essential theatre-entry training and modified the aircraft to perform in the harsh environment of Afghanistan.

The personnel training included weapon drills, basic language skills and practising how to spot and react to the threats commonly faced in Afghanistan. The aircraft modifications were similar to those installed on the Sea King Mk4 and Lynx Mk7 helicopters and included a defensive aids suite, night-vision devices and Carson rotor blades.

The flying schedule from Camp Bastion is an extremely busy mixture of reacting to short-notice tasking, maintaining persistent patrols or delivering a surge capability, such as that demonstrated during this summer’s election period. The demand for Intelligence Surveillance Targeting and Reconnaissance (ISTAR) is ever-increasing and the impact made by the Sea King Mk7 ‘Baggers’ has been significant. Its flexibility and ability to complement other ISTAR platforms has led to it being a key coalition asset and a welcome addition to the multi-national force.

When not deployed in Afghanistan, the force continued to maintain core maritime skills, embarking in a variety of ships – normally aircraft carriers – to ensure that the force could deliver the core tasks required. In parallel, the OCU at 849 NAS went through a heavy process of pilot, observer and maintenance personnel training to meet the commitment of operations in Afghanistan.
Command HQ, to provide management, training and policy oversight.

The RFA deployed four ships for the initial stage of the Taurus 09 deployment. Integrated within the Task Group throughout all stages of the deployment, RFA Wave Ruler, conducted more than 100 resupply operations to ships from almost 20 different nations. RFA ships, Lyme Bay and Mounts Bay, transported amphibious troops and equipment from UK ports and were focal points of the multi-national amphibious training undertaken during the voyage. Delivering everything from ammunition to zener diodes, RFA Fort Rosalie was the single source of stores replenishment for the group while in the Mediterranean.

Support to the international mission in the Arabian Gulf continues at a relentless pace with four ships deployed throughout most of 2009. The RFA has maintained a fleet tanker in the region to support coalition forces for more than two decades. In 2009, RFA Wave Knight undertook this role until relieved on station by RFA Bayleaf. A particular highlight of 2009 was the deployment of RFA Lyme Bay into the Gulf to support the ongoing Mine Countermeasures activities. This entailed undertaking a significant engineering assignment in theatre followed by a comprehensive training programme, delivered by Flag Officer Sea Training (FOST), prior to taking up the task. Beyond these two vital roles, the RFA is also part of the international effort to train the fledgling Iraqi Navy, and RFA Cardigan Bay has been allocated to this task for 18 months. Moreover, RFA Diligence, the Navy's bespoke damage repair ship, capable of repairing both peace-time accidental damage, as well as damage received during conflict, was also in the Gulf area for much of the year.

The RFA has contributed to the multi-national effort to counter the piracy threat, especially off the coast of Somalia. During 2009, RFA Wave Knight assisted warships’ boarding and policing operations actively intervening to ward off a number of pirate attacks on merchant shipping. She also retrieved the Lynn Rival yacht after its occupants had been taken hostage by Somali pirates.

On the other side of the world the RFA Black Rover and Gold Rover continued their sterling service in the South Atlantic contributing to the UK’s protection of the Falkland Islands, a task supported by the RFA since the Falklands Conflict in 1982. North of the equator, the RFA provided hurricane and disaster relief capability alongside the Navy in the Caribbean. RFA Fort George was on hand when HMS Iron Duke broke drug seizure records in September 2009 with a single haul of more than 5 tonnes of cocaine.

After the terrifying earthquake in Haiti, RFA Largs Bay sailed to the region to deliver much needed humanitarian aid.

During the course of 2009 an RFA ship was dedicated to supporting the FOST organisation. The role of the FOST ‘tanker’ is to enable the training of warships and auxiliaries to ensure their fitness for task. Prior to undertaking the global tasks, all RFA ships are exposed to this training process, adding to the specialist military skills required of all RFA personnel. Missing from the operational activity during 2009 was RFA Argus, which spent the year in Falmouth undergoing a major change of role in order to receive state-of-the-art medical facilities to provide the Navy with a modern Primary Casualty Reception Facility.

The long-term future of the RFA will be driven by implementation of two crucial activities: Project Darwin and the MARS programme. During 2009, Project Darwin developed the RFA’s mission and vision paper, refocused the strategic aims of the management board and set out future RFA engineering structures. Darwin is currently considering how the RFA will best utilise its manpower in the future in order to improve capability without undermining availability. The MARS programme will ensure that the RFA is equipped with modern, capable and affordable ships able to seamlessly integrate into any Task Group and operate at high tempo to support the Royal Navy of the future.
In October 2008, the Royal Navy deployed the UK Joint Force Medical Group in support of Operation Herrick 9 in Afghanistan, where we provided medical support to all UK forces in theatre, from Kabul to Helmand province. This diverse unit consisted of medical and support ranks from 103 units, Regular and Reserve, across the three armed services.

Based on the nucleus of the Medical Squadron Commando Logistic Regiment, the unit was deployed following an intensive period of pre-deployment training that covered all aspects of medical support, from the treatment of casualties at the point-of-wounding in the field, to the delivery of high-grade secondary care in the hospital in Camp Bastion. The operation was intense from the outset.

Members of the Royal Marine Band Service were used as drivers and watch-keepers for the first time on Operation Herrick, proving to be a highly competent and keen group. However, one of the greatest challenges was preparing Royal Navy ranks with no previous land experience for operations. We managed to do so with the aid of the Commando Training Centre Royal Marines, but a close watch was kept on everybody once in Afghanistan.

The situation across Task Force Helmand was varied, with complex and diverse geographical and local idiosyncrasies. Among other things, the Medical Group had to supply support to Combat Logistic Patrols of vehicles, stretching several kilometres in length, which were frequently targeted as they crossed enemy terrain. Most medical support was delivered from Forward Operating Bases, where medical staff provided primary care and accompanied fighting troops on the ground. Casualties were treated as quickly as possible, at the spot where they received their injuries, and rushed to hospital by the medical emergency response teams in Chinook helicopters.

The medical support onboard the Chinooks was delivered by a consultant-led team and able to provide intensive care treatment, including ventilatory support and blood transfusion in the air.

The hospital in Camp Bastion, manned by one of the Medical Group Squadrons, focused mainly on the provision of trauma care. It routinely dispensed medical aid to both military and civilian patients suffering from multiple injuries. Wounded UK citizens were stabilised at Camp Bastion before being evacuated home by the Royal Air Force. The severely injured were transferred, under anaesthetic, by Critical Care Aeromedical Support Teams, to the Selly Oaks Hospital in Birmingham.

Having completed their six-month tour, the Medical Group returned to the UK in April 2009. While in theatre, they were universally recognised as a constant source of medical support...
Herrick 9 proved without doubt that the Navy can successfully provide a medical group.

In October 2009, teams of Royal Navy clearance divers – each led by a Petty Officer (Diver) – deployed to Afghanistan for the first time to join the joint service effort dealing with Explosive Ordnance Disposal (EOD). The teams were created in response to the joint service call to enhance the EOD and counter-IED effort, which up to the end of 2009 had been primarily supplied by members of the British Army. Although trained to deal with water-borne and explosive threats on the shoreline, this is not the first time that the Royal Navy divers have worked on land as they recently spent more than two years working in Iraq doing a similar job to the one they are undertaking in Afghanistan. The divers join troops on patrol to clear routes for vehicles and deal with any other suspicious looking objects. To get ready for this deployment, the teams spent six months with the Royal Engineers 49 Field Squadron learning weapons skills and ambush drills.
After 18 months of meticulous planning, HMS Bulwark finally left Devonport on 18 February 2009 to lead the largest Royal Navy deployment in over a decade – Taurus 09. Rarely has such a powerful multi-national fleet been gathered in peacetime under the command of the Royal Navy.

HMS Ocean, the Navy’s largest ship, joined 11 other vessels, including the flagship, Bulwark; two Trafalgar-class hunter-killer submarines; two Type 23 frigates, Argyll and Somerset; the survey ship, HMS Echo; two Royal Fleet Auxiliary (RFA) Bay-class assault ships; and the RFA tanker, Wave Ruler.

En route, they were joined by the American destroyer, USS Mitscher, and the French Frigate FS Dupleix. The Fleet Air Arm (FAA) was embarked with Naval Air Squadron (NAS) 815 Lynx Mk8 anti-ship helicopters, Naval Air Squadron (NAS) 820 Merlin Mk1 submarine hunters and NAS 847 Lynx AH7 armed reconnaissance helicopters.

In just over six months, and 20,400 miles, the 3,300-plus UK servicemen and women involved in this landmark deployment accomplished several key undertakings on behalf of the Ministry of Defence (MOD) in general and the Navy in particular.

The core task of the deployment was to train and/or retrain as many marines, sailors and aviators as possible in the complex arts of beach assaults (amphibious landings) and Anti-Submarine Warfare (ASW), as these skills have been gradually degrading due to prolonged commitments in Afghanistan and Iraq.

It was also an opportunity to demonstrate that, despite a reduced fleet, the Navy can still muster and lead a Task Group of this size at a distance from the UK and over a prolonged duration contributing to constabulary operations in the Mediterranean, the Middle East and Far East providing maritime security throughout the deployment.

The deployment took place in two distinct phases: the first in the Mediterranean and the second in the Gulf and Indian Ocean. Each phase was centred on a set of exercises, designed not only to increase skill levels but also to practise warfighting with friends and allies.

Phase One Exercises, Cyprus Wader and Egemen, pitted 40 Commando and 539 Assault Squadron Royal Marines and the Fleet Diving Unit alongside the Armed Forces of nations as diverse as Belgium, Greece, the Netherlands and Turkey. At the end of Phase One, five of the Taurus ships, Bulwark, Ocean, Somerset, Wave Ruler and USS Mitscher sailed down the Suez Canal for Phase Two in the Indian Ocean.

Phase Two was a relentless mixture of beach assaults, riverine combat and jungle warfare. Again, the emphasis was on working with allies past, present and future, so that lessons could be learned on how to fight together using different equipment and procedures – so-called ‘interoperability’.

Exercise Red Alligator saw a Saudi Arabian Battle Staff embark on Bulwark to help plan and
execute beach landings by Royal and Saudi Arabian Marines in the first training manoeuvres for British forces in Saudi Arabia for 16 years.

In April, ASW skills were sharpened in the Arabian Sea as part of Exercise Blue Toreador. Here, HMS Somerset’s new 2087 sonar was combined with 820 Squadron Merlin ASW specialists and their own FLASH dipping sonar. The task was to seek the hunter-killer submarine, HMS Talent, as she did her utmost to attack the prized assets of the fleet, Ocean and Bulwark.

Bangladeshi Forces trained with the Task Group during Exercise Shomudro Torongo in May and in the last of the major exercises, Commando Raja, the Royal Australian Navy’s, HMAS Manoora, joined the flotilla.

The final exercise brought together some of the world’s toughest fighting units – Royal and US Marines, Ghurkas and members of the Brunei and New Zealand Armed Forces – and placed them in some of the planet’s harshest conditions, so that they would be ready to engage in one of the hardest combat skills known – jungle fighting.

With Commando Rajah over, the ships were able to return home to their respective bases after some of the most gruelling but vital training the Navy has conducted outside of preparations for Afghanistan and Iraq. The progress of the entire Taurus 09 deployment has been excellently captured on the second series of Channel Five’s Warship programme.
Now in their second year of operations, but with their origins dating back 60 years, the Joint Warrior (JW) spring and autumn exercises continue to impress as the largest multinational tactical exercises in Europe. The training emphasis that Northwood’s Joint Tactical Exercise Planning Staff provide is based on bringing army, navy and air force elements from a dozen or more countries together for a fortnight of realistic simulated combat with live firing.

Locations from all around the UK are used to enable a full spectrum of military actions on the sea, land and in the air. However, the northwest of Scotland is where the majority of the action takes place, with Cape Wrath, further north, and the North Sea also seeing plenty of activity.

In all, 25 ships, including three submarines, took part in JW 091, as this year’s spring exercise, from 11 to 22 May, was entitled. The manoeuvres were used as an excellent opportunity to get the Standing NATO Maritime Group 2 fully integrated before they deployed to the Mediterranean later in the year.

Harriers and helicopters from HMS Illustrious helped to make up a total of 75 aircraft from various nations, including Rafales and Mirages F1s from France, as well as the NATO E-3 Airborne Warning and Control System command-and-control aircraft and maritime patrol planes from Italy and New Zealand. Between them, they averaged 100 sorties a day.

On the ground, Coldstream Guards and the Royal Artillery joined US Marines as they went through rigorous counter-insurgency, casualty evacuation and clearance operations. For the Guards, this was particularly useful as it formed part of their pre-deployment training for Afghanistan.

Likewise, aircrew also used the exercise to practise delivering live bombs onto the Garvie Island range and ensure that they have the necessary qualifications for deploying to Afghanistan.

October’s JW 092 brought HMS Illustrious back up the Clyde, together with eight Naval Strike Wing GR9 Harrier fast jets, two Merlin anti-submarine helicopters from 814 Naval Air Squadron and two Sea King Mk7 Airborne Surveillance and Area Control helicopters. The run up to the exercise saw Royal Marines, joined by a number of brave members of the US Marine Corps, undertake a parachute drop from a C-130 Hercules transport aircraft straight into the icy waters of the Clyde.

Four days later, the exercise got underway with 18 ships and three submarines making up the naval element. Countries invited to join in the exercise came from Brazil, Canada, Denmark, France, Germany, Turkey and the US.

The presence of the Brazilian Navy was particularly valuable – a fact that was reinforced by Commander Filho, the Commanding Officer of the frigate, BNS Defensora,

“Joint Warrior is advertised as one of the most realistic war games the US Navy can be involved with”

as he made preparations to join in the exercise. “It is amazing for us from Defensora to be chosen to participate in this operation. It is unique for us to operate in Europe with different navies and we are looking forward to the learning and training to bring back to our country. For the first time, we are operating alongside a Danish Navy ship and a Turkish Navy ship,” he revealed.

The success of the Joint Warrior concept was also hailed by the Commanding Officer of the USS Cole, Commander Edward Devinney: “Joint Warrior is advertised as one of the most realistic war games that the US Navy can be involved with. I want the crew to take away the training benefits as they are pushed to their limit.”
MORE PEOPLE, BETTER LEADERSHIP, MORE GRIT!

When I took up the post of Second Sea Lord in July 2008, I set myself three strategic goals. It was clear to me that the Royal Navy could only address the challenges it faces with confidence if it had more people, better leadership and an unrivalled fighting spirit. More than one year on, I have been tremendously impressed by the efforts everybody has been making to achieve these aims.

For the first time in 13 years, the Royal Navy has reached what is termed ‘manning balance’. Although this does not mean we are at full strength, we are currently only 2% off that target. This excellent improvement stems from the hard work that has taken place across the Service to enhance our recruiting techniques and increase the number and suitability of the people we welcome into the Royal Navy. It is also a reflection of the sustained effort that everybody has made to persuade those who join to stay with us for longer. Making our people feel valued, giving everybody the appropriate training and embedding career progression throughout will enable us to reach and maintain full strength in the very near future.

However, in order to do this we need the very best leaders at every level of the Service, and the quality of our leadership should never be taken for granted. As the challenges change at each new level within the Navy, the skills required to adapt should be nurtured, sharpened and refocused. Consequently, I intend to inject more leadership training into every career stage. By adding a week to the senior and junior rates training we have made a start. We must now continue this work with our officers and the Enduring Leadership Programme should begin to put this right.

The Royal Navy is first and foremost a combat force, and each one of us should have an unquestioned fighting spirit and the ‘grit’ to help us face down danger and hardship. In the short space of time that I have been in position I have noticed that physical fitness and our fighting spirit are becoming stronger, and to ensure that this continues I am putting in place a greater emphasis on sport and Adventurous Training (AT). The Physical Training (PT) branch has been expanded by 10%. I also intend to amend the Personnel Functional Standards document so that everybody will be guaranteed three hours of PT during work time each week and one week of AT per year.

We achieved a great deal in 2009, not just on the battlefield but across all of our commitments worldwide. I am grateful to everyone for their hard work, professionalism and cheerfulness in the face of adversity, and I am confident that we will continue to meet the challenges of the future from a position of strength.
THE RECRUIMENT CHALLENGE

The tide has finally started to turn in terms of attracting sufficient numbers of recruits into the Royal Navy and retaining those we have for longer. We now are only 2% below our total requirement of 35,660 trained personnel and the number of people leaving the Service has also stabilised with the rate of departure now beginning to slow down. Voluntary Outflow (VO) rates, as they are now known, have reduced from an average of 6.8% to 4.5% recently – with VO rates of 5% for ratings and 3.5% for officers generally considered to be healthy. Changes to the way we recruit, improved conditions of service and the way we deploy people on ships have had a dramatic effect on these numbers – the positive trends are not just a reflection of current economic conditions.

However, the recruitment challenge is much more than a numbers game. We need to ensure that we are recruiting and retaining the right sort of people with the appropriate skills that will be required as we start to commission the new Type 45 destroyers, Astute submarines, Queen Elizabeth-class aircraft carriers and then the Future Surface Combatant Type 26 frigates. Operations are also having a pronounced effect, particularly with the current deployment of our Commando Helicopter Force and the Sea King Airborne Surveillance and Area Control squadrons, all of which need to be manned at 110% while in theatre. In addition, we are still facing difficulties attracting personnel to some areas of the fleet – in particular, submarines, aircrew and divers.

Action to redress these recruitment and retention challenges continues, and we have been running two programmes to look at ways of improving the way we do this: Integrated Recruitment and Retention (IRR) and Project Fisher.

PROJECT FISHER
MANNING THE CHANGE
In response to the changing shape and size of the Royal Navy, more technologically advanced ships and increasing demands of expeditionary operations, we must continue to examine how we man our ships and submarines. An optimum balance between maximising operational capability and maintaining sufficient, capable and motivated personnel is essential. Project Fisher was launched in July 2007 to look at ways of achieving this balance, examining the problem from the perspective of our sailors and their families. The project provided a significant body of information on how ships could be manned differently, and has allowed the Navy to take stock of the available options. While this will not lead to any short-term change, the requirement to monitor and develop Manning ideas for the next decade or so remains one of the tasks for the recently established Future Personnel team.

One such concept is called Geographical Squad Pooling, which is being trialled by the Portsmouth Type 23 frigates and aims to improve the current squad Manning system. Junior Ratings serve between 18-24 months continuously in a single ship before being assigned to the shore pool element together with sailors from the other five Duke-class ships. While ashore, individuals attend training courses, are employed on gainful activities, take outstanding leave and provide the manpower necessary to contribute to navy-wide duties such as November Ceremonies. After a four to six-month period ashore, they are assigned to another ship of the pool.

The concept aims to improve the quality of life for Able Ratings and Leading Hands, providing them with known employment patterns and better shore-side support. Initial results are positive and successful elements of the trial will now be assessed for roll-out across the rest of the Navy.

INTINTEGRATED RECRUIMENT AND RETENTION
Recruiting people who want to stay in the Royal Navy long enough to sustain our manpower requirements is the focus of the IRR programme. Not only will this reduce the rate at which people leave the Service, it will also help to lower recruiting and training costs. IRR’s initial research phase, led by our team of occupational psychologists, aims to identify individual characteristics and personality traits that might lead somebody to stay in the Service longer and achieve a successful and fruitful career. The intention is to shift the focus from a potential recruit’s ability to complete training to the likelihood of him or her serving for long enough and progressing far enough to meet Navy requirements. While we investigate how this might be identified during the selection process, we aim to validate our ideas across a range of serving personnel from different branches and with varying lengths of service. In addition, as we get ‘smarter’ and are able to differentiate between those applicants we might want to select, there is the oppor-
tunity to review how we determine the number of recruits we need.

By using our manpower, planning and forecasting tools in a more creative way, we are now able to specify a ‘qualitative’ feature to what have traditionally been ‘quantitative’ figures. In other words, we know more about the characteristics of the people who make up the statistics. This has enabled us to forecast, in a more sophisticated fashion, just how many people we need to complete their training and begin their Service life in the trade or specialisation they have chosen. This will ensure that we have the right levels of manpower throughout all the branches of the Service now and in the future. From the individual recruit’s perspective, if we get IRR right, those who are selected to join are more likely to be better suited to the Navy ethos and culture and can have more confidence that they are choosing a career that they will enjoy and find rewarding.

In order to implement these ideas, IRR will develop selection and assessment policies and processes to be used over the next ten to 15 years, and the existing recruiting tests will need to evolve to take account of the research findings. Trials and further research are due to be conducted to determine the most appropriate selection tools to be used, and as they are introduced we will align their output with other HR processes. In doing so, we will hopefully develop a ‘through career’ view of each member of the Service that shows an individual’s selection data alongside their performance in training and on the job. Such a change would not only help us to validate our new selection process, it will also provide a framework to support HR research into understanding our people better. This, in turn, will be a key enabler in ensuring that we have the right people in the right places at the right time, and will assure our ability to undertake everything that we have been tasked to do.

CURRENT MANNING LEVELS
Like any large organisation, manning levels in the Royal Navy fluctuate from month to month, but in 2009 our overall requirement for personnel stood at 35,660. On 1 October 2009, we had 34,590 trained full-time sailors and marines. On the same day there were also 380 full-time reservists on short-term contracts within the Service, giving us a total full-time strength of 34,970 and a shortfall of 690 men and women. Some 6,610 of our strength were officers. Split between the genders, 580 officers and 2,620 ratings were women. Furthermore, approximately 3.4% of the Navy is made up of men and women from an ethnic minority.

As of December 2009, the Royal Fleet Auxiliary (RFA) had 2,300 trained personnel, of whom 808 were officers and 122 were female. The vast majority of RFA personnel serve at sea with only 127 shore posts manned. Current retention levels are high, with the average seafarer staying for 11.7 years and about 15 personnel leaving each month due to natural wastage. During the recent economic difficulties, however, this figure has been reduced to ten leavers a month.
During 2009, the 3,000 men and women of the MR continued to support operations in Afghanistan and the ongoing commitment to Iraq in both niche specialities and as augmentees to fill gaps in manpower. The MR are preparing for further operations in Afghanistan and will contribute 43 personnel to Operation Herrick 12 – between April and October 2010 – and 100 reservists to Operation Herrick 14 in the same period of 2011. In the short time that all these reservists are in theatre together, 25% of the MR will be deployed on operations, emphasising the changing role that Defence has recognised for reserve forces.

Maritime Reserves now fulfil specialist tasks, some of which have been almost exclusively transferred to them. Force protection of deployed ships is now undertaken by Reservists who are specially trained in the art of deterring and defending against attack by fast craft. The Maritime Trade Organisation in Dubai and the counter-piracy unit in Bahrain, supporting Operation Atalanta, also rely heavily on the Maritime Reserves, as do the Media Branch and those engaged in communications, intelligence/information, logistics, medical and mine-warfare operations, as well as the Chaplaincy.

One of the highlights in 2009 was the deployment of Lieutenant Commander Bill O’Brien, who became the first Maritime Reservist to deploy to the front line in Afghanistan as an Apache pilot with the British Army. Back at home the MR were an indispensable element in our engagement with the nation, and during the November commemoration ceremonies the MR represented the Royal Navy at more than 100 events around the country. In about 80% of those events, they were the sole Navy presence.
In recent years the Royal Navy has sought to align its traditional strengths in training with public qualification standards, ensuring that active personnel can acquire accreditation for their naval training and experience to support their eventual transition to civilian life. Consequently, the Royal Navy is committed to promoting a culture of lifelong learning, and offers financial support and time off (where necessary) to help with studies. Service personnel are entitled to an annual Standard Learning Credit of £175 each year, which they can use to help with their educational or vocational development. Those who register...
for the Enhanced Learning Credit Scheme are eligible to claim up to £6,000 towards the cost of higher education courses. In the 2008 to 2009 period alone, the Navy paid out £2.3 million to help naval personnel cover the cost of course fees.

The Naval Service takes pride in the fact that it delivers an appropriate Level 2 Apprenticeship programme to all of the approximately 3,000 recruits who join the Service each year. Nationally recognised accreditation of this training has been a priority, and since 1996 Service members have been able to study for NVQs, and from 2002 we have also been delivering Apprenticeships. In all, there are currently 11 Level 2 and three Advanced schemes available covering five occupational sectors: Business Administration, Engineering, Information and Communications Technology, Public Services and Care and Retail and Commercial Enterprise.

Apprenticeship schemes vary in length – from 20 weeks for Public Services schemes, to two years for the Engineering course. The schemes are delivered by training establishments across the UK and are backed up with work-based learning onboard HM Ships and Submarines. In four of the land-based establishments our training partner, VT, is closely involved in the delivery, administration and assessment of the Apprenticeship programme. We are extremely proud of that fact that the complete Naval Service programme was subjected to a detailed Ofsted inspection in February 2009, and gained an outstanding Grade 1 Level for Engineering and an overall Grade 2 for the whole of our training provision.

However, education and training never stop, from the day someone joins the Royal Navy to the day they leave. As part of this process, the Navy works with a variety of professional bodies as well as colleges and universities such as the Open University and the Universities of Plymouth, Portsmouth and Swansea. Furthermore, Engineering Technician training has been mapped to a Foundation Degree level. This means that an individual can join the Navy without formal certification and, by completing their career training at Petty Officer level, can gain a university qualification.

It is not just technicians who benefit. With more than 350 accreditation schemes, most branches and specialisations offer a route to formal qualifications or recognition for their professional training. For example, Physical Training Instructors can work towards a degree in sports science and Royal Marine Landing Craft operators can gain Royal Yachting Association Yacht Master certificates. Moreover, all Navy instructors are encouraged to gain teaching qualifications, such as a Post Graduate Certificate in Education or a diploma in adult education. In addition, everyone who completes the Senior Rates Leadership Course/Senior Command Course receives a diploma in Leadership and Management from the Chartered Management Institute, and this qualification can be used as an entry point into a programme culminating in a Masters of Business Administration.

In 2009, 61 students completed undergraduate and post graduate degrees with Portsmouth University. Most notable were the achievements of the 17 Upper Yardmen who completed a year of study converting their foundation degrees to full degrees. Their success is truly impressive. Of the 17 students participating in the course, 12 gained First-Class Honours degrees, with the remaining five earning very commendable Second-Class Honours degrees.
CAREER MANAGEMENT
BEING AN EMPLOYER OF CHOICE

Being a top-class employer requires us to maintain the very highest of standards in terms of offering career choice, development and opportunities for advancement. We also strive to reflect the diversity of today’s society and therefore, welcome men and women from all faiths and ethnic origins and regardless of sexual preference. And in return for a person’s willingness to go into combat we look for ways to reduce the burden on them and their families by offering excellent accommodation where necessary, as well as access to education and healthcare for them and their families. We recognise that family stability is taking on a far greater importance than it has in the past and therefore, we are also looking at creative ways of allowing people to transfer in and out of the Service as their personal circumstances demand.

Once a person has joined the Service we guarantee to look after them in the best possible way. Career planning is one of the support services we offer. It is, however, not based on a whim, but on firmly established principles that are considered in the following order: Service requirement, career development, return on investment and personal preferences. The overriding priority is to ensure that we are preparing the right numbers of people with the right qualifications and experience to ensure that the Royal Navy will be able to successfully complete whatever task the Government asks it to carry out. In other words, our ‘operational capability’. This is a complex and carefully managed process carried out by teams of career managers who look at the requirements from a long-term (ten to 15 years ahead) and a medium-term (five years ahead) perspective.

The process starts the day a potential recruit expresses an interest in joining the Navy. He or she will be seen by a Careers Liaison Officer who will discuss their academic achievements and the sort of career path they would like to follow. Once accepted into the Navy and having a student hones his welding skills at HMS Sultan

Image courtesy of VT Group
completed initial training, a person’s file is passed to a Career Manager. He or she will take joint responsibility for that recruit’s career and will meet up with them every two to three years to discuss performance, career development and promotion prospects.

The professional branches in the Royal Navy are almost exclusively manned by the officer class because generally these branches require people who have achieved degree-level education. However, since at least a third of officers come up through the ranks, there is a huge range of opportunity for those who join as ratings as well. In theory, our continuous learning ethos makes it possible for someone who enters the Navy with no qualifications to leave with a degree and a professional accreditation.

As far as the Royal Fleet Auxiliary (RFA) is concerned, all seafarers are trained to Merchant Navy standards which are then overlaid with military qualifications when necessary. This allows recruits to be brought in from other areas of the Merchant Navy industry. RFA personnel are hired on flexible contract periods, meaning that they do not need to sign up for a fixed number of years and can leave at any time following a three-month notice period.

New recruits into the officer corps are now inducted via the Royal Navy’s Admiralty Interview Board and trained at the Britannia Royal Navy College at Dartmouth. Our junior rates training is conducted at various places and uses a number of Navy establishments, including HMS Collingwood, HMS Raleigh and Sultan with dedicated RFA courses delivered by RFA trainers. A large amount of RFA training, such as the Executive and Engineering Competence qualifications, is Maritime and Coastguard Agency certificated and carried out at civilian maritime colleges such as the Warwash Maritime Academy in Hampshire. On entry, officer cadets can choose to undertake Higher National Diploma or Degree courses depending on their existing qualifications.
The Second Sea Lord places enormous emphasis on the value of Adventurous Training (AT) for instilling leadership and grit. AT helps to make people more resilient, self-confident and determined to overcome obstacles. It is an exceptional complementary activity for those preparing for operations as it exposes them to challenging and sometimes frightening situations. It builds teamwork and forces people to be creative so that they can make decisions in a stressful but controlled environment. AT is also useful as a normalisation process for people coming back from operations, not just for ‘winding down’, but equally for building back risk-taking, as some personnel returning from a conflict arena can have a tendency to become risk-averse.

In order to make AT more accessible to everybody, the Naval Outdoor Centre in Germany, which runs the Bavarian Surprise programme, has been put on a permanent footing and instructors are stationed out there with their close families for two years or more. This extra resource enables the centre to offer places for as many as 2,400 people every year. However, more AT requires more AT Instructors (ATIs), and therefore, the Physical Training branch has just been expanded by 10% with an extra 28 instructors. In addition, we launched a Navy ATI course in July 2009 in order to create six new AT instructors a year.

During 2009, we ran expeditions and AT packages on a near constant basis, catering for all levels of expertise and experience. These included a very wide spectrum of activities from gliding, mountaineering and parachuting to sailing, scuba diving and skiing in locations as diverse as Cyprus, Egypt, France, Morocco, Nepal, New Zealand and the US. In October, we exposed volunteers to AT via Exercise Cairngorm Crusade in Scotland. This was pitched at those who may not have gone on an AT course before but, nevertheless, the course was extremely challenging and rewarding for those who participated. Plans are currently underway to run the exercise again in 2010.

At the other end of the scale, Expedition Khumbu Challenge 2009 was an attempt to climb one of the highest peaks in the Everest range, the 6,954 metre Ama Dablam mountain. What was particularly special about this expedition was that 23 of the 85 participants had been severely injured on operations, meaning that the five climbing teams had amputees among them. The focus was on ‘ability’ not ‘disability’. It was based around the concept that everybody, including the injured, needed a challenge that had to be significant but attainable, requiring each member to display grit, determination, courage and physical endeavour.

Although often undertaken in stunning and sometimes exotic locations, AT is not a leisure activity. However, because of the careful planning and excellent execution of the expeditions and courses, many people recognise it to be an invaluable part of their overall naval training. The fact that it can be so enjoyable also makes it a valuable recruitment and retention tool.

ACCOUNTANTS, CHEFS, DOCTORS AND LAWYERS

It is not always recognised that the Royal Navy has vocational branches which mirror the civilian world. Beyond the warfare specialists, we also have a wide spectrum of skill sets required to keep such a large organisation running – from catering to medical services to air crew, lawyers and accountants.

On the medical side we have teams of dentists, doctors and surgeons, supported by our own nursing staff. We sponsor our trainee doctors through the last three years of their medical training before assigning them to naval duties on ships or shore bases. Our engineering branches include nuclear engineers and general maritime engineering specialists who hold professional accreditations from industry. Our logistics branches are made up of not only those who specialise in the business of supplies, catering and administration, but also chartered accountants and barristers. Royal Navy lawyers, for example, support the internal court martial process, but also offer advice to operations with regards to target allocation and other aspects of the legalities of warfare. In fact, with guaranteed access to legal chambers for training, the Navy is a particularly effective route for becoming a barrister. We also qualify our naval accountants with the internationally recognised Certified Management Accountant certification using both distance-learning and residential courses.
We recognise that serving in the Royal Navy can sometimes put great strains on the families of our sailors and marines. We know that if we do not act to reduce these pressures our ability to recruit and retain our most valuable asset – people – will be affected. The Royal Navy is, therefore, placing more focus on family stability. We encourage our men and women to settle in one location and buy their own homes where possible and appropriate. Royal Navy homeownership now stands at 66%; well above that of the British Army and the Royal Air Force. The consolidation of the Submarine Service bases at Faslane is in part a measure to assist families.

The Naval Families Federation (NFF) is an enormous help to us as we formulate policy and make decisions which will inevitably affect our naval family community. We listen to their feedback very carefully, especially on issues concerning the family, housing, education, health and career management. In fact, the NFF is one of our primary tools for judging how well the Government is addressing the Service Personnel Command Paper, which was published in 2008 and focuses on Service families. We know, thanks to the ‘one year on’ report, that four key recommendations have already been delivered: a doubling of compensation for the most seriously injured, free further education for Service leavers, help for those leaving the Armed Forces to get on the property ladder and the establishment of specialist mental health treatment centres for veterans.

A consultation process was launched in July 2009 to investigate further measures to help all military families. A Green Paper, The Nation’s Commitment to the Armed Forces Community: Consistent and Enduring Support, is looking at how to consolidate some achievements that have been made since 2008 and to prevent Service personnel and their families from being disadvantaged due to their unique circumstances, when accessing public services such as housing, education and healthcare.

The Naval Families Federation is an enormous help to us as we formulate policy.
As a friend and adviser to the sailors and marines of the Naval Service, the 70 Chaplains of the Naval Chaplaincy Service (NCS) offer pastoral care, spiritual guidance and moral leadership to those at sea and ashore. They offer support to those in need on a strictly confidential basis, and although they have no military rank other than that of Chaplain, they hold a Queen’s Commission, undergo naval seamanship training and have a role at action stations as encouragers and carers. Some have even completed the gruelling Commando Course at Lympstone. As such, they are an integral element that enables the Royal Navy to fulfil its tasks. However, within the last generation, Naval Chaplaincy has been transformed, with five key moments bringing about a fundamental change in the way spiritual support is now made available.

The transformation began in the early 1990s with a series of consultations. Previously, each denominational branch within the naval Chaplains’ community adopted its own ways of working and was led by its own Principal Chaplain or the Chaplain of the Fleet. In 1992, an amalgamated Naval Chaplaincy Service was created, led by a Board of Management consisting of the Chaplain of the Fleet supported by two Principal Chaplains. These three people embodied both the Royal Navy’s executive authority, and denominational ecclesiastical authority, thus enabling them to oversee every aspect of Naval Chaplaincy.

A second key change has been the increased access for sailors and marines to chaplains representing a wider spread of other world faiths. In 2005, civilian chaplains to the Military (CCMs) were introduced with the Buddhist, Hindu, Islamic and Sikh communities endorsing a civilian Chaplain from each community to work across the three Services of the United Kingdom’s Armed Forces. Although the religious requirements of Jewish servicemen and women have traditionally been accommodated, in 2009, Rabbi Arnold Saunders was appointed as the first Jewish CCM.

The reviews which took place around the tragic events at the Princess Royal Barracks, Deepcut, mark the third key moment. They reminded Commanding Officers of their Duty of Care, and helped highlight how much Chaplains already contributed to it. The Care of Trainees Course that grew out of the experience of Chaplains in fostering attitudinal change and teaching listening skills is now mandated for all instructors.

A welcome fourth change has been in the way Chaplains are deployed. Today, about half of all Naval Chaplains’ postings are on deployments with the men and women of the Service, and the expectation is that Chaplains now alternate between appointments at sea or with a Commando Unit, or at shore bases.

The final change is in age. A generation ago, Chaplains joined the Royal Navy in their late 20s or early 30s, having started their ministerial training straight from school or university. Now, they generally begin that training much later in life. Consequently, the average age of Chaplains joining the Royal Navy in the last five years has risen to over 42 years. To recognise this fact-of-life, a priest or minister can now join the Royal Navy up to the eve of his or her 49th birthday.

These changes have not always been easy to introduce, but the Naval Chaplaincy Service continues to persevere with them so that Chaplains can live up to the description assigned to them as the “friend and adviser of all on board”.

Naval Chaplains are a friend and adviser to all onboard.
2008 saw the successful, initial phase of consolidation of numerous naval charities to form the Royal Navy & Royal Marines Charity (RNRMc). The priority for 2009 was to accelerate the development of the charity so that it can achieve its core purpose which is to give a better quality of life to serving and former naval service personnel. A number of significant milestones were reached during the year. HRH The Princess Royal kindly accepted the invitation to become the Patron of the charity, and the Navy Board gave the RNRMc its full backing as its charity of choice and principal focus for fundraising activity. The election to the Executive Committee of the Confederation of British Service and Ex-Service Organisations (COBSEO) also marked an important point in the RNRMc’s maturity. Moreover, 2009 saw another first as the charity took over responsibility for allocating the funds that Greenwich Hospital makes available for naval charity, further underpinning the central role of the RNRMc.

Throughout 2009, the drive to maintain income levels was a priority, and despite the credit crunch the RNRMc was able to increase the amount of grants it paid out. Although the support of those in need remains the central focus, wider assistance to ships, units and shore establishments as well as to individuals and families, illustrates the breadth of scope of the RNRMc’s activities.

The year also saw the RNRMc enhance its visual identity. A new logo, website and a fresh and powerful advertising campaign all carry the message that the RNRMc is here to help those throughout our wide naval community, serving or retired. This new look is designed to do two things – show people how they can access funds and, perhaps even more importantly, ask for help. It might not be apparent whilst young and fit, but the capacity of life to serve up unpleasant surprises is startling and the number of applications for support has risen during the year in all the charities that the RNRMc supports. Thus it remains a paramount goal of the RNRMc to increase its fundraising inside the Service, to truly create a culture of charity beginning at home. The Navy’s payroll-giving scheme, SABs, has had a slow start but is beginning to make inroads and is helping the RNRMc now more effectively to attract the traditional generosity of sailors and marines. The potential is enormous: every pound raised comes back to the naval sector and ‘your’ charity needs you. Visit the website at www.rnrmc.org.uk, watch the video and please support the RNRMc in every way you can.
The White Ensign Association (WEA) is well renowned as a ‘one stop shop’, where those who are resettling can gain both advice on their employment aspirations and guidance on commutation, savings and how best to manage their gratuity. The WEA and its specialist advisers have recently been in great demand helping serving and former Royal Navy and Royal Marines people resolve the difficult and sometimes painful issues that many families have encountered during the ‘credit crunch’. Debt, repossession, business failure, security of financial assets, investment strategies, pension complexities and mortgage difficulties are just some of the challenging issues on which the association has provided valuable help and advice – free of charge. The association has also been able to offer guidance to personnel seriously injured in operational theatres and for whom the security and sensible investment of insurance and Armed Forces Compensation Scheme lump sum payouts has been a great concern.

For everyone, the association’s advisers can always provide an invaluable, unbiased view on any financial plan under consideration. The WEA’s staff, trained by the Financial Services Authority, have lectured to more than 10% of the Royal Navy and Royal Marines...
The Royal Navy has 86 major ships organised into two Task Groups: one whose primary role is to bring fast-jet bomber aircraft into a position where they can strike targets on land from the sea; and the other, an amphibious assault group, which specialises in placing an invasion force of men and equipment ashore. These groups are defended by destroyers, frigates and attack submarines and supported by ships that specialise in detecting and destroying seaborne mines. In addition, the Royal Navy has its own survey and hydrographic ships and operates a number of patrol units, including the Fisheries Patrol Squadron and the fast patrol boats in Gibraltar and Cyprus. For the past 41 years, the Royal Navy has also maintained four nuclear-armed submarines – at least one of which is always at sea.

The oldest of our three aircraft carriers, HMS Invincible, is currently held at low readiness, while HM Ships Illustrious and Ark Royal are in more constant use. The largest of the three, Ark Royal, came out of dry dock at Portsmouth in September 2009 after a seven-month £12 million upgrade, having had a new exhaust system, refurbished gearboxes and improvements to her IT network infrastructure and sewage system. New ‘Intersleek’ paint applied to the hull has increased her top speed by two knots and reduced her fuel costs and emissions by 9%. Following the decision by the Ministry of Defence (MOD) to delay the introduction of the new carriers until at least 2014, the Invincible-class will remain with the fleet for a few years longer.

The largest vessel in the fleet, the helicopter carrier HMS Ocean, resumed duties more than a year ago following a 12-month £30 million refit and was made ready to take part in the Taurus 09 deployment. Our other two assault ships are the Landing Platform Docks Albion and Bulwark. HMS Bulwark assumed the role of flagship for the Taurus 09 deployment to the Indian Ocean, while Albion underwent her first dry dock maintenance period since being commissioned in 2001.

The seven Type 42 destroyers were joined by the first of the new Daring-class Type 45 vessels in December 2008. The

<table>
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<th>ROYAL NAVY – COMMISSIONED FLEET</th>
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<tbody>
<tr>
<td>Vessel type</td>
</tr>
<tr>
<td>Aircraft carrier</td>
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<tr>
<td>Assault ship</td>
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<tr>
<td>Destroyer</td>
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<tr>
<td>University training</td>
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<tr>
<td><strong>Total</strong></td>
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The Royal Fleet Auxiliary (RFA) supports the Royal Navy’s ships at sea with almost everything they need through six refuelling tankers and four stores replenishment ships. Refuelling duties are undertaken by two Wave-class fast-fleet tankers, RFA Wave Ruler and Wave Knight; two support tankers, Orangeleaf and Bayleaf; and two small fleet tankers, Gold Rover and Black Rover. Ammunition, spares, food and other associated stores are supplied to the fleet at sea by the four Fort-class replenishment ships Austin, George, Rosalie and Victoria.

The RFA also operates four Bay-class assault ships; Cardigan Bay, Largs Bay, Lyme Bay and Mounts Bay. These vessels are similar to the Navy’s assault ships, Albion and Bulwark, although slightly smaller. Two other ships, RFA Argus and RFA Diligence offer specialist support – the former acting as a casualty ship and aviation training vessel and the latter, a roving repair ship. The programme to replace the fleet tankers and replenishment ships known as the Military Afloat Reach and Sustainability programme was recommenced in 2009.

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For the past 41 years, the Navy has maintained four nuclear-armed submarines

In April 2009, the ice patrol ship HMS Endurance was brought back into Portsmouth for repair, following a near catastrophic incident in December 2008 which flooded her engine room. We are now considering the best way to deliver the ice patrol task to the Antarctic.

As the submarine force gears up to decommission its last Swiftsure-class boat in 2010, the Astute boats have finally begun to near service entry, with HMS Astute entering her home port of Faslane in November 2009, the same month we decommissioned HMS Trafalgar. Work is progressing on the other three Astute boats, HM Ships Ambush, Artful and Audacious.

During 2009, the MOD began looking into the feasibility of maintaining the nuclear deterrent in the future by replacing the four Vanguard submarines with three new boats within the next two decades.

THE ROYAL FLEET AUXILIARY

The Royal Fleet Auxiliary (RFA) supports the Royal Navy’s ships at sea with almost everything they need through six refuelling tankers and four stores replenishment ships. Refuelling duties are undertaken by two Wave-class fast-fleet tankers, RFA Wave Ruler and Wave Knight; two support tankers, Orangeleaf and Bayleaf; and two small fleet tankers, Gold Rover and Black Rover. Ammunition, spares, food and other associated stores are supplied to the fleet at sea by the four Fort-class replenishment ships Austin, George, Rosalie and Victoria.

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The Royal Fleet Auxiliary – Commissioned Fleet

<table>
<thead>
<tr>
<th>Vessel type</th>
<th>Quantity</th>
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<tbody>
<tr>
<td>Tanker</td>
<td>6</td>
</tr>
<tr>
<td>Assault ship</td>
<td>4</td>
</tr>
<tr>
<td>Stores replenishment</td>
<td>4</td>
</tr>
<tr>
<td>Training</td>
<td>1</td>
</tr>
<tr>
<td>Repair</td>
<td>1</td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td><strong>16</strong></td>
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</tbody>
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HMS Ocean being replenished at Sea by RFA Orangeleaf
The Maritime Change Programme (MCP) was launched in October 2007 following an earlier decision to retain and optimise all three of her Majesty's Naval Bases – Clyde, Devonport and Portsmouth.

MCP aims to improve efficiency by rationalising the way we base and maintain our fleet, as well as to enhance the way we do business with industry. Not only will it improve our operational capability, it will also have a beneficial effect on naval personnel and their families.

On 6 May 2009, former Armed Forces Minister, the Right Honourable Bob Ainsworth, confirmed to Parliament that Her Majesty's Naval Base (HMNB) Portsmouth will be the home port for the Type 45 destroyers and the new Queen Elizabeth-class aircraft carriers. He went on to say that HMNB Devonport will be the main operating base for amphibious, survey and hydrographic vessels, as well as for the Type 22 frigates – and for the next five years for seven Type 23 frigates. HMNB Clyde will become the main operating base for all classes of submarines, including the future classes of submarines, such as the replacement for the Vanguard nuclear deterrent submarines and eight Sandown-class Mine Countermeasure Vessels.

The Minister stated that in order to reduce duplication of facilities and to provide future stability for submarine personnel, the move towards a single submarine operating base would be initiated six years earlier than originally planned, although submarines will not relocate for around five years. The MCP office has initiated a process to gain a greater understanding of the socio-economic implications of any future decisions made on surface ship home base allocations in so far as they impact on Devonport and Portsmouth. As part of this process, a communications strategy is being developed to improve understanding regarding the project's scope and timescales. Other significant MCP highlights during 2009 included the signature of a 15-year Terms of Business Agreement (ToBA) with BAES Surface Ships in July 2009. Under the deal, the Ministry of Defence (MOD) has committed to a minimum level of work to be contracted with the company. In return, BAES Surface Ships Ltd has committed itself to a restructuring of the business, which will ensure future cost savings while guaranteeing a world-class naval ship-building capability. In addition, a further 15-year ToBA is being negotiated for ship and submarine support with Babcock Marine, with a contract signature anticipated in 2010.

Also, in September 2009, Babcock Marine and BAES Surface Ships signed an alliance agreement with the MOD for surface ship support. However, during 2009, it was also agreed that the Maritime Engineering & Waterfront Support programme will replace the existing Naval Base Warship Support Modernisation Initiative partnering arrangements with Babcock Marine & BAES Surface Ships, which are due to expire in March 2013.
THE QUEEN ELIZABETH-CLASS CARRIERS

The Queen Elizabeth-class carriers are a cornerstone of future defence and naval policy. They have been ordered in recognition that the existing Invincible-class carriers do not offer a sufficient deterrent against future threats, which are becoming less predictable and more diverse than those of the Cold War environment. As such they will be an immense reinforcement of the Royal Navy’s already powerful expeditionary capability, allowing us to deploy, sustain and defend a very significant and highly effective military force at short notice to any theatre of maritime operations.

With a displacement of 65,000 tonnes, they are three times the size of the CVS Invincible-class carriers Ark Royal, Illustrious and Invincible. Their 10,000 mile range, 25 knots top speed and complement of 40 aircraft will mean that the largest ships ever to be fielded by the Royal Navy will offer a step-change in capability from the Invincible-class.

The Aircraft Carrier Alliance, responsible for building the two carriers, has already placed subcontracts in excess of £1 billion to build both ships, with construction of the Prince of Wales due to follow approximately one year behind the Queen Elizabeth. More than 10,000 engineers and specialists will be employed in the United Kingdom alone during the construction phase, and already 40,000 tonnes of steel have been procured for distribution to the four yards – Babcock Marine at Appledore and Rosyth, BAE Systems Surface Ships at Govan and A&P Tyne. Building started back in late 2008 with fabrication of the first sections of the bow at the Appledore yard in Devon. Her Royal Highness The Princess Royal attended the official steel-cutting ceremony on 7 July 2009 for the keel sections and construction is progressing well at the other shipyards, with the double bottoms in production at A&P Tyne, both sets of aircraft lifts completed in Rosyth and a variety of components now built including, propellers, rudders, stabilisers, switchboards, shafts, engines and platform management systems. The dock in Rosyth has been completed and the Goliath crane, which will move each of the different elements into place for final construction, is now sitting in its correct position. Moreover, the hull is finished and the bow section is lying in dock at Rosyth.

Modifications are also being carried out to the carriers’ designated home port, Her Majesty’s Naval Base Portsmouth, where the approach channel is being upgraded and the harbour dredged. The Queen Elizabeth-class crews are now together in as much as the Royal Navy has the Invincible-class carriers HM Ships Illustrious and Ark Royal fully manned. This has been done to facilitate their transferral – on paper at least – with HMS Ark Royal’s crew transferred in 2012 as a fully worked-up crew able to take the HMS Queen Elizabeth out of build.
Throughout 2009, work progressed in line with the 2006 White Paper, *The Future of the United Kingdom’s Nuclear Deterrent*, and a vote in Parliament took place on 14 March 2007 on the concept stage of the programme to design and build a successor to the Vanguard-class submarine. The White Paper estimates that it could take 17 years to build the next fleet of nuclear-armed submarines at a cost of approximately £15 to £20 billion. The work is the responsibility of the Ministry of Defence’s (MOD’s) Future Submarine Project team, which is part of the Submarine Operating Centre in the Defence Equipment & Support (DE&S) organisation. A collaborative team from the MOD and industry, including Babcock, BAE Submarine Systems and Rolls-Royce, is now well established and working together to provide a set of options for the next approvals stage.

Team locations in the UK include the DE&S HQ at Abbey Wood in Bristol, Babcock’s offices in Keynsham, BAE’s shipyard at Barrow-in-Furness and the Rolls-Royce facility in Derby. Design of the common missile compartment for the nuclear weapon system has begun in the United States with the MOD and industry working with the Americans in a joint team.

The Prime Minister has asked that the MOD advise the Government whether it is possible to provide a continuous nuclear deterrent with a fleet of three rather than four boats. Whatever the outcome, the White Paper suggests that the first-of-class of the new submarines should be made ready in time for the expected decommissioning of the Vanguard-class, which is currently expected to begin in 2022.
FUTURE SURFACE COMBATANT

The Future Surface Combatant (FSC) programme is developing a range of ships to replace the ageing Type 22 and Type 23 frigates. In 2009, the programme transitioned from concept to assessment phase, requiring a considerable amount of work by all involved, including the Ministry of Defence (MOD) Project Team, the Naval Design Partnership and BAE Surface Ships (formerly BVT). The background to their work is the Pathfinder Study of 2006/7, which identified that the roles and tasks undertaken by a wide range of different types of vessels in the Royal Navy could be carried out by a smaller family of more versatile ships. The first of these versatile FSC ships – the C1 class – will be an anti-submarine warfare frigate, capable of operating as part of a Task Force and sailing long distances. The C1 vessels will be smaller than the Type 45 Daring-class destroyers, but larger than the frigates which they are destined to start replacing as they begin to reach the end of their service lives. Work to refine both the design and support/maintenance solutions will begin in earnest in early 2010.

Key to the whole design, development, production and support concept for the new ships is cost. The ships must be affordable not just to purchase, but also to run. For this reason, the cost of maintaining and supporting the ships throughout their operating lives will be a feature of the overall procurement price. The procurement process will proceed under the terms of a long-term contract for design, integration and manufacture with BAE Surface Ships and should lead to a demonstration and manufacture contract in 2013. However, unlike recent ship-building programmes, the design authority role for the FSC will be retained by the MOD. Consequently, the MOD will make all the key design decisions and accept the performance risks involved in that process. That said, some of the problems associated with equipment and system integration that have beset previous programmes will be avoided by transferring equipment from the in-service Type 23 frigates as they reach the end of their operational lives.

ASTUTE-CLASS SUBMARINES

HMS Astute, the first-in-class of the Royal Navy’s newest and most powerful hunter-killer submarines, sailed from the BAES Submarine Solutions (BAES SS) shipyard in Barrow-in-Furness to her home port on the Clyde on 15 November 2009, having successfully completed a fast cruise assessment by Flag Officer Sea Training four days earlier. She arrived at Faslane on 20 November 2009, following a set of surface trials. The focus is now on completing the initial phase of platform-proving sea trials in order to achieve her in-service date. The next major milestone will be her full operational handover, which is scheduled for early 2011.

The building of the second Astute-class submarine, Ambush, is making good progress and she is due to be launched towards the end of 2010. Production of the third submarine, Artful, is also progressing well, and her propulsion machinery has been successfully tested and installed one month ahead of schedule. Lessons learned while building Astute and Ambush are now being applied to the production of the third boat, reducing both time and cost.

The fourth submarine, Audacious, was formally recognised on 24 March 2009 by a traditional ‘keel-laying’ ceremony. Audacious will benefit from further production and process efficiencies, and her manufacture is proceeding according to the planned schedule. Moreover, long-lead orders have already been placed with BAES SS for the fifth submarine and the reactor core for the sixth boat has also been ordered.
In January 2009, the first of the Type 45 destroyers, HMS Daring, arrived in her home port of Portsmouth ready to commence final Ministry of Defence (MOD) controlled ‘Trials and Acceptance’ activity prior to entering service with the Royal Navy in 2010. Her trials paused briefly in July so that she could be formally commissioned into the Royal Navy in front of the ship’s sponsor, Her Royal Highness the Countess of Wessex. The ceremony included a flypast by two Typhoon aircraft from 11 Squadron of the Royal Air Force, which is affiliated to the ship. Also in July, the second of the six Type 45 vessels being built, HMS Dauntless, returned to the Clyde after completing a highly successful four-week sea trials period. She later sailed into Portsmouth and was accepted off contract by the MOD in December 2009.

During 2009, equally significant milestones were achieved elsewhere on the Type 45 programme. The third-in-class HMS Diamond began her first set of ‘Sea Trials’ in October, and, in the same month, the fifth ship, HMS Defender, was launched on the Clyde. One month later, the fourth Daring-class vessel, HMS Dragon, received her 4.5 inch gun and underwent inspections and trials before going to sea for the first time in 2010. In addition, a less publicised but equally important milestone was achieved in September 2009, when a £309 million seven-year contract was signed with what is now BAE Systems Surface Ships to provide the initial period of support to the Type 45 vessels.
AW159 LYNX WILDCAT

The programme to replace the Fleet Air Arm’s Lynx Mk8 helicopters with the next-generation AW159 Lynx Wildcat is on schedule and on budget. Like the helicopter it is replacing, the new aircraft will be able to attack ships as well as protect forces on the ground and at sea. It will support amphibious operations and be an important element in defending ships against surface threats. All in all, some 62 Wildcats will be delivered to both the British Army (34) and the Royal Navy (28). Although the Army variant is slightly different to the maritime Wildcat, there is significant commonality between the two aircraft, leading to savings in both manufacture and maintenance.

On 12 November 2009, AgustaWestland’s chief test pilot successfully completed the aircraft’s maiden flight, meeting the requirements which were set down when the contract was signed in June 2006. Throughout 2010, additional tests will be run on the aircraft’s onboard systems to get it ready for delivery in 2011. The new aircraft will become operational in 2015, but the Fleet Air Arm will begin transitioning from 2012 onwards.

F-35B LIGHTNING II JOINT COMBAT AIRCRAFT

The new Queen Elizabeth-class aircraft carriers represent such an advance in capability and technology that it is essential that their main weapon system – the onboard fast jet – is equally advanced as the ship. This is why we have opted to replace the Harrier GR9 strike aircraft with the most advanced manned jet aircraft currently in production – the Lockheed Martin F-35 Lightning II. When the F-35B version of the Lightning II enters service with the Fleet Air Arm (FAA) in around 2017 it will bring in a step-change in technology and capability. It is a true multi-role Short Take-Off and Vertical Landing (STOVL) aircraft and can undertake strike, air-defence and ISTAR (Intelligence, Surveillance, Target Acquisition and Reconnaissance) missions. The F-35B will not only have stealth technology – making it harder to detect and destroy – it will also fly further and faster than the Harrier and carry more weapons.

A milestone decision to purchase three F-35 test aircraft was announced by the former Defence Secretary, John Hutton, in March 2009, following the first flight of the F-35B STOVL variant on 11 June 2008 at Lockheed Martin’s Fort Worth facility in Texas. The first of the test aircraft arrived a month later for static structural and dynamic tests at BAE Systems’ facility in Brough, Yorkshire. In November 2009 an F-35B test aircraft was flown from Texas to the US Naval Air Station at Patuxent River in Maryland, where the first test hover was successfully completed on 17 March 2010.

With the programme progressing according to plan, the FAA has been busy creating the necessary training framework, not just for the pilots, but for everybody associated with operating the new aircraft off carriers.
The Royal Navy's pioneering aviators pushed the boundaries of flight with breath-taking ingenuity and unbounded heroism. Every bombing raid in history since WWI can trace its pedigree back to their endeavours.

In 2009 the Royal Navy celebrated 100 Years of Naval Aviation with a programme of events throughout the year to highlight the spirit, ethos and history of our aerial heritage and to raise awareness of the importance to a maritime nation of air power from the sea.

When war broke out with Germany in 1914, people in Britain feared that London would be laid to waste by German airships. The Zeppelin menace spurred the Navy to set about bombing these mammoth airships at their bases in Germany. In doing so, they effectively extended the Royal Navy’s lethal range 100s of miles beyond the reach of its guns. What is less widely known is that in addition to carrying out the first strategic bombing raids in history, the Royal Naval Air Service also developed the armoured car and the tank.

The new dimension of the air has always attracted adventurous spirits with a zest for excitement and action. Naval aviation has never lost that spirit and the daring actions, feats of airmanship and gallantry that were to follow over the next 100 years made 2009 a proud and important year for the Royal Navy.

The programme of events throughout the Centenary year included spectacular formation flypasts over the Royal Navy aircraft carrier, HMS Illustrious, in London and Liverpool in May and October respectively. Both flypasts attracted huge public interest and support. The visit of Illustrious to London was also combined with a magnificent service of Thanksgiving in St Paul’s Cathedral attended by more than 2,400 current and former members of the Royal Naval Air Service and Fleet Air Arm (FAA), members of the Royal Family and representatives from the City of London. Receptions afterwards in Guildhall, Merchant Taylors’ and Skinners’ Hall reaffirmed the Navy’s longstanding close links with the civic heart of London built on centuries of protecting Britain’s maritime trade routes and safeguarding the nation’s prosperity. The flypast over HMS Illustrious in Liverpool saw more than 100,000 members of the public flocking to see the carrier with its aircraft displayed on deck, as well as to visit the display of naval aircraft in front of the Liver Building.

Other events over the year included a tribute to the birthplace of Naval aviation at Eastchurch on the Isle of Sheppey, the dedication of a new FAA memorial at the National Memorial Arboretum and a Royal Garden Party at Buckingham Palace attended by more than 6,000 serving and former members of the FAA family. The year culminated in a Centenary Dinner at the Old Royal Naval College, Greenwich, attended by Their Royal Highnesses The Prince of Wales, The Duke of York, The Princess Royal and The
Duke of Kent. Speaking at the dinner, the First Sea Lord, Admiral Sir Mark Stanhope, congratulated the FAA on a Centenary of outstanding achievement and endeavour, as well as on the successes of the Centenary year: “While the Fleet Air Arm is currently delivering unprecedented operational success in Afghanistan, it is also working with the Fleet to deliver on many other fronts at the same time – countering illegal trafficking at sea, seizing large drug hauls in the Caribbean, deterring pirates off Somalia, protecting oil installations in the Northern Arabian Gulf and conducting Search and Rescue operations around our coasts and around the world.

I applaud their efforts and their commitment to getting the job done, whatever the risks. The aim of this year’s Centenary celebrations has been not only to recognise the courage and innovation of so many, but to raise public awareness of the history and role of Naval aviation, and the enduring importance to a maritime nation of Air Power from the Sea.”

For the Naval Air Squadrons operating in Afghanistan, their ‘can-do’ attitude and commitment in the face of extremely difficult conditions similarly epitomises that spirit. The naval Sea King Mk4s are the key to success in the campaign, and the Sea King Mk7 Airborne Surveillance and Area Control helicopters are providing vital and continuous reconnaissance and surveillance information. The intensity of operations in Afghanistan is testing aircraft and aircrew to the limits with aircraft repeatedly sustaining damage from small arms fire and rocket attacks. The exceptionally high level of operational capability being achieved by the FAA in Afghanistan was recognised with a prestigious award from the Royal Aeronautical Society in December.

As well as raising the profile of the Royal Navy and FAA in the public eye, the Centenary also engendered strong support and goodwill among the FAA’s many stakeholders in business and industry, together with veterans, the Fleet Air Arm Association and the wider aviation community. It also provided an important opportunity to broaden understanding among opinion formers and policy makers of the infinite strategic, political and expeditionary capabilities of carrier aviation, and the unassailable value of aircraft carriers in an increasingly unstable world.
On 18 September 2009, Baroness Taylor, Under-Secretary of State for International Defence and Security, officially opened our National Museum of the Royal Navy (NMRN). This momentous occasion marked the culmination of two years’ hard work and careful preparation to bring the four existing naval museums – the Royal Naval Museum (Portsmouth), the Royal Marines Museum (Southsea), the Royal Navy Submarine Museum (Gosport) and the Fleet Air Arm Museum (Yeovilton), under a single administrative umbrella. The NMRN is not in itself a separate museum, but a focal point for our existing naval museums and, of course, HMS Victory. It was fitting, therefore, that the opening ceremony was heralded by a 64-gun salute from Nelson’s flagship – an unequivocal sign that the future of HMS Victory had been secured. Baroness Taylor used the occasion not only to underline the importance of military museums to the nation, but also to confirm that the vessel would retain its position as the Second Sea Lord’s flagship, although responsibility for its visitor function would be transferred to the NMRN.

The concept for the NMRN is to create a unified structure within a single institution, based at Portsmouth, under the stewardship of the Museum’s Director General, Dr Dominic Tweddle, who took up his post in January 2009. None of the museums was press-ganged into joining the new structure and each has been reassured that they will not be adversely affected by its formation. Dr Tweddle will, however, look into the possibility of certain exhibits from the sister museums being incorporated into the Portsmouth site, but only if this does not take business away from them. Funding will remain a key issue, particularly as the NMRN will have to take steps to come in line with the Government’s wishes for centrally funded museums to offer free admission. It is likely, therefore, that the Portsmouth HQ will be free to enter and the branch museums will retain some element of charging appropriate to their individual and different markets.

Below: The National Museum of the Royal Navy was launched with a broadside of 64 cannons from HMS Victory

Below right: Inside the new National Museum of the Royal Navy

“The bringing together of the museums will allow all of us to understand better our cultural identity as an island nation – one with a seafaring tradition, dependent on maritime trade and the freedom of the seas.”

Admiral Sir Mark Stanhope KCB OBE ADC, First Sea Lord and Chief of Naval Staff

Below: The National Museum of the Royal Navy was launched with a broadside of 64 cannons from HMS Victory

Below right: Inside the new National Museum of the Royal Navy

“...the museum will be free to enter and the branch museums will retain some element of charging appropriate to their individual and different markets.”

Dr Tweddle is confident that this can be achieved, not just through the establishment of the NMRN itself, but also through new exhibits, such as the Mary Rose facility, due to open in 2012, and, for example, by museum reorganisations such as the one taking place at the Fleet Air Arm Museum.

Visitor numbers are important, beyond the obvious commercial reasons, as fewer people in the United Kingdom have either direct or indirect experience of the Armed Services. We want our museums to build pride in the institution of the Royal Navy as this in itself will encourage and inspire young people to decide upon naval careers and existing members to remain in the Service.
When the Italian revolutionary, Felice Orsini, botched an attempt to assassinate Emperor Napoleon III in 1858, the French blamed Great Britain after they discovered that the bombs used in the failed assassination were built by the British gunsmith, Joseph Taylor.

The War Office, realising that its Armed Services were stretched to the limit, wrote to the Lord Lieutenants asking them to raise Rifle Volunteer Battalions to make sure that enough forces existed to resist a possible French invasion.

A number of schools also answered the call to arms and raised Cadet Corps attaching them to the Rifle Volunteer Battalions. The formation of these school units, which have evolved into today's Cadet Forces, will be celebrated throughout 2010 under the banner 'Cadet 150' with a series of exciting and challenging events and activities involving all of the successor organisations from those early days.

The Sea Cadets will play a part in the celebrations despite the fact that their origins can be traced back a few years earlier than the Cadet Corps with the formation of the orphanages which were set up to help children orphaned as a result of the Crimean War. By the end of the 19th century, these orphanages became the Naval Lads' Brigades – direct forerunners to the Sea Cadets. Jointly sponsored by the Royal Navy and its parent charity, the Marine Society and Sea Cadets – of which Admiral Lord Nelson was a founder member – the Sea Cadet Corps served with distinction in both World Wars, providing 40,000 communicators for the Fleet during WWII through the 'Bounty' scheme, and in the Navy of today, some 40% of Warrant Officers and Chief Petty Officers are former Sea Cadets.

Today, the Ministry of Defence-sponsored Cadet Forces are made up of the Army Cadet Force, the Air Training Corps, the Combined Cadet Force and the Sea Cadets. They all provide challenging and enjoyable activities for young people living in the UK and a number of locations abroad, and prepare them for a productive and valuable role in the community. Not only do cadets have the opportunity to learn new skills and engage in adventurous activities in disciplined and well-structured organisations, they can also study for BTEC qualifications based on their achievements. Most importantly, the cadet experience is aimed at providing fun for the young people involved. Adults who volunteer to help the cadets have a positive experience and also have the opportunity to receive useful training and gain recognised qualifications.

All four Cadet Forces will be involved in celebrating a century and a half of success with a diverse set of activities ranging from parades to first aid competitions. The most challenging of all these events, however, is an expedition to Lesotho.

Here, cadets from all the separate Cadet Forces will undertake a gruelling trek in the Drakensberg Mountains, where they will ride the lake from the Katse Dam and camp in local villages. Since the expedition Patron is HRH Prince Harry, cadets will also help his charity, Sentebale, deliver aid and support to orphans and vulnerable children affected by HIV/AIDS in Lesotho.

The Cadet Forces are fantastic organisations in their own right, and are not a recruiting vehicle for the Services. However, unsurprisingly many young men and women go on from the cadets to choose a career in the Armed Services, and on average, remain in the Services for longer than those who enter straight from civilian life.
HMS Collingwood, one of five establishments of the Royal Navy’s Maritime Warfare School (MWS), bears that name in honour of Vice Admiral Cuthbert Collingwood – veteran of the American War of Independence, The Peninsular Wars and the Battle of Trafalgar. He was considered by his friend and fellow officer, Horatio Nelson, to be one of the Navy’s finest seamen. He was also greatly relied upon by the British Government as it recognised that he had the sort of astute political judgement that was much in demand at the time.

Born in Newcastle Upon Tyne in 1748, he joined the Royal Navy at the age of 11. From his earliest days in uniform he attracted attention and not always for the right reasons. Accused of disobedience and neglect of duty by his Commanding Officer on HMS Hornet, Captain Haswell, he successfully countered the charges at a Court Martial in 1777. In fact, he impressed the court so much that they commended him for his cheerful and lively nature, remarking that these were exactly the right sort of character traits required by the Royal Navy.

Collingwood first met Nelson while they were serving on HMS Lowestoft. The two men became close friends, with Collingwood taking over a succession of commands from him. They fought together in an extremely onerous expedition against the Spanish fort at San Juan in Nicaragua, before Nelson became ill and returned to England. Disease was such a peril in the region that of the 200 men under Collingwood’s command only 20 survived the campaign.

Collingwood is perhaps best remembered for two major battles, the Battle of Ushant (also known as the Glorious First of June) and the Battle of Trafalgar. In both cases he had to assume command of the fleet after their respective commanders, Admirals Bowyer and Nelson were wounded. There is no doubt, however, that Collingwood will be most celebrated for the part he played in defeating the Franco-Spanish fleet at Trafalgar in 1805. He led one of the two lines that attacked the enemy’s crescent formation and his ship, HMS Royal Sovereign, outpaced Nelson thanks to its copper bottom which helped it glide through the water. Consequently, Collingwood’s ship was the first to engage Admiral Villeneuve’s fleet, inducing the comment from Nelson: “See how that noble fellow Collingwood carries his ship into action.” When Nelson was wounded, Collingwood took command of the fleet having transferred his flag to HMS Euryalus.

After the battle, he was awarded a £2,000 annual pension and made Baron Collingwood of Caldburne and Hethpoole. He was later promoted to Vice Admiral, succeeding Nelson once again, this time as Commander in Chief of the Mediterranean Fleet. Although his health began to fail after Trafalgar, he was, nevertheless, asked to retain command of the Mediterranean Fleet as much for his political judgement as his undoubted seamanship. He remained at sea right up until he died of cancer 200 years ago on 7 March 1810 onboard HMS Ville de Paris. He is buried next to his friend, Horatio Nelson, in St Paul’s Cathedral.
SCOTT OF THE ANTARCTIC
100 YEARS SINCE THE TERRA NOVA EXPEDITION

"Had we lived I should have had a tale to tell of the hardihood, endurance and courage of my companions which would have stirred the heart of every Englishman."

There is no other name more poignantly linked with the South Pole than Captain Robert Falcon Scott CVO, RN. He led two of the most famous and groundbreaking Antarctic expeditions; the first from 1901 to 1904, which made his name and reputation, and the second, which began 100 years ago onboard the former whaling boat, the Terra Nova, as it set off from New Zealand in November 1910.

The first expedition exemplified the Victorian ethos of the gentleman explorer. Although appointed as expedition leader, Scott had no experience of the Antarctic and learnt all of his skills during this initial trip, venturing further south than any human had ever gone before. Despite Scott's lack of polar skills, this expedition was universally held as a triumph leading to his promotion to Captain and investiture, by King Edward VII, as a Commander of the Victorian Order. Scott's second and final Antarctic adventure, like its predecessor, was primarily a scientific endeavour, although he was adamant that it would also achieve the goal of putting the Union Jack onto the South Pole before any other nation could claim that honour. The trip was extremely well equipped and manned with polar experts, scientists and a host of specialist equipment from motorised and man-hauled sledges to Siberian ponies and dogs. It was, however, also hampered by a series of unrelenting mishaps, accidents, storms and bad luck. Not only were they beaten to the South Pole by the Norwegian Amundsen, but the five men – Bowers, Evans, Oates, Scott and Wilson – who went on to make the final approach on the pole perished on their way back to the main party.

As historians look back over the doomed second expedition and Scott's role in it, there are now mixed feelings about it. Some say that the failure should ultimately be placed at Scott's feet, while others hail it as a triumph of man over adversity. Whatever view one takes, it cannot be denied that the boy who joined the Royal Navy at the age of 13 went on to exemplify a spirit of adventure and can-do attitude which, unbelievably, was thought to be lacking in the British psyche even 100 years ago. Scott himself summed it up in his diary of the expedition: "Had we lived I should have had a tale to tell of the hardihood, endurance and courage of my companions which would have stirred the heart of every Englishman. These rough notes and our dead bodies must tell the tale."
AgustaWestland is a world leader in the rotorcraft industry, designing, developing and manufacturing an extensive range of modern high performance helicopters for commercial, government and military applications. It is very proud to have been a supplier of helicopters to the Royal Navy for 60 years and is delighted to be continuing that tradition with the new AW159 Lynx Wildcat, which is now flying and will become fully operational in 2015.

A COMPLETE RANGE OF MARITIME ROTORCRAFT
AgustaWestland has the widest range of maritime helicopters of any manufacturer capable of meeting the whole spectrum of naval missions, including anti-submarine warfare, anti-surface warfare, airborne surveillance and control, airborne mine countermeasures, SAR and maritime security. Its naval product range starts with the 3-ton AW109 Power multi-role helicopter, the 6-ton AW159, 11-ton NH90 and at the top of the range the 16-ton AW101, known as the Merlin in Royal Navy service.
Delivering capability to the front line

AgustaWestland is currently supporting the entire Royal Navy fleet of front-line helicopters comprising the Lynx, Sea King and Merlin. Both the Sea King and Merlin are supported by Integrated Operational Support contracts working in partnership with the Ministry of Defence to deliver agreed levels of aircraft serviceability and operational aircraft numbers with payment being based on achieved flying hours and other key parameters.

A new breed of Lynx

The AW159, which is to be known as the Lynx Wildcat in Royal Navy service, is a new air vehicle that utilises the proven dynamic system of the Super Lynx 300. Selected in 2006, to meet the Royal Navy’s Surface Combatant Maritime Rotorcraft requirement, the AW159 with its increased performance and integrated avionics and mission sensors will deliver an exceptional capability to the Royal Navy, greatly extending the ‘eyes and ears’ of the fleet.

The AW159 features a cockpit based on four large area multifunction colour displays and a mission system tactical processor. The wider avionics fit includes integrated GPS/INS to provide accurate and reliable positional data to support both pilotage and mission sensors, secure communications, IFF and a combined health and usage monitoring system/cockpit voice and flight data recorder.

Mission sensors include infrared, TV and laser designator subsystems in a nose-mounted turret and a Selex Galileo Seaspray 7000E multi-mode surveillance radar. A new generation of active electronically-scanned radar, the Seaspray 7000E provides both Inverse Synthetic Aperture Radar and overland mapping modes.

For self protection the AW159 is equipped with the Selex Galileo Helicopter Integrated Defensive Aids System. This includes a radar warning receiver, a laser warner, a missile approach warning system, upward/downward-firing countermeasures dispensers and a defensive aids system controller.

The teeth of the Lynx Wildcat will comprise a range of maritime weapons including the new light and heavy variants of the Future Anti-Surface Guided Weapon, Sting Ray Mod 1 lightweight torpedo and the door-mounted M3M heavy machine gun.

The AW159 programme continues to run on time and on budget having successfully passed its Air Vehicle Critical Design Review in April 2008, and completed its maiden flight on 12 November 2009. Production deliveries will commence in 2011, with aircraft entering operational service with the British Army in 2014 and the Royal Navy in 2015. Both the Army and Navy variants share more than 90% commonality even though they will be required to perform very different missions. With the entry of the AW159 Lynx Wildcat into Royal Navy service the aircraft will operate alongside the AW101 Merlin, both of which can claim to be the most advanced maritime helicopters in their respective weight classes.
As the UK’s leading naval support business, Babcock plays a unique role supporting the Royal Navy and Ministry of Defence (MOD). The company is a strategic partner and key naval engineering and support provider, working closely with the MOD and Royal Navy to improve efficiency, reduce infrastructure costs, and increase service availability of the submarine and surface ship fleets, to meet the operational needs of the Royal Navy, today and tomorrow.

Key activities include base porting, refit and maintenance requirements on all classes of the surface fleet at its Rosyth, Devonport, and Clyde sites. As a key player in the Surface Ship Support (SSS) Alliance with the MOD and BAE Systems, Babcock is working with its Alliance partners to improve Royal Navy surface ship support; changing the way maintenance is contracted, improving vessel availability, driving out cost, transferring more risk to industry, and incentivising industry differently. Babcock sits on the Alliance Management Team and is Class Output Manager for Type 22 frigates in the first phase of the SSS Project. Further, Devonport is home to the amphibious fleet, with Babcock able to provide holistic support as the centre of excellence for the three amphibious capital ships and their landing craft.

A member of the Aircraft Carrier Alliance, Babcock’s role includes nearly 50% of the modelling design and development work for the new carriers, as well as manufacture of the bow section and a number of upper blocks, and final ship assembly at Rosyth, drawing on its extensive skills in ship design, modern modular construction techniques and through-life support.

Babcock also contributes its support expertise at design and build stage as a key member of the Naval Design Partnership, providing support to the Future Surface Combatant concept.

SUPPORTING THE SUBMARINE FLOTILLA
As sole support provider for the Royal Navy submarine flotilla at Devonport and Clyde, Babcock’s highly skilled workforce works on all aspects of the submarines,
from hull and systems, nuclear reactor and secondary propulsion plant, to combat and strategic weapons systems, covering all facets of in-service support.

As operator of the UK’s submarine support facilities, Babcock is working with the MOD to optimise submarine through-life support. In undertaking the current LOP(R) on HMS Vigilant, it is committed to a ground-breaking partnering-based contracting arrangement with the MOD. Any recourse to ‘blame and claim’ is removed, focusing attention on joint and effective risk management to support schedule compliance for on-time delivery and to manage the budget.

Babcock also leads the Submarine Support Management Group (SSMG) industry team delivering the Submarine Engineering Support Contract, providing in-service engineering design and technical support to the UK’s submarine flotilla over the next ten years, working as a joint team with the MOD and building on the successful support provided by SSMG over the last 11 years.

Further, Babcock is contributing its submarine support expertise for integration at design stage, as a key player in the future deterrent submarine concept phase.

EQUIPMENT AND MATERIALS SUPPLY
Additionally, Babcock manages the delivery and support of equipment, materials, and products to the Royal Navy under a number of CLS and HESS contracts, with activities ranging from spares provision, management of repair loops, technical support, configuration control and information management, to physical warehousing and distribution services. The company’s supply chain services team provides managed quality spares and equipment support fully integrated with MOD systems and processes.

INFRASTRUCTURE MANAGEMENT
As well as engineering support to the Royal Navy operational fleet, Babcock provides maintenance, management and upgrade of complex engineering plant, equipment, buildings and utility distribution infrastructure at the Clyde and Devonport Naval Bases. These management services are provided through the Warship Support Modernisation Initiative contracts, under which Babcock is contracted to provide waterfront support services, logistics, and estates and facilities management and maintenance; areas in which Babcock is delivering significant savings. At Devonport for example, a focus on relationships and partnering, an open book accounting approach, joint budgetary control and common goals on cost reduction are creating a new style of MOD/Royal Navy/industry interaction.

INFORMATION KNOWLEDGE MANAGEMENT (IKM)
A further aspect of support lies in Babcock’s proven IKM capability, providing in-service solutions for both submarines and surface ships, and complex asset management. Key areas of expertise include secure collaborative working and system hosting, software development, business intelligence and data warehousing, business re-engineering, disaster recovery and continuity, and secure remote connectivity. The company’s Keynsham Data Centre can operate inside the MOD’s Secret and Restricted Network boundaries and hosts a wide range of MOD and industry business-critical systems.

DESIGN, INTEGRATION AND SUPPORT
Design, integration and through-life support of high integrity engineered defence systems and equipment is another key element of Babcock’s services in support of the Royal Navy, notably for weapon and munitions handling and launch equipment for surface ships and submarines. The Delegated Design Authority for all UK submarine weapon handling and launch systems, Babcock provided air turbine pump-based systems on the Astute submarine, for example. Other systems include submerged signal ejectors, countermeasures launchers, recoverable tethered communications buoy, UUV and life raft systems for submarines, as well as surface ship systems including the highly mechanised weapon handling and integrated waste management systems for the new aircraft carriers.

A leading technical support services company, Babcock applies its exceptional breadth and depth of expertise to deliver a range of vital services to the Royal Navy and MOD, underpinned by three core skills: asset management, project management and engineering excellence. In short, Babcock can be trusted to deliver.
As the in-service date for the first Type 45 fast approaches and other critical warship programmes gain momentum, the sense of anticipation about the future capability of the Royal Navy is mounting.

The signature of a 15 year Terms of Business Agreement between the Ministry of Defence (MOD) and BAE Systems in July last year marked a step change for the sector. The commitment to establish a framework to sustain the delivery of warship construction and support in the UK, whilst simultaneously generating enormous efficiency savings, was a welcome boost to programmes to enhance the surface fleet.

BAE Systems is over half way through the programme to deliver all six Type 45 destroyers to the Royal Navy by 2013. By far the most advanced ships of their kind, the Type 45s are the first element of the modern Royal Navy and are setting the standard that other capabilities will follow.
Hot on their heels, the Queen Elizabeth-class aircraft carriers are rapidly taking shape – construction is already underway at BAE Systems’ sites at Govan and Portsmouth, as well as other shipyards in Newcastle, Devonport and Rosyth. The carriers will be a key component of the UK’s maritime defence capability, enabling UK armed forces to deliver airpower from the sea anywhere in the world, with the first of class due to enter service in 2016.

The Future Surface Combatant (FSC) programme to replace the existing Type 22 and Type 23 class frigates is also moving forward and the Royal Navy has announced that the first ship to be built under FSC will be known as the Type 26 combat ship. The assessment phase is expected to start imminently, through which BAE Systems will work in partnership with the MOD to evaluate options from the concept design in order to develop a detailed design ready for manufacture. With the first of class expected to enter service around the start of the next decade, Type 26 will deliver a versatile, affordable capability that can easily be upgraded, ensuring it remains at the cutting edge throughout its service life.

Enhancing capability is not restricted to the construction of the fleet. Critical to the successful deployment of these ships is effective support and through life capability management. BAE Systems provides vital support services to the Royal Navy at Portsmouth Naval Base – home to both Type 45 and the nation’s carriers – through a long-term partnering agreement known as Team Portsmouth. Together, the organisations have already driven down operational costs, while increasing the level of support and availability of the fleet and further transformation is underway as they prepare for future UK defence.
Over the past 40 years, Damen has grown from eight to 8,000 employees, working in 34 operating companies worldwide. The basis of this success was—and is—the philosophy of standardised series production. Damen has proven standard designs for a large range of vessels from harbour tugs, crew boats, fast suppliers, and mega yachts to cargo vessels, fast ferries, patrol boats and naval vessels. Requirements outside these standard ranges can be accommodated in new designs, making use of proven systems and equipment from the standard series which guarantee reliability and cost effectiveness. For defence forces, coastguards and marine police, Damen can supply vessels from ten to 200 metres in length for a wide range of activities in not just coastal areas but also in blue waters.

INTERCEPTORS
Damen Interceptors are purpose built, designed to the highest standards and fitted with full professional equipment. Extensive prototype test programmes, involving customers worldwide, are
an integral part of the development of new Damen Interceptor designs. Safety, crew ergonomics, manoeuvrability and speed in ‘real’ conditions are the key factors for these ultra high-speed Damen workhorses.

INSHORE AND COASTAL
The Damen ‘Inshore and Coastal’ range includes Stan patrol boats with a length of 12 to 50 metres and Fast Supplier vessels of 50 and 65 metres. Close attention is given to the sea-keeping characteristics of these vessels, as they have to work in rough coastal conditions around the world.

OFFSHORE PATROL AND SURFACE COMBATANTS
Damen supplies a complete range of ships in the Offshore Patrol Vessel (OPV) and Surface Combatants sector, with standardised modules and systems. The OPVs are built to commercial standards, whereas the Surface Combatants are built to a combination of military and commercial standards with full weapon options available.

DESIGNED FOR ‘REAL’ CONDITIONS
Worldwide, the majority of high-speed vessels are designed for trial conditions (no wind or waves) to limit speed degradation. As a result, many high-speed vessels perform well on flat water, but show serious shortcomings in the real world conditions on the sea, and often have to slow down in heavy weather.

Back in 1980, Damen and Delft University joined forces to change the high-speed craft design philosophy and started to design for ‘operability at sea’ instead of ‘trial conditions’. This collaboration has produced several significant concepts:

• Stan Patrol 2600, in use with the Hong Kong Police Force and US Coast Guard (87’ Coastal Patrol Boat – WPB Class)
• Enlarged Ship Concept, used by defence forces, coastguards and marine police forces of Albania, Barbados, Jamaica, the Netherlands, South Africa, Vietnam and the United Kingdom.
• Recently, both the US Coast Guard (Fast Response Cutter – Sentinel Class) and the Canadian Coast Guard (Mid-Shore Patrol Vessel Class) have selected Damen Enlarged Ship Concept designs for their fleet modernisation projects.
• Sea Axe (or Axe Bow) designs have been used for Fast Crew Supplier vessels in offshore industries around the world and have recently been implemented in the design of Damen patrol boats. The Company recently received its first order for a 50-metre Sea Axe patrol boat.
DEDICATED, COMMITTED AND READY TO DELIVER THE SAR-H SERVICE

SAR-H IS THE UK SEARCH AND RESCUE HELICOPTER PROGRAMME THAT WILL REPLACE THE CURRENT SAR SERVICE PROVIDED BY THE RN, RAF AND COASTGUARD WITH A SINGLE HARMONISED BESPOKE SERVICE, PHASED IN FROM 2012.
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THE SOTERIA CONSORTIUM (SAR-H PREFERRED BIDDER) CONSISTS OF:

**CHC**
The largest global supplier of civilian helicopter services and the current provider of the UK Maritime and Coastguard Agency Interim SAR Service. With a dedicated culture of continuous improvement when it comes to safety.
SAR-H: CHC will deliver the search and rescue service.

**THALES UK**
Extensive PFI/PPP experience, significant training provider and a leading MOD and DfT contractor.
SAR-H: Thales will deliver the training solution.

**SIKORSKY**
Manufacturer of the S-92® helicopter and a world leader in the design and manufacture of military and commercial helicopters, with a long and distinguished pedigree in SAR.
SAR-H: Sikorsky will supply the S-92® helicopter in SAR configuration and support the service.

**RBS**
Proven MOD PFI expertise with an extensive record as a PFI equity investor.

FOR MORE INFORMATION VISIT: [WWW.SOTERIASAR.COM](http://WWW.SOTERIASAR.COM)
L-3 Marine & Power Systems Group provides a range of maritime solutions from automation, navigation, control and communications systems to power distribution, conditioning, sensors, simulation and surveillance products and services to more than 20 navies worldwide, as well as to commercial and industrial customers.

Group member L-3 Marine Systems (UK) Ltd, has been supporting the Royal Navy in the UK since 1994, and has played a major role in various projects, including the Albion-class LPDs, Astute-class submarines and Queen Elizabeth-class aircraft carriers. Other L-3 products are at sea on Royal Fleet Auxiliary vessels and on ships of the former Royal Marine Auxiliary Service.

**ALBION-CLASS LANDING PLATFORM DOCK**
L-3’s Platform Management Systems are a key element in the safe operation of all platform systems onboard the Albion-class assault ships and enable integrated control of propulsion, generation, distribution and auxiliary systems and an integrated Damage Surveillance and Control system.

L-3 continues to provide support to the vessels in service and is currently trialling large interactive displays employing touch-screen technology in collaboration with our Ministry of Defence customer.

**ASTUTE-CLASS SUBMARINES**
L-3 has been a proud participant in the Astute-class programme since 1994. Our full-authority Platform Management System provides Royal Navy submariners with screen-based control of the submarine and its platform and propulsion systems via a safety-justified, distributed architecture.

L-3 is currently supporting the initial trials of the first-of-class vessel.

**ASTUTE-CLASS TRAINING SERVICE**
In collaboration with our partners, BAE Insyte and VT Flagship, L-3 has been responsible for the conception, design and delivery of the Astute Class Training Service (ACTS) under an innovative Private Finance Initiative. L-3 has been responsible for all aspects of the Astute Class Platform Training solution, including the design, development, delivery and operation of full-scope simulators meeting the demanding safety requirements of Submarine Control Training and Nuclear Propulsion Plant Training. The ACTS has successfully trained the first Astute crews to meet the demanding timescales of the programme and be qualified to take the first boat to sea.

**QUEEN ELIZABETH-CLASS AIRCRAFT CARRIERS**
As Integrated Platform Management System supplier to the new Queen Elizabeth carriers, L-3 is part of the Power and Propulsion Sub-Alliance, the innovative contracting arrangement which is responsible for the delivery of a fully integrated and functioning Power and Propulsion solution to the project. The Integrated Platform Management System will be one of the largest ever to go to sea and will support ship operations in every operational context from peacetime cruising to full ‘state one’ operation.

**FUTURE ACTIVITIES**
As these ships progress from the manufacturing stage to front line service, L-3 will continue to support them. In doing so, we will use the technical capabilities and strengths of our global group to the future advantage of the Royal Navy as new and exciting projects of the next generation take shape.

For further details please contact:
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Website: www.mapps.L3Com.com
SENior APPOINTMENTS

AS AT 31 MARCH 2010

NAVY BOARD

First Sea Lord and
Chief of Naval Staff
Admiral Sir Mark Stanhope KCB OBE ADC

Commander-in-Chief Fleet
Admiral Sir Trevor Soar KCB OBE

Second Sea Lord and
Commander-in-Chief Naval
Home Command
Vice Admiral Sir Alan Massey KCB CBE ADC
tbrb C P R Montgomery CBE, 19 Jul 10

Chief of Fleet Support
Vice Admiral A D H Mathews CB

Controller of the Navy
Rear Admiral A M Hussain

Assistant Chief of Naval Staff
Rear Admiral P A Jones

Commandant General
Royal Marines
Major General F H R Howes OBE

Second Permanent Under-
Secretary of State and Secretary
of the Admiralty Board
Ursula Brennan

MINISTRY OF DEFENCE
AND CENTRAL STAFF

First Sea Lord and Chief of Naval Staff
Admiral Sir Mark Stanhope KCB OBE ADC

Chief Executive Defence Estates
Vice Admiral T J H Laurence CB MVO

Deputy Chief of Defence
Staff (Personnel)
Vice Admiral P J Wilkinson CVO

Surgeon General
Surgeon Vice Admiral P I Raffaelli QHP FRCP

Military Adviser on Climate Change
Rear Admiral N Morisetti CB

Director (Precision Attack)
Rear Admiral A M Hussain

UK Hydrographer & Deputy Chief
Executive (Hydrography)
Rear Admiral I Moncrieff
tbrb N R Lambert, 31 Aug 10

Assistant Chief of Defence
Staff (Strategy & Plans)
Rear Admiral A D Richards

Assistant Chief of Defence Staff
(Intelligence Capability)
Major General J H Thomas DSO

Assistant Chief of Naval Staff
Rear Admiral P A Jones

Assistant Chief of Defence
Staff (Health)
Surgeon Rear Admiral L J Jarvis QHS

Senior Directing Staff (Navy), Royal
College of Defence Studies
Rear Admiral S T Williams OBE

Chief of Defence Staff Strategic
Communications Officer
Major General G K Messenger DSO* OBE

NAVY COMMAND (INCLUDING
SECOND SEA COMMAND)

Commander-in-Chief Fleet
Admiral Sir Trevor Soar KCB OBE

Second Sea Lord and Commander-
in-Chief Naval Home Command
Vice Admiral Sir Alan Massey KCB CBE ADC
tbrb C P R Montgomery CBE, 19 Jul 10

Deputy Commander-in-Chief
Fleet and Chief of Staff
(Navy Command HQ)
Vice Admiral R J Ibbotson CB DSC

Chief of Staff (Capability)
Major General G S Robison

Flag Officer Sea Training
Rear Admiral C A Snow CBE

Naval Secretary and Chief
of Staff (Personnel)
Rear Admiral C P R Montgomery CBE
tbrb D G Steel CBE, 30 Apr 10

Chief of Staff (Aviation)
Rear Admiral S B Charlier
tbrb Rear Admiral Tom Cunningham,
28 Apr 10

Flag Officer Scotland, Northern
England & Northern Ireland/
Flag Officer Reserve Forces
Rear Admiral M B Alabaster

Commander Operations
Rear Admiral M Anderson

Director General Naval Chaplaincy
Service/Chaplain of the Fleet
The Venerable J Green CB QHC

Command Secretary
Miss E G Cassidy

PJHQ, SENIOR SEA COMMANDS AND
MILITARY/OPERATIONAL
COMMANDS

Chief of Staff (Operations) PJHQ
Rear Admiral G M Zambellas DSC

Commander Joint Helicopter Command
Real Admiral C A Johnstone-Burt OBE

Commander UK Maritime Forces
Rear Admiral P D Hudson CBE

Commander UK Amphibious Forces
Major General F H R Howes OBE

Commander UK Task Group
Commodore S J Ancona Royal Navy

Brigade Commander
3 Commando Brigade
Royal Marines
Brigadier E G M Davis OBE Royal Marines

Commander UK Carrier
Strike Group
Commodore S J Ancona Royal Navy

UK Maritime Component
Commander, Bahrain
Commodore T M Lowe Royal Navy
tbrb Cdre T P Fraser,
10 May 10
NATO AND OVERSEAS

Allied Maritime Component
Commander Northwood
Admiral Sir Trevor Soar KCB OBE

Chief of Staff to the
Supreme Allied Commander
Transformation
Vice Admiral R G Cooling

Deputy Chief of Staff
Force Readiness
Major General A Salmon CMG OBE

Deputy Commander NATO Rapid
Deployment Corps Italy
Major General D A Capewell OBE

Deputy Commander
Striking Force NATO
Rear Admiral I F Corder

Chief of Staff to Maritime
Commander Allied Forces
Southern Europe
Rear Admiral B N B Williams CBE

Commander British Forces Gibraltar
Commodore A S Bell Royal Navy

DEFENCE EQUIPMENT & SUPPORT

Chief of Materiel (Fleet)
Vice Admiral A D H Mathews CB

Director General Ships
Rear Admiral R T Love OBE

Director General Submarines
Rear Admiral S R Lister OBE

Chief Strategic Systems Executive
Rear Admiral S J Lloyd

NAVAL BASE/FLOTILLA

Naval Base Commander Devonport
Commodore I M Jess Royal Navy
tbrb Cdre S R Dearden RN, Aug 10

Commodore Faslane Flotilla
Commodore J S Westbrook
MBE Royal Navy

Naval Base Commander Portsmouth
Commodore R J Thompson Royal Navy

Commodore Devonport Flotilla
Commodore S J Chick CBE Royal Navy
from 12 Apr 10 (gapped until then)

Commodore Portsmouth Flotilla
Commodore M R B Wallace Royal Navy

SHORE COMMANDS

Maritime Warfare School
Commodore S R Kirby Royal Navy
tbrb Cdre R M Lowe RN, Jun 10

RNAS Yeovilton
Brigadier M J D Noble Royal Marines

Commando Training Centre Lympstone
Brigadier M W Dunham OBE
Royal Marines tbrb Brig G M
Salziano RM, 4 May 10

Britannia Royal Naval College
Commodore J K Moores Royal Navy

Commodore
Maritime Reserve
Commodore C M H Steel ADC Royal Navy

HMS SULTAN
Commodore J M Slawson Royal Navy

RNAS Culdrose
Captain G A Mackay Royal Navy
tbrb Capt T J L Williamson
MVO RN, 22 Jun 10

HMS RALEIGH
Captain S J Murdoch Royal Navy

HEADS OF FIGHTING ARMS

Rear Admiral Surface Ships
Rear Admiral C A Snow CBE

Rear Admiral Fleet Air Arm
Rear Admiral S B Charlier
tbrb Rear Admiral Tom Cunningham,
28 Apr 10

Rear Admiral Submarines
Rear Admiral M Anderson

Commandant General
Royal Marines
Major General F H R Howes OBE

Commodore
Royal Fleet Auxiliary
Commodore W M Walworth OBE
Royal Fleet Auxiliary

HEADS OF SPECIALISATIONS

Chief Naval Warfare Officer
Vice Admiral R J Ibbotson CB DSC

Chief Naval Engineering Officer
Rear Admiral R T Love OBE

Chief Naval Medical Officer
Surgeon Rear Admiral L J Jarvis QHS

Commandant General Royal Marines
Major General F H R Howes OBE

Chief Naval Logistics Officer
Commodore D G Steel CBE Royal
Navy (Rear Admiral wef 30 Apr 10)

COMMAND WARRANT OFFICERS

Command Warrant Officer
(Naval Service)
WO1 (COXN) Rainey

Command Warrant Officer
(Surface Ships)
WO1 (AWT) Goldie
tbrb WO1 (AWT) Bowers, Sep 10

Command Warrant Officer
(Submarines)
WO1 (COXN) Jeffery

Command Warrant Officer
(Royal Marines)
WO1 (RM) Cavley
tbrb WO1 (RM) McGill, Oct 10

Command Warrant Officer
(Fleet Air Arm)
WO1 (AEM) Flynn
SETTING THE GLOBAL STANDARD IN EXCELLENCE
AS A TRUSTED PARTNER AND INNOVATIVE THROUGH-LIFE NAVAL SHIP COMPANY

BAE Systems Surface Ships is a leading designer, manufacturer and integrator of surface ships and their support vessels. It delivers complex engineering, integration and through-life support across the lifecycle of a ship. Its long-term partnering agreement with the Ministry of Defence will help to sustain key industry capabilities in the UK and drive the transformation of the UK maritime sector.

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REAL PERFORMANCE. REAL ADVANTAGE.
This edition of Royal Navy Matters continues the traditions of the publication formerly known as Broadsheet. In it we highlight the busy schedule of tasks undertaken by the Royal Navy across the globe throughout 2009 and the beginning of 2010.

The return of Naval Strike Wing Harriers from Afghanistan and the handover of Command in Helmand Province from the Royal Marines took place in 2009. More Royal Navy expertise entered Afghanistan, including Sea King Mk7 command and control helicopters and bomb disposal experts from the Fleet Diving Squadron.

The Royal Navy is once again helping to train the Iraqi Navy and Marines to protect their oil installations in the Gulf, and counter-piracy activities were stepped up through contributions to the European Union’s Operation Atalanta and the NATO Ocean Shield Task Group off the Horn of Africa. Humanitarian relief was delivered by the Royal Fleet Auxiliary’s Largs Bay following the devastating earthquake in Haiti.

The Maritime Change Programme saw the Faslane naval base selected as the home for all Royal Navy submarines in the future, and there are now two Daring-class destroyers, HM Ships Daring and Dauntless, berthed at Portsmouth. During 2009, HRH The Princess Royal cut the first steel on the Queen Elizabeth-class aircraft carriers and the first Astute submarine started her sea trials.