



H.M.S. Daring D05 Association

C/o 22 Coronation Road, Cowes, Isle of Wight PO31 7JY

Telephone 01983 291673

Email hmsdaring_d05@yahoo.co.uk



Reunion Saturday 9th July 2011

Hi Shipmates,

I am sure some of you are concerned about the lack of information about the Reunion, this has been caused by my ill health . I was diagnosed with prostate problems at the end of January and am due for an operation in a couple of days, this has rather preoccupied me over past weeks and I have let things drift, my apologies.

The convalescence and treatment will prevent me attending this years bash. (It wouldn't be much fun for me as I will be "under stoppage" for some time as part of the recovery process).

However the Reunion will take place as planned, volunteers have been detailed, (thanks James and Mike), to act as liaison with Nicola at the White Hart and play Master of Ceremonies. The duties are not great, there is only a raffle to run and tots (2 Bottles of Rum and 2 bottles of wine [one non alcoholic] for the toasts

9th July 2011 at:- The White Hart Inn, Calne, Wiltshire. SN11 0AB. Tel 01249 812413

You need to book direct with the White Hart at the address above to get a room. The intention is to keep things the same with a carvery in the evening. Lets hope the weather is good so that the courtyard can be used again, I thought that was one of the reasons last year's bash was so successful.

Please let me know if you are attending the reunion so that I can pass the information on to those that need to know!!

SCRAN BAG

(or little items that I thought might be of interest if you don't get the Navy News)

The new HMS Daring has another Skipper, this is the third since she launched, Captain Guy Robinson, I'm sure we all wish him well in his difficult appointment.

Daring has finally got her Sea Viper missiles and successfully test fired one this month. In an effort not to reprint the MoD press release I have found a less than glowing report from the internet that sums up the problems of the planners ... , how to guess what future holds, how large a budget have I been given and you want it when!!.

As a watcher of ships and a computer Naval Warfare simulator fan I can see some of the more obvious problems that seem not to have been addressed in the design or fitting out of Type 45's, (apart from the fact that the hulls will be around their half life before there will be a British carrier to defend).

CAPTAIN GUY ROBINSON RN

Captain Guy Robinson, joined the Royal Navy from school in 1986 as a full career seaman officer. Following initial training, he served in a number of ships from minesweepers to frigates and enjoyed deployments to Australia and the Far East.

In 1993 he undertook initial staff training at the Royal Naval College, Greenwich before taking up consecutive appointments as the Navigating Officer of the Type 22 Frigates HMS CHATHAM and HMS BRAVE. He then undertook warfare training throughout 1995, before serving as the Principal Warfare Officer (Above Water) and Operations Officer of the Type 23 Frigate HMS NORTHUMBERLAND from 1996 to 1997.

Joining the Fishery Protection Squadron in 1998, he commanded the offshore patrol vessel HMS GUERNSEY until July 2000. He then completed the Advanced Command and Staff Course at the Joint Services Command and Staff College where he graduated with an MA in Defence Studies. Promoted to Commander in 2001 he assumed command of the Type 42 Destroyer HMS EDINBURGH in December 2001. During an extremely busy operational period he led his ship during the combat phase of the 2nd Gulf War (Operation TELIC) when he spent over 4 months continuously at sea and was subsequently awarded a "Mention-in-Despatches" in the operational honours list.

He joined the Ministry of Defence in 2003, working as part of the equipment area. Following a short period as lead desk officer for the Type 45 Destroyer he assumed duties as the programmer for the Directorate of Above Water Effects, where he managed a large portfolio of key maritime projects. In January 2007 he joined Flag Officer Sea Training staff as Commander Sea Training where he was responsible for the basic operational sea training of all Royal Naval major warships, from frigates to aircraft carriers, as well as a multitude of ships from both NATO and non-NATO navies.

Selected for promotion to Captain in June 2007, he joined the maritime battlestaff the following October to start preparations for the UK command of Task Force 158, the coalition force charged with protecting Iraq's critical offshore oil infrastructure. He operated from the coalition base on the Khawr al Amaya Oil Terminal as Commander Task Group 158.1 from March to July 2008 running maritime operations in the Northern Arabian Gulf while working closely with the Iraqi Navy and Marines to build their indigenous capability. On return from the Gulf he joined the Development, Concepts & Doctrine Centre

£1.1bn Royal Navy warship finally armed, sort of

Posted in Government, 20th May 2011 14:22 GMT

HMS Daring, first of the £1.1bn+ Type 45 destroyers now coming into service with the Royal Navy, has finally fired her primary (and only significant) armament, the Sea Viper missile system.

The glad news comes five years after the ship was launched, three years after she was accepted into the Royal Navy and well into the tenure of her third commanding officer Captain Guy Robinson.. In a quote supplied by the Ministry of Defence, he said: "This Sea Viper firing is a significant milestone for us and the final piece in the jigsaw as we prepare for our first deployment. I am very pleased."

Sea Viper is the Royal Navy's name for the Principal Anti Air Missile System, a fusion of British, French, Italian and US-made equipment. It is touted as being superior to any other maritime air-defence system in the world, with the makers claiming that it can shoot down a cricket ball travelling at Mach 3 up to 75 miles away.

Stripping away the hype, Sea Viper has never been tested against a supersonic target and there are no plans to do so - meaning that it would be a brave decision indeed to rely on it against supersonic threats in combat. (The system's first four trials even against subsonics saw two failures.)

Sea Viper's French-made Aster missiles can probably reach out to 75 miles, but the inescapable curvature of the Earth means that the Sampson masthead fire control radar can't lock on to a low-flying target until it is within 20 miles or so. Various modern and indeed not-so-modern anti-shiping missiles (eg the "Klub", "Sunburn" and "Brahmos") are both low-flying and supersonic.

Then there are some serious gaps in the Sea Viper's (and thus the Type 45s') capabilities. The system cannot attack surface targets, meaning that the Royal Navy's new and cripplingly expensive destroyers will be almost powerless against properly-equipped warships or even quite minor gunboats and the like.

Given that we could have had bigger, better, properly-armed Aegis/Standard ships - built in our own yards if we wanted - for roughly half the price we're paying for Type 45s, it's hard to see why Captain Robinson seems so pleased today. He could have been in command of a proper, arse-kicking warship: instead he's getting a poor second best.

Footnote

*Apart from Sea Viper, the only armament possessed by a Type 45 is a single 4.5-inch "Kryten" gun turret, primarily useful for bombarding targets ashore (within a few miles of deep water) and two light 30mm cannon for close-in work against pirate dhows or the like. This is weaponry of barely more than gunboat punch and of pre-WWII technology.

There were plans to fit the ships with "Phalanx" radar controlled close-in defence guns and perhaps with Tomahawk cruise missiles of the sort lately used so effectively against Libya, but these were cut for cost reasons (though some vessels may be fitted with borrowed Phalanxes temporarily at times).

In most situations the most useful capabilities of a Type 45 would reside in her embarked helicopter and possible party of Royal Marines.