HMS SCOTT Newsletter 2017-2018

Following a catastrophic engine failure in June 2017 HMS SCOTT returned to base port, Plymouth. There she undertook some of the initial stages of repair and maintenance she would require to return to sea.

The force of the blast buckled the deck plates between the engines. The piston connecting rod can be seen lying between the two engines.

Left: The blast door from the engine lying on the deck. Right: Part of an inlet to the engine split in two.

The period alongside base port also allowed Ship's company to focus on training and maintenance of currency. This included practicing our emergency fire and flood procedures.

Left: Personnel attempt a re-entry into a compartment. Right: Training with smoke to simulate realistic conditions during a main machinery space fire.

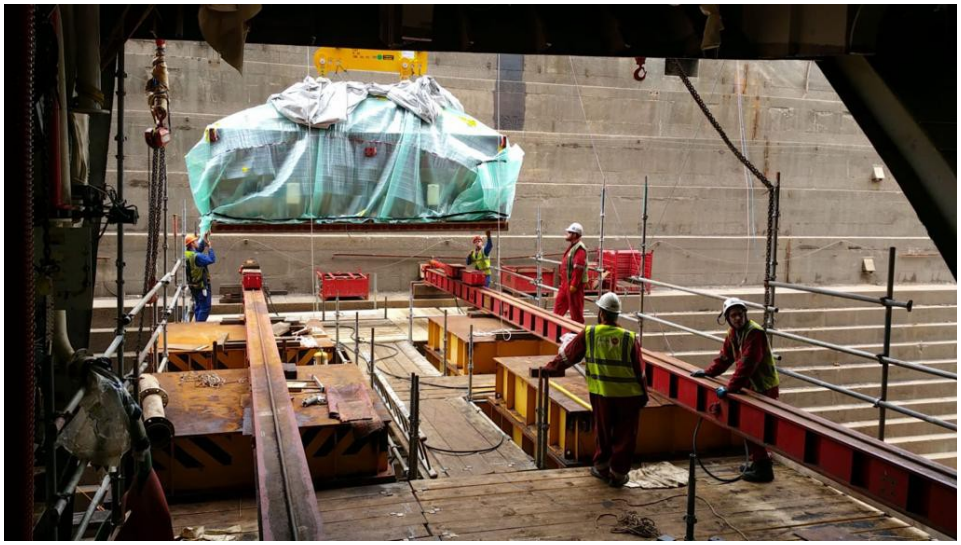
The beginning of 2018 marked the decision point for the Ship to sail to Rosyth, Scotland, on a single engine to enable the repair to be conducted on the Starboard Main Engine. The training period in Plymouth culminated in a rigorous Flag Officer Sea Training (FOST) exercise to ensure HMS SCOTT was safe to sail on one engine north for repair. FOST exercised the full range of emergency procedures as well as examining routine functions such as navigation safety and engineering serials such as machinery breakdowns etc.

The beginning of May saw HMS SCOTT complete the 703 mile transit from Plymouth to Rosyth, ready for the installation of a new engine. The lack of redundancy operating with only one engine available through very busy shipping lanes presented challenges for the Command team. A Finnings engineer, the original engine manufacturer, sailed with the ship on the 4 day transit which proved to be the first opportunity for many of the new ship's company to experience time at sea in

HMS SCOTT. For some of the junior Able Seaman HMs, this represented their first time at sea in the Navy.

Left: The three Forth Bridges ahead of SCOTT. Right: Clearing the Queensferry Crossing.

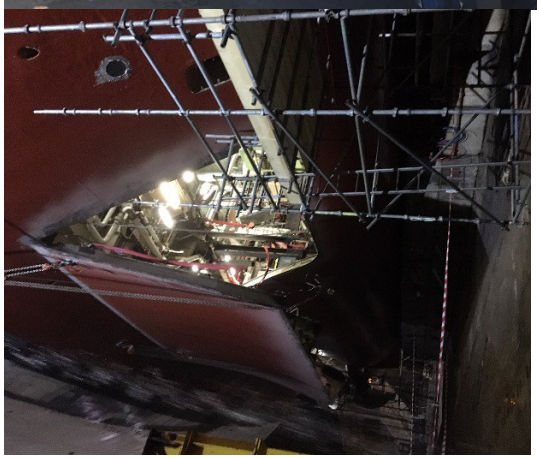
SCOTT successfully reached her new temporary port of Rosyth, berthing in Dry Dock 3 with an excellent view of HMS PRINCE of WALES, the RN's second aircraft carrier. Just prior to entry into Rosyth, SCOTT sailed under the impressive Forth Bridge with only a 3 metre clearance above her main mast. As well as addressing the defective Starboard main engine, the period of repair in Scotland has also included extensive maintenance to many of the ships systems with the objective of resuming Survey Operations in 2019.



The new engine viewed through the Ship's Hull

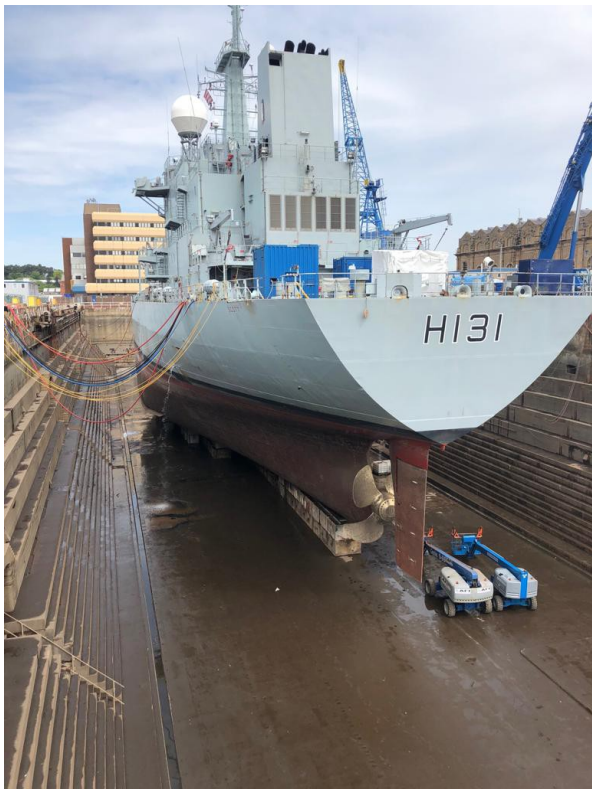
The Ship docked down in May this year to commence the repair plan owned by CSS (Commercially Supported Ships) and contracted to Babcock. The process has proven challenging for Ship's Company who have remained onboard throughout the contract work to retain care and protection of the Ship. The engine repair required the removal of a large 23.7 metre section of the Ship's hull in order to provide access to remove the damaged block and fleet the new block into position. Similarly wider essential maintenance work has been conducted across all the ship's system so that she's in great condition when she emerges. As a measure of the level of wider

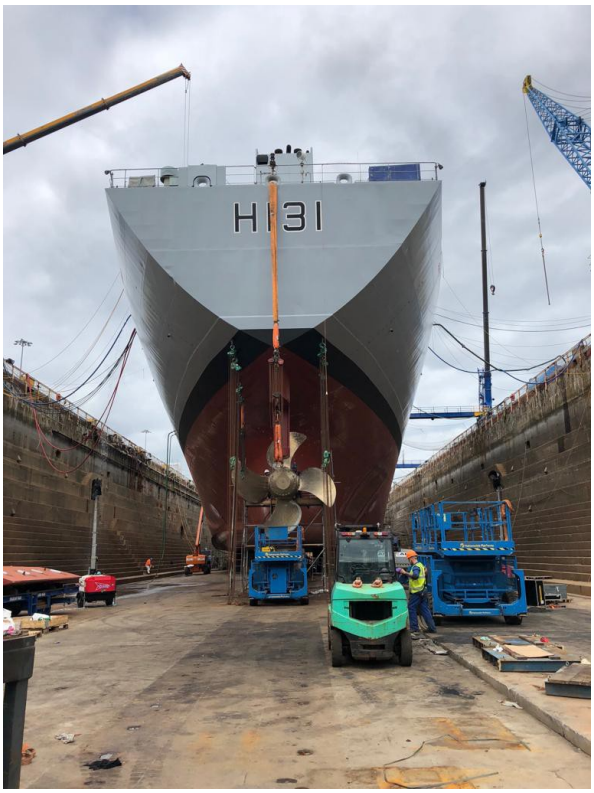
work conducted on the ship, OOD's have issued 1,200 permits to work within a 5 month period and this is expected to reach 1,500 by the time the ship sails.



Left: The old engine removed. Right: The piece of Ship's Hull suspended as it is removed.

The repair package has had some memorable moments including the craning of the new engine in. The engine block alone weighed a mighty 35 tonnes! The impressive multibeam sonar array has also had a complete overhaul in preparation for the return to the Atlantic survey season. SCOTT still has hurdles to overcome such as impending Harbour Acceptance Trials followed by Sea Acceptance Trials under the watchful eye of SCOTT's Engineering Officer, Lt Sam Fayers.





HMS SCOTT in dry dock. Right: The rudder being reattached.

With the Ship reaching the culmination of repairs the focus is now shifting to training the Ship's Company for taking the Ship back to sea. They will have to prove to the FOST staff they are ready for transit back to Plymouth and base port.

Aerial view of HMS SCOTT, Rosyth

The surveyors on HMS SCOTT have had an opportunity to refresh and test their survey skills by conducting a harbour training survey of Port Edgar, South Queensferry. The survey has been supported by the Sea Cadet Training Centre, Caledonia, who have allowed SCOTT to use one of the boats and their facilities.

Left: The surveyors setting up the portable survey equipment. Right: Collecting single beam data at Port Edgar.

The surveyors have been practicing deploying their portable survey system, a mobile transducer set that can be attached to small vessels of opportunity to collect soundings across the berths. The system is flexible offering the opportunity to gather either single beam or multibeam data and in practice has been used previously for short notice tasks in regions struck by extreme weather events including hurricanes or tsunamis. Part of the Port Edgar survey has also included

traditional skills including installation of a tide pole in the harbour and the pleasure of completing 24 hour tidal observations and re-establishing geodetic marks.

Installation of the tide pole at Port Edgar

PO(SR) ‘Banjo’ West, lead surveyor, said ‘This has been a valuable experience, particularly for our junior surveyors, who have had limited opportunity to practice their skills for harbour survey. It has developed others in their ability to lead small aspects of the survey plan, normally entrusted to a higher rank’. In return for their support, the harbour survey will be delivered to the Sea Cadet unit so they have an overview of the depths whilst operating their boats within the marina.

Similarly whilst in Scotland, Ship’s Company have taken the opportunity to establish links with the trust operating the Royal Research Ship Discovery, which is in dock in Dundee. The RRS Discovery was the last of the three-masted sailing research ships to be built in Britain and designed specifically for Antarctic Research, with ice breaking capability. Its first mission was Captain Robert Falcon Scott’s first British National Antarctic Expedition carrying Ernest Shackleton as one of his Officers for his first trip to the Antarctic.


Left: The coal bunker on RRS Discovery. Right: Ship's Company in the Wardroom

HMS SCOTT had previously visited RSS Discovery in 2012 for the centenary of Captain Scott's death. The organiser of the tour, Leading Seaman (HM) Saunders, said 'This is a fantastic opportunity for Ship's Company to learn about the Ship's name sake and particularly for the surveyors to understand the first origins of Antarctic survey'. Weather was particularly challenging and for those 16 personnel braving the 102mph winds recorded in Dundee that afternoon, chin straps were needed for caps on the upper deck. A tour of the ship was kindly delivered by Ali Gellatly, the Education Officer at the Dundee Heritage Trust, which is keen to strengthen the bonds between SCOTT and the RRS Discovery.

Ship's Company with the RRS Discovery