

HMS SCOTT PENGUIN POST

2021, ISSUE 1

MAY 2021

ENGINEERS DELIVER THE GOODS

HMS SCOTT is one of several ships in the Royal Navy to operate a ballast system, enabling her to increase or decrease her draught as required. Following a long, successful summer at sea, she returned home to the UK and began a maintenance period alongside in Falmouth; little did the crew know that they were about to embark on an extensive programme to renovate the ballast system that had been in operation since SCOTT was built in 1997.

A defect had been identified on several valves across the ballast water system, which the Marine Engineering Department on board SCOTT began investigating. Several causes were possible; was it a controls issue somewhere between the control panel and the actuator? Was it a problem with the hydraulic fluid, used to open and close the valves themselves? Was it something to do with the pumps, pushing the hydraulic fluid around the system? The team, assisted by shoreside support, set about the painstaking and extensive job of cataloguing every defect on every valve, actuator and linkage. This enabled them to confirm that the valves themselves were the problem, as all the other components were verified as working correctly.

Identifying the problem was only half the battle; the required fix and, more importantly, the root cause of the problem still lay ahead. Working closely with industry experts and all under the careful supervision of shoreside authorities, the M3 team set about developing solutions and conducting detailed investigations into why the valves were failing in the first place.





Using a test-bed shoreside, a key design flaw was identified, that had lay dormant for years, only now rearing its head. Using this knowledge, a small tweak to the method of installation allowed the team to conduct a test of the first valve to be changed. We gathered around the control panel, communicating directly with the engineer in the tank who was watching the valve itself, and operated the valve. It worked! Now the real task could begin; replacing the many valves on board, each one inside a ballast water tank which would need emptying first; some of the tanks contain up to 1 million litres of water.

After weeks of work, with several million litres of water brought on and off as the valves were tested and the ship balanced, the system was finally in a fit state, ready to be used to control the ships draught at sea on patrols. SCOTT sailed shortly after to conduct a trials package to ensure that everything was in good working order, witnessed by a multitude of organisations within the RN that are designed to ensure that when SCOTT (and other ships) deploy, they do so knowing that the crew and the ship are best placed to deal with any emergent tasking outside of their normal role, as well as to deal with any on board emergencies that may occur when operating thousands of miles from help.

ADVENTUROUS TRAINING

One of the many perks of the Navy comes in the form of the allotted 2 weeks of Adventurous Training (AT) each sailor is entitled to every year. Here in Falmouth the RNRM Charity supports a water sports AT centre. Some members of ship's company enjoyed days out sailing, kayaking or paddle-boarding.

Here in Cornwall the sun always shines so the weather was never going to be an issue. However, a number of unpredictable gusts did cause a few headaches (lively booms). Our very own Ben Ainslie, AB Dewey, managed to use these gusts to his advantage while the rest of us floundered around in the water involuntarily trying time and time again to perfect the illusive dry capsiz. While the residents of Falmouth watched the scene unfurl, I can only imagine they enjoyed the irony of watching RN sailors claw helplessly at the hulls of upturned boats.

After the resident seals had tried some unsavoury manoeuvres with those of us struggling to remain out of the water, we were towed back to shore, dignity well and truly blown away. Fun had by all!

This was only made possible by the dedication of the team on board, the support team working in Falmouth docks and the many external agencies who provided their subject matter expertise and advice. For their dedication to restoring SCOTT to her best material state in years, the Marine Engineers on board were awarded a joint Herbert Lott Efficiency Award. This was in recognition of their contributions to readying SCOTT for her next deployment.

Lt Corby



Lt Keay

CO SUPERSESSION

Sailors aboard HMS Scott said goodbye to Commander James Baker after three years commanding the vessel. The supersession ceremony which saw command officially handed over to his successor Cdr Tom Harrison took place on the 28th March.

Cdr Baker led the ship through numerous maintenance and training periods but most importantly got her back to her primary role of deep ocean survey. Throughout his time the ship visited many different ports from Rio De Janeiro to Boston, USA.

Cdr Baker delivered his final address to ship's company, emphasising the achievements of the crew in steering Scott towards fulfilling her core role, notably a record-breaking survey of the North Atlantic; collecting the largest quantity of bathymetric data in any single season, the equivalent to an area the size of Austria.



HMS Scott welcomes Cdr Tom Harrison who has previously served as the Commanding Officer aboard HMS Example (2014/2015), and has commanded MCMV vessels HMS Hurworth and Chiddingfold (2019/2020). He joined the Royal Navy as a Midshipman in 2008. A warfare officer, he sub-specialises in Hydrography and Meteorology having earned a BSC and PG Dip in Maritime Science with distinction.

Cdr Harrison gave a welcome address to ship's Company on arrival and now looks forward to getting to know his sailors as well as the family support network underpinning SCOTT's success.

AB Parkinson

WARFARE

The Warfare department have been working non-stop preparing to get back to sea and back to survey work this summer!

The team has been taking part in multiple fire, flood and gunnery exercises whilst alongside in Falmouth and during a short two week stint at sea. With a lot of determination and enthusiasm, we have proven that we are prepared and ready for anything on our deployment!

After a long maintenance period, HMS Scott set sail off the South Coast in April. This was a great way for the team to re-familiarise themselves with being out of harbour and also gave many of the new joiners a glimpse of life on the blue crinkly.

Although the Warfare department has been working hard, we have taken many opportunities to get involved with sports and have enjoyed Falmouth's beautiful scenery. With the easing of COVID restrictions, we have been able to play football in our family/ship bubble on the all-weather pitches at RNAS Culdrose. We've also taken down-time to go on walks around the area, visiting some of the gorgeous beaches and of course, no walk is complete without a mid-way pint.

To keep up to date with what is happening with the Warfare department, follow HMS Scott (@HMSScottRN) on Twitter!

AB Kime



GET IN TOUCH OR FOLLOW US ON SOCIALS!

If you feel like you can't get enough SCOTT action in your life, keep up to date with all the goings on by following our Twitter account: @HMSScottRN

To receive updates, events news and family support offers join our HMS Scott Community as part of the Royal Navy Family and People Support page on Facebook.

If you'd like to get in touch with a query or comment you can contact our Families Officer

Lt Rich Keay:

HMSSCTT-War-OOW1@mod.uk

*To strive, to seek, to
find... and not to
yield.*

HMS SCOTT
BFPO 381