

Speech: First Sea Lord speech for HMS Prince of Wales naming

Your Royal Highnesses, my Lords, ladies and gentlemen, honoured guests, 3 years ago, the naming of HMS Queen Elizabeth was a strategic awakening for the United Kingdom.

The moment when we proved to the world, and to ourselves, that we still have what it takes to be a great maritime industrial nation.

Today, we return to Rosyth, to the cradle of modern British sea power, to dedicate HMS Prince of Wales.

We are honoured by the presence of Their Royal Highnesses the Prince of Wales and the Duchess of Cornwall; of course, as we are in Scotland, more appropriately the Duke and Duchess of Rothesay.

We are also joined by representatives from across government, the armed forces, together with veterans and some of our vital international partners.

This ceremony, and all that it represents, demonstrates the United Kingdom's determination to see through our strategic intent and to fulfil the promise of our maritime renaissance.

For though she is the second of her class, HMS Prince of Wales has a strategic significance all of her own.

If building one carrier is a statement of national ambition; then building 2 is an unmistakable sign of commitment, to our own defence and that of our allies.

Atlantic Charter

Today, HMS Prince of Wales is the newest and most advanced vessel of her kind.

In the half century of service that lies before her, she will assimilate astonishing developments in technology, from unmanned vehicles on the seas and in the skies, to the all encompassing, all pervading, tide of data that is shaping modern warfare.

And yet the name Prince of Wales is a historic one. It is emblematic of many centuries of loyal service to crown and country.

Of the many ships that have borne this princely title, none better demonstrates the importance of our continuing strategic responsibility than the seventh and last.

In the darkest period of the Second World War, the battleship HMS Prince of Wales was the venue for Winston Churchill's first meeting with President

Roosevelt.

During a church service off the coast of Newfoundland, the 2 leaders sat beneath her great guns, amid a congregation of sailors and marines from both nations.

Until that point Britain had stood alone. But on that Sunday morning, onboard that ship, the New World joined the Old in common cause.

Of all the many legacies borne out of that extraordinary partnership, few have been more significant than the Atlantic Charter.

It pledged economic and social progress for the benefit of all. At its heart was a commitment to self determination, freedom of the seas and the rule of law in the world.

This settlement was the inspiration for the United Nations and has been the basis of security and progress in the world since 1945.

It is a settlement under which our own nation has enjoyed 7 decades of comparative peace and rising prosperity.

But today the principles upon which it is founded are being tested.

From the Baltic to the Black Sea, hybrid warfare seeks to undermine democratic governments and sovereign borders.

In the Mediterranean, a sorry tide of human suffering has exposed once again the inequality borne out of conflict and repression.

And in the South China Sea, growing regional competition highlights the continuing importance of freedom of navigation to global stability and prosperity.

The United Kingdom holds positions of international responsibility: other countries look to us for leadership, partnership and example.

So the biggest test of all comes from within.

Do we still have the necessary belief to stand by the principles under which we have prospered?

Are we still prepared to do what it takes to defend them and to lead others in doing the same?

And, most importantly, are we prepared to match our words with the tools to do the job?

Modernised Royal Navy

Today we are gathered in this great dockyard to answer those questions.

Standing in the shadow of a new Prince of Wales, and in the company of our most important allies, we rededicate ourselves to this historic cause, and to

the obligations it brings.

With 2 Queen Elizabeth class carriers in Royal Navy service, one will be available for operations at all times.

In the United States, aviators from the Fleet Air Arm are working hand-in-glove with their Royal Air Force counterparts to bring the F35B Joint Strike Fighter into UK service, and the first operational squadron moves to Marham next year.

This combination of ships and jets will provide our nation with a continuous carrier strike capability, a powerful conventional deterrent in a dangerous and uncertain world.

Alongside this new undertaking, the Royal Navy will deliver the UK's nuclear deterrent, as we have done every hour of every day for nearly half a century.

These 2 strategic responsibilities will sit at the heart of a modernised and emboldened Royal Navy.

On the River Clyde, steel has been cut for the first city-class frigate, HMS Glasgow. She and her sister ships will carry names from all parts of our United Kingdom, renewing the bond between the nation and its navy.

Meanwhile, after the long years in Iraq and Afghanistan, the Royal Marines have returned to sea, and to the environment in which they have demonstrated such unswerving professionalism and adaptability across 3 and a half centuries.

And finally, the Royal Fleet Auxiliary will continue to be found where they've always been in times of peace and war: right by our side.

But this is not a journey our sailors and marines make by themselves.

Working with the Army and the Royal Air Force, the UK Carrier Strike Group will project British power and influence at sea, in the air, over the land and in cyberspace.

And working with our international partners, it represents a new and substantial commitment to NATO and to all the UK's alliances throughout the world.

We could not have reached this point without the substantial and ongoing support of the United States Navy, the US Marine Corps and the Marine Nationale, and I pay grateful tribute to them today.

We will repay the military and political capital they have invested in us by delivering a comprehensive, credible capability that opens the way for closer carrier cooperation between us.

So the advent of the Queen Elizabeth class carriers truly represents the start of a new era of strategic responsibility for the Royal Navy and the nation.

Conclusion

In drawing to a close, I would like to pay tribute to all those who have dedicated their efforts to this great national endeavour.

In the few short months since she put to sea, HMS Queen Elizabeth has become an icon of British engineering and British innovation, and it was a joyous occasion to welcome her into her home port of Portsmouth just over 3 weeks ago.

The same will be true for HMS Prince of Wales. Wherever she travels, at home or overseas, she will draw crowds to the water's edge where they will marvel at your achievement.

Alone, either one of these vessels would be a formidable expression of military might. But together, HMS Queen Elizabeth and HMS Prince of Wales send a powerful message to friend and foe alike.

We may live in uncertain times, but the United Kingdom has lost none of its famous resolve. We will protect our interests, we will support our allies, and we will shoulder our responsibilities, wherever in the world they are at stake.

As I consider all that has been accomplished, and that which is yet to come, I am drawn to the words of the poet Longfellow, sent by Roosevelt to Churchill after their historic meeting onboard the last Prince of Wales 76 years ago, words that find new meaning in the vessel before us, and the responsibilities that await the young men and women who will take her to sea:

Sail on, O Ship of State!

Sail on, O Union strong and great!

Humanity with all its fears,

With all the hopes of future years,

Is hanging breathless on thy fate!

[Press release: Hurricane Irma: Foreign Secretary's statement, 8 September 2017](#)

I want to say something about the continuing crisis in the Caribbean where Hurricane Irma has caused great devastation in the British Virgin Islands and elsewhere. There are now further storms moving in, Hurricane Jose.

We have sent, as you know, RFA Mounts Bay which will be moving from Anguila to the British Virgin Islands later on this morning to distribute humanitarian aid there. We've announced a £32 million aid package for the area. We're sending a Foreign Office team as well as DFID teams and UK troops.

And the Foreign Office has set up a hotline. If anyone is concerned about their relatives or about what is likely to happen to holiday makers in that area, please get onto that hotline which should be available on the website.

News story: Britain's second aircraft carrier named in Rosyth

The ship's new sponsor, Her Royal Highness The Duchess of Rothesay, followed Royal Navy tradition by triggering a bottle of 10 year old whisky from the Laphroaig distillery in the Isle of Islay, smashing it against the ship's hull.

This significant milestone comes just three weeks after the first aircraft carrier HMS Queen Elizabeth made her first entry into her home port of Portsmouth as part of her maiden sea trials programme.

Defence Secretary Sir Michael Fallon, said:

HMS Prince of Wales is a prestigious name for what I'm sure will be a most prestigious ship. Today is yet another landmark in an incredibly busy year for the Royal Navy and shipbuilding. HMS Queen Elizabeth has undergone her sea trials and arrived into Portsmouth, I have cut the steel on the new Type 26 frigates and we announced our ambitious new National Shipbuilding Strategy this week.

Together these magnificent carriers will act as our statement to the world. By having two we will ensure the UK will be one of the few nations able to maintain a continuous carrier strike presence on the high seas to project our power across the world.

The ship will be the eighth in the Royal Navy to bear the name HMS Prince of Wales, honouring Britain's history as a seafaring nation from the Sixth Rate gun ship in 1693 to the 'King George V' Class Battleship that fought in World War II.

Admiral Sir Philip Jones, First Sea Lord and Chief of Naval Staff, said:

The name HMS Prince of Wales represents many centuries of loyal

service to Crown and Country, and its return to the Royal Navy today is a moment of great strategic significance for the United Kingdom. To build one carrier is a symbol of national ambition – but to build two is a sign of real commitment to our own security and to our international responsibilities.

With two Queen Elizabeth-class carriers in Royal Navy service, one will be available for operations at all times. When paired with the F35B Joint Strike Fighter, they will provide our nation with a continuous Carrier Strike capability – a powerful conventional deterrent in a dangerous and uncertain world. I congratulate all those who have worked so hard over many years to make the Royal Navy's carrier-led renaissance a reality.

Sir Simon Lister, Managing Director of the Aircraft Carrier Alliance, said:

Today's naming ceremony is a significant moment in the life of the programme and for each and every person involved in the design and construction of HMS PRINCE OF WALES, one of the largest engineering projects in the UK today. The Nation has come together to build this magnificent ship which will in turn protect our Nation's interests around the globe.

HMS Prince of Wales, along with her sister ship, HMS Queen Elizabeth, reflects the very best of British design and engineering capability and has created a once in a lifetime opportunity for highly skilled employees to be involved in an iconic programme.

I am immensely proud to welcome The Royal Highnesses and our many other distinguished guests to Rosyth today.

With a crew of 679, HMS Prince of Wales is expected to carry out sea trials in 2019 before entering Royal Navy service.

There are also currently 150 Royal Navy and RAF personnel continuing F-35 aircraft training in the United States. By the end of this year it is planned that the UK will have 14 of these fast jets, the World's most sophisticated fighter, with initial flight trials from the deck of HMS Queen Elizabeth planned for 2018. With a crew of 679 HMS Prince of Wales is expected to carry out sea trials in 2019 before entering Royal Navy service.

Trade Secretary Dr Liam Fox said:

The HMS Prince of Wales will do more than keep us safe and project British power across the globe. With home grown talent providing 90% of the suppliers for her and her sister ship, this aircraft carrier will also promote the strength of our shipbuilding sector.

This achievement shows what a huge amount of exporting potential the sector has and, as an international economic department, we will continue to support businesses to export their goods and services, and attract the investment that creates and supports British jobs.

News story: Vacancy: Inspector of Air Accidents (Human Factors)

Can you develop the human factors capability within the AAIB? This is a challenging and evolving field of work. The AAIB is recruiting its first Inspector of Air Accidents (Human Factors), and we'd like to hear from you.

As an integral part of the multi-disciplinary team, the Inspector (Human Factors) will be involved from the outset of an accident or serious incident investigation. You will review preliminary data to determine the level of human performance expertise required, and your remit will include managing specialists throughout an investigation, interviewing witnesses, writing detailed reports, identifying safety issues, drafting safety recommendations and giving evidence in court.

A full job description and role profile is on the [Civil Service Jobs website](#).

Read more about human factors in air accident investigations in the short article below.

The deadline for applications is 4 October 2017.

Lisa Fitzsimons, Senior Inspector of Air Accident (Engineering)

As an AAIB Engineering Inspector no two days are ever the same. I may find myself working on an accident site documenting the wreckage and collecting evidence, overseeing component testing in a manufacturer's facility or project-managing a team of international specialists. Fundamentally the engineering aspects of an air accident investigation are aimed at trying to understand whether the aircraft or its systems played any part in the accident, and equally whether the manner in which the aircraft was designed, tested, certified or maintained may have played a role.

As an Engineering Inspector, my job is as much about trying to understand the human contribution to an accident or incident as it is about trying to understand the hardware contribution. It is a common misconception to think that the human involvement in an accident lies only with the pilots, those who happen to be in the 'driving' seat at the time of the accident. As investigators we need to look at all the human interactions and

organisational influences that may have contributed to an accident, whether those be in the immediate lead-up to an accident or further back in time. When examining these issues as investigators we have the gift of hindsight, which is not something those involved at the time of an accident possess. It is therefore vital that rather than looking back and scrutinising someone's actions and trying to understand them based on what we now know, we instead put ourselves in their shoes, try to understand how the situation unfolded in their eyes and what information they had available to them. In that way we can attempt to work out why their thoughts, actions and behaviours may have made perfect sense to them at the time. Gaining proper insight into these issues allows us to identify the areas that will deliver the most meaningful safety improvements. And of course, it is also equally important to understand what went right as well as what went wrong, what safety features worked as intended or what human interventions may have prevented the outcome from being even worse.

Truly getting to grips with the human aspects of an air accident is an integral part of the AAIB's role and the AAIB is constantly enhancing its capability in these areas. Recruitment of a specialist Human Factors Inspector is an important step on this journey, and the successful candidate will have a real opportunity to influence and shape this evolving capability.

If you think you could make a positive contribution to the work of the AAIB in the field of Human Factors, please read on.

Emma Truswell, Inspector of Air Accident (Operations)

As a new AAIB Operations Inspector, I quickly noticed the amount of variety in the job. Every week is filled with new learning experiences and interesting challenges. It provides a tremendous opportunity to develop a broad range of skills and knowledge, and to apply them to important real-life events. The most rewarding aspect for me is knowing that I am part of something meaningful and just. On one level we can be finding answers for bereaved families during the most difficult time in their lives, and on another we are helping to improve international flight safety.

A core part of the job is deploying to the scenes of accidents and serious incidents. A roster shows who is available for call-out any time of the day or night, and any day of the year. Once called, you could be sent anywhere in the world, so you need to have your kit ready. Time is of the essence to get to the site and start evidence collection.

Having been deployed a number of times already, it is clear that every occurrence is unique. You may be dealing with a light aircraft accident on remote terrain, or it could be a serious incident involving an airliner at a major airport. The site can be distressing, and the pace dramatic. With all kinds of people and agencies present, it is a case of prioritising and using people skills to manage the site, and be efficient in your work.

You can be away for a few days during the field phase, and then it's back to the Branch to begin the post-field and analysis phase. This phase is full of twists and turns as you delve deeper in to the circumstances of an accident –

trying to figure out the key factors and, crucially, what safety lessons can be learned by the wider industry. You may be dealing with anyone from eye-witnesses and flight crew, to operators and regulators – travelling all over to find answers and learn more. At the end of an investigation, the team produces a report to broadcast the safety message, with the aim of preventing re-occurrence. Sometimes it is also necessary to give evidence in court.

A positive aspect of the job is the continual scope for training and development. From remote terrain awareness and off-road driving training courses; to attending interesting conferences and manufacturer visits; to the opportunity to gain or maintain your pilot's licence – this job represents an amazing opportunity to challenge yourself.

If you are a motivated and inquisitive person, who is passionate about improving flight safety as part of a well-established team, then grab this opportunity with both hands. Even after the short time I have been here I feel a real sense of fulfilment at the AAIB.

[Press release: Liverpool man jailed for selling dodgy ED medicines](#)

David Antley, of Dovecot, Liverpool, was sentenced yesterday at Liverpool Crown Court for the importation and supply of substantial quantities of unauthorised medicines.

MHRA investigators raided Antley's property and seized more than 13,900 doses of unlicensed erectile dysfunction medicines worth more than £40,000.

Antley pleaded guilty to the charges and was sentenced to 20 weeks imprisonment (concurrent to all counts).

MHRA is currently running the #FakeMeds campaign to warn people against buying potentially dangerous or useless unlicensed medicines sold by illegal online suppliers.

MHRA Head of Enforcement, Alastair Jeffrey, said:

Selling unlicensed medicines is illegal and can pose a serious risk to health.

Unlicensed medicines can be dangerous as their contents are unknown and untested. Chances are they simply will not work, but they may contain dangerous ingredients. The consequences for your health can be devastating.

Criminals involved in the illegal supply of medical products aren't

interested in your health – they are only interested in your money.

MHRA will continue to track down and prosecute those who put the public's health at risk.

Visit www.gov.uk/fakemeds for [tips on buying medicines safely online](#) and how to avoid unscrupulous sites.