

# desider

the magazine for defence equipment and support

Dec 10 Issue 31



MINISTRY OF DEFENCE



## Warthog goes to war

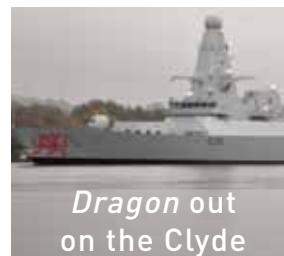
Strategic Defence and Security Review - the next stage: Min DEST and PUS visit Abbey Wood [See inside](#)



Here comes  
Rivet Joint



Send in  
the Dogpod



Dragon out  
on the Clyde



Navy Merlin  
takes to the air



Mounting  
achievement



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# DE&S is well-placed to cope with challenges

I AM sure that all of you now know I will be retiring from my post as Chief of Defence Materiel just before Christmas. I had planned to leave in March this year but was asked to continue in post for a period while decisions were taken on my potential successor. At the time of writing the selection process is nearing completion and an announcement will be made in due course.

It hardly seems possible that it was only around four years ago that Peter Spencer and I first began to plan to join the Defence Procurement Agency, with its role of buying new equipment for the Armed Forces, with the Defence Logistics Organisation, responsible for the support of that equipment throughout its life as well as for logistic support.

Our aim in creating DE&S on 2 April 2007 was to make it 'fit for purpose' within the first 100 days, but we also recognised that this was to be only the first step in creating a world class integrated procurement and support organisation for the UK's Armed Forces. Despite the scale of this challenge, DE&S readily came to play a key and enduring role in providing support to the UK's Armed Forces worldwide.

The recent publication of the National Audit Office's response to the Major Projects Report 2010 and the publication earlier this year of an independent international benchmarking report on project management have, in their own fields, highlighted how far we have moved towards that goal. The NAO said performance on the majority of our projects was now stable for the second successive year and described this as encouraging.

The independent study put our performance in the top quartile of a mixture of similar public and private sector organisations.

These findings are the result of a wide range of innovations that have been introduced in DE&S over the short life of the organisation. They include upskilling of staff, simplified methods of doing business and greater use of e-commerce, partnering and

alliancing, alongside significantly increased use of the Urgent Operational Requirement (UOR) mechanism. This method of meeting short-term operational needs has been a major success and has been conducted by hard-working staff alongside the full range of routine and longer term procurements. More recently the Sentinel project health-monitoring system has been rolled out in DE&S, an innovation noted by the NAO. There have also been improvements in the logistics process, asset tracking and stock control. The assimilation of DSCOM within the Abbey Wood site has reinforced our agility and the immediacy of our operational focus; it has also realised tangible benefits to the supply chain and front line. And, as I said last month, we have also made major strides in the way we run our business, through the PACE programme.

It has been a very great honour to have led DE&S through its formation and its evolution into what is a very high performing organisation, one that is delivering independently verified improvements year on year. Defence acquisition and support is one of the hardest fields to work in, enormously complex and ever-sensitive to external influences; you deserve to be recognised for all that you achieve. I will always be proud of our many successes and achievements delivering battle

winning equipment and support for the front line 24 hours a day, seven days a week around the globe – and I hope you all share that pride.

Recent successes are important first steps but we have a continuing obligation to seek better and more efficient ways of supporting the Armed Forces. The publication of the Strategic Defence and Security Review has set the high level direction for defence for the future but

has left uncertainties over the detail. I recognise that, for us as an organisation, many of these uncertainties may remain for some time.

I know that my departure during this time may appear to add to this uncertainty. But many of the biggest decisions on the future defence

programme have been taken and with the Defence Reform Review under way I believe this is now the right time for fresh leadership at DE&S, to match the recent appointments of a new CDS and new PUS.

Uppermost in many of your minds will be civilian and military staff reductions across the MOD during the next few years. In this regard it may be helpful to look back to the formation of DE&S in 2007. Our staff numbers have reduced considerably since then but we have maintained our outputs. I say this to reassure you that large scale change is something DE&S has been in the business of since its formation, that most of us have felt its effects in some way over that period but have helped make these changes work and our organisation a success.

Finally, you know I attach little credence to the way some of our business is reported in the media. But I am aware that for many of you, frequent criticism of your work and of the civil service more generally is damaging to morale. During his recent visit to DE&S, Minister (DEST) Peter Luff paid tribute to our performance, as did the outgoing PUS Sir Bill Jeffrey and his successor Ursula Brennan.

All of this is compelling evidence that DE&S can cope with change and simultaneously succeed in improving performance and that we have support from the top of the department. This will be a comfort to you as DE&S moves forward under new leadership to focus on the fresh challenges of the future.

I have found the past years immensely rewarding and fulfilling and at the same time enormously demanding. The future contains uncertainty, but I am confident that if you maintain your focus on upskilling and improving the delivery of your projects you will remain very well placed to cope with these challenges. Have a happy Christmas and I wish you all well for the future.

**General  
Sir Kevin O'Donoghue,  
Chief of Defence Materiel**



Farewell CDM: pages 24 and 25

DEC 2010



Picture: Andrew Linnett

## cover image

THE UK'S newest protected all-terrain vehicle has hit the ground running on operations in Afghanistan. Around 30 of the powerful and versatile new Warthog vehicles have arrived on the front line and are being used on operations.

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## desider

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*desider* is distributed free of charge to DE&S employees and the equipment capability sponsor. Copies can also be made available to readers outside the MOD, including those in the defence industries. While the editorial team takes care to ensure all material produced is accurate, no liability can be accepted for errors or omissions. Views expressed in *desider*, and the products and services advertised, are not necessarily endorsed by DE&S or the MOD.

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## Trojan boasts horsepower

THE MIGHTY Trojan belonging to 5 Armoured Engineer Squadron cuts through the dirt on Operation Hamkari in Afghanistan.

Royal Engineers have spent the past two months lending their awesome capabilities to Afghan and US Forces, clearing a key area of Kandahar province. The intent has been to defeat insurgent elements and increase Afghan government influence across the area, as well as enable development west of Kandahar city.

Picture: Sgt Rupert Frere, Royal Logistic Corps



## NEWSREEL



### New people at the helm

**GENERAL** Sir David Richards, above, has taken over as Chief of the Defence Staff from Air Chief Marshal Sir Jock Stirrup, who retired after four-and-a-half years in the post and after more than 40 years in the Armed Forces.

Ursula Brennan, below, has made her first visit to Abbey Wood as the Permanent Under Secretary (see pages 22 and 23). She has taken over from Sir Bill Jeffrey who has retired after five years in the role and



close to 40 years in the Civil Service. Defence Secretary Dr Liam Fox said: "Sad though I am to see Sir Jock and Sir Bill leave, I am extremely pleased to welcome two such capable replacements. I know that General Sir David Richards and Ursula Brennan will provide strong and confident leadership at a time of great change for the Armed Forces."

# New Warthog takes on a starring front line role



□ Warthog, above, is powered by a 7.2 litre engine producing 350 brake horsepower and is able to move through water while carrying up to 11 troops and offering improved levels of protection. A protected gun mount, extra armour, specialist electronic counter-measures equipment and communications tools are added before Warthog is deployed on operations.

□ More than 100 Warthog vehicles have been ordered from Singapore Technologies Kinetics in a deal that is worth more than £150 million. UK-specific kit is installed in the vehicles at Thales UK's facility in west Wales.



□ The latest six-wheel-drive Mastiff, above, will include:

- Opening armoured front doors to allow better access for troops
- A more powerful engine
- Increased braking performance
- An increase from five to a six speed gearbox
- An extra seven inches of roof height to improve crew comfort

□ Mastiff can carry eight people, plus two crew. It has a maximum speed of 90 kph and is armed with the latest weapon systems, including a 7.62 mm general purpose machine gun, 12.7 mm heavy machine gun or 40 mm automatic grenade launcher.

□ The order of heavily protected Mastiff 3 vehicles has been procured as part of a programme under a £250 million Urgent Operational Requirement. Each vehicle costs approximately £1 million.

**Mastiff 2 deliveries are complete: page 14**

THE UK'S newest protected all-terrain vehicle has hit the ground running on operations in Afghanistan.

Around 30 of the powerful and versatile new Warthog vehicles have arrived on the front line and are being used on operations.

And the first of a contract for around 100 new, improved Mastiff 3 troop-carrying patrol vehicles will be on their way to Afghanistan this month.

The agile and robust Warthog tracked vehicle provides improved protection to British troops and can work in waterlogged ground or terrain intersected by drainage ditches where other vehicles find it difficult to operate.

It is available in four variants – a troop carrier, an ambulance, a command vehicle and a repair and recovery vehicle. The ambulance variant can carry casualties, medics and kit. The vehicle's repair and recovery variant is fitted with a crane and winch, and has the capability of recovering another Warthog vehicle back from the front line.

Colonel Nick Wills, Protected Mobility leader at DE&S, said: "The challenge to bring Warthog into service was a tough one; as with all Urgent Operational Requirements time is of the essence.

"However we are very pleased with the final operational capability that the Warthog delivers. The vehicle has undergone a rigorous testing and trials regime in the UK in order to ensure it is fit for use in Afghanistan.

"The role Warthog fulfils on operations is very demanding but we are confident that it is up to the task."

On Mastiff he added: "The latest version of Mastiff has built upon the lessons learned through Mastiff 1 and 2, alongside the operational experiences of Ridgback and development of the Wolfhound vehicle.

"It offers the highest levels of blast protection and will allow the task force to carry out their operational mission by moving personnel and equipment in the high threat environments in Afghanistan."

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# 'It just shows what a fantastic piece of kit the Osprey is'

**More lives saved as soldiers survive insurgent bullets**



## 'We have immense confidence in the kit'

AN ARMY commander has thanked staff at DE&S for the high standard of protection for his soldiers after a number of incidents in Afghanistan.

Lt Col Colin Weir praised kit following a week where three of his soldiers were hit.

"Please accept my thanks for the tremendous protection that Osprey and the Mark 7 helmet are providing to my soldiers," he said.

"I am confident that without Osprey and the Mark 7 I would certainly have had three cases of very badly wounded soldiers, and probably worse."

"In two separate engagements one Ranger had his helmet struck by a 7.62mm round, and two Rangers took rounds in the side plate and chest plate respectively. Other than some bruising and being a little shaken up, the soldiers are fine."

"So, thank you. We all have immense confidence in the kit."

OSPREY HAS notched up another vital success by saving the life of a British soldier who escaped with only bruising after a Taliban bullet was stopped by his body armour.

Ranger Ryan Boyd, 26, of 1st Battalion The Royal Irish Regiment, would have been killed by the insurgent round had he not been wearing the latest issue armour.

One of the side plates absorbed the force of the shot. Ranger Boyd was knocked off his feet by the blow, but not seriously injured, and was back fighting within seconds.

Ranger Boyd was patrolling with his unit in the Nad-e Ali district of Helmand province when they came under attack.

Insurgents ambushed the troops but the Rangers held them off for 25 minutes before artillery dropped 105mm shells on the enemy, eliminating the threat.

Ranger Ryan Boyd said: "We came under attack from several enemy positions. As I was returning fire with my Light Machine Gun, I was thrown off my feet and felt a sharp pain in my side."

"I told the sergeant next to me that I had been hit. He checked and told me I wasn't bleeding, so I carried on engaging the enemy. Only later when things had calmed down was I able to assess the damage."

"I feel lucky to have got out of this uninjured but I think it just shows what a fantastic piece of kit the Osprey body armour system is."

Helmand task force spokesman

Ranger Ryan Boyd, above, on patrol in Helmand Province and, left, sporting the bruise he escaped with after being hit by an insurgent's bullet

Lieutenant Colonel David Eastman said: "Troops' equipment will continue to improve as new technology becomes available. Latest improvements to Osprey make a real difference to soldiers' personal protection and this incident demonstrates what a lifesaver it can be."

Coventry company NP Aerospace makes the body armour plates used by UK troops in Afghanistan. Chief Executive Roger Medwell said: "The whole workforce who manufacture this plate in Coventry will be thrilled to hear that another life has been saved by their work."

## A400M contract boost

THE PARTNER nations have agreed a draft contract amendment in principle which takes the A400M transport aircraft a stage further.

Under the amended contract the UK expects to receive 22 A400M aircraft from Airbus Military with the first delivery due in 2014. The UK in-service date, defined as the seventh UK aircraft, is expected in 2015.

It is another positive step forward for the programme, with work towards the final contract amendment continuing.

First flight of the prototype aircraft took place in Seville last December. Three aircraft are involved in the flight trials programme, with more than 700 flying hours achieved so far.





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## Pilots to get MK3 training

THE CHINOOK Mk3 simulator which will train Mk2 pilots for the newer aircraft is up and running at the Medium Support Helicopter Aircrew Training Facility.

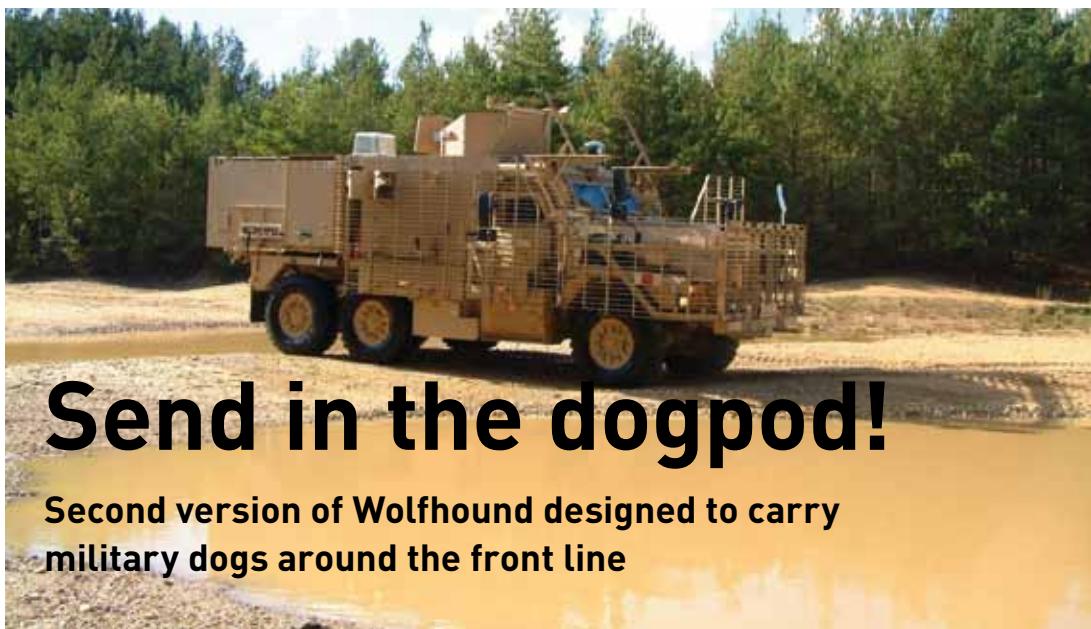
The facility is a private finance initiative service run by CAE Aircrew Training Services at RAF Benson.

Pilots will be able to rehearse missions in all weather and threat environments – and walk away safely, at a fraction of the cost of training in the real aircraft.

When deployed in hot, dusty, hostile environments and under enemy fire there is no scope to make mistakes.

A range of threats is created using computer generated forces to assess how pilots will cope under stressful conditions.

Right:  
Chinook  
Mk3 – Mk2  
pilots  
will be  
training on  
a simulator  
to fly the  
aircraft in  
operational  
zones



## Send in the dogpod!

**Second version of Wolfhound designed to carry military dogs around the front line**

A VERSION of the new Wolfhound vehicle to carry military dogs is on its way to operations.

Wolfhound – among the latest additions to protected mobility vehicles in Afghanistan – has a flatbed rear section to carry palletised loads or specialist user ‘pods’.

While the utility flatbed variant has been deployed to Operation Herrick, the version for dogs will not be far behind.

The ‘dog friendly’ pod, to transport military dogs around theatre, combines protection, secure kennelling, lighting and air-conditioning. The dogs help troops defeat the threat of improvised explosive devices.

DE&S’ Protected Mobility team presented a theatre entry standard Wolfhound with the prototype dogpod to two groups of dog handlers from 104 Military Working Dogs Squadron based in North Luffenham, who were heading out to theatre.

The dogpod excelled as a wide variety of dogs and their

handlers practised kennelling the dogs via access ramps. They were hugely impressed with the new pods when compared to current methods of moving dogs around theatre.

Production of 44 pods for dogs, as well as explosive ordnance disposal and counter improvised explosive device

teams is underway with the first deliveries scheduled soon.

Wolfhound is produced by Integrated Survivability Technologies, a joint venture between Force Protection Industries and NP Aerospace.

Wolfhound in action: pages 28 and 29



A dog's life? New pods for military working dogs are tested on the back of a Wolfhound

## Minister challenges industry

INDUSTRY WILL get the chance to help form the Government’s defence industrial and technology policy.

A White Paper in the spring will formalise policy for the next five years until the next strategic defence review.

But Peter Luff, Minister for Defence Equipment, Support and Technology has opened the door to industry to begin involvement now.

Mr Luff appeared last month at an event organised by ADS, the trade organisation advancing UK aerospace, defence, and security industries, to encourage industry to help create the initial discussion stage Green Paper.

“Alongside SDSR, we recognise the need for a more measured, strategic consideration of the MOD’s industrial and technology needs, together with industry’s contribution to broader economic competitiveness,” he said.

“The major window of opportunity for industry opens now. This is your chance to make a real difference to what the Green Paper says. To influence the way we do business.”

He added: “You’ve challenged me to think like you do in industry when I approach decisions; to be more commercially-minded. I’m happy to accept that challenge.”

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## NEWSREEL

**Reform unit will be free**

THE Defence Reform Unit will not result in additional costs to the defence budget, Defence Secretary Dr Liam Fox has said. None of the steering group under Lord Levene is being paid for the task. No consultants have been contracted to work on reform, while the team supporting the steering group from inside the MOD have been temporarily redeployed from other tasks.

**SDSR replies**

MORE than 6,000 contributions were received from various bodies to the Strategic Defence and Security Review. These came from MPs, the Forces, public servants in and beyond defence, industry, academics, and the public. The MOD also engaged external organisations including Nato, UK and international think tanks and academic institutes, NGOs, industry, and veterans' and families' organisations, according to figures released in Parliament.

**Extra cash**

AN extra £1.2 billion is likely to be spent in maintaining the *Vanguard* class submarines to an extended service date of 2028, Defence Secretary Dr Liam Fox has said in a written Parliamentary reply. "Impact of the changes reported in the Strategic Defence and Security Review will reduce costs by £3.2 billion over the next ten years," he said.

# Troops handed new patterned gloves

GLOVES WORN by troops in Afghanistan are to be produced in a new camouflage pattern to reflect the increasingly versatile uniform of the Armed Forces.

The leather gloves – issued to all military personnel on operations – are designed to protect troops when they touch pieces of kit exposed to the extreme heat of Afghanistan.

Currently printed in two patterns reflecting the desert and woodland terrains of Afghanistan, the gloves will now be available in colours to complement the new Multi-Terrain Pattern Camouflage – giving troops more ability to adapt to the different terrains in which they operate.

Col Stephen James, leader for Defence

Clothing at DE&S, said: "These gloves offer protection against hot materials, particularly metal, but are also light and flexible and will sit much like a second skin, allowing our troops to use their weapons comfortably and effectively in the harsh conditions of Afghanistan."

Leather for the gloves has been produced by Somerset firm Pittards and designed to be resistant to water, perspiration and oil.

The gloves themselves will be made by Hungarian firm Otto Kessler under a £3.3 million four-year framework agreement.

Production of the new MTP glove is expected soon with an initial delivery to theatre sometime in the spring.

# Maiden flight – upgraded Merlin takes to the air



The Merlin Mk2's first flight is an essential de-risking activity for full system flight testing

THE FIRST upgraded Royal Navy Merlin Mk2 helicopter has made a successful maiden flight.

The 35-minute flight of MCSPO1 from AgustaWestland's facility in Yeovil went as planned, focused on new avionics, aircraft management system, cockpit displays, communications and navigation systems.

DE&S' Merlin team leader Capt Andy Lison said: "I am delighted that the programme

has achieved this milestone.

"It is an important step on the project plan and an essential de-risking activity for full system flight testing due to start at the end of 2010.

"Preparation for first flight has required a tremendous amount of hard work from the MOD and industry teams and the combined effort should be congratulated."

The majority of the flight

testing will be performed at AgustaWestland in Yeovil through to late next year when the aircraft will transfer to QinetiQ Boscombe Down, to perform further mission system performance evaluation and release to service trials.

Full aircraft conversion will be established in early 2012. The Merlin Mk2 is planned to enter service in 2013 and achieve Full Operational Capability in 2014.

## Second Wildcat is in the air too

THE SECOND AW159 Lynx Wildcat helicopter has completed its maiden flight at AgustaWestland in Yeovil.

The aircraft, designated TI2, is the second of three test aircraft that will complete a 600-hour integrated flight test programme. The third aircraft was scheduled to join the programme as *desider* went to press.

AgustaWestland has established a new

AW159 production facility at Yeovil that introduces a pulse line production system, to bring significant efficiencies to the final assembly process.

The first flight of the second AW159 marks another major milestone in the development of this new six-ton, multi-role military helicopter, 62 of which have been ordered by DE&S. The first aircraft will be delivered next year.

# FSTA no 2 takes to the air



THE SECOND of 14 aircraft in the Future Strategic Tanker Aircraft (FSTA) project for the RAF has made its debut flight in military configuration.

The flight from Airbus Military's base near Madrid on 26 October lasted two hours and the aircraft now joins the first FSTA in a comprehensive flight testing programme over the coming months.

This marks another key achievement in the FSTA programme, which continues to run on schedule with the first aircraft ready for delivery to the RAF next autumn.

Within DE&S the FSTA team has merged with the VC10 team to be called the Strategic Transport and Air to Air Refuelling (STAAR) team.

It will be based at Abbey Wood with Chris Dell leading both projects, taking over VC10 from Gp Capt Adam Northcote-Wright.



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**NEWSREEL****Vehicles to go through paces**

TROOPS will get up to speed before deployment on protected vehicles procured by DE&S on a new training facility in Germany. The Crew Training School based at the Army's training ranges in Sennelager, has been established specifically to prepare entire vehicle crews for Afghanistan.

**Air control upgrade deal**

ENGINEERING consultancy Frazer-Nash has been awarded a contract to support upgrade and replacement for the UK static, deployable and overseas air command and control systems. Working with DE&S' Air Command and Control Systems team, Frazer-Nash will develop supportability requirements for the UK's next generation air defence systems.

**Kit in sight**

DRS Technologies has won an order from the MOD for heavy weapon thermal sights. The sights, for a range of portable applications including individual weapons, allow troops to see what cannot be seen with the naked eye through dust and fog of operations. Deliveries are scheduled from now until 2013.

**Appointment**

ROSALIND Roberts, on transfer from the Health and Safety Executive, will be DE&S' new Head of Safety and Environmental Protection from 4 January next year.



Mastiff has proved a popular addition to the patrol vehicles available to UK troops in Afghanistan  
Pictured: – troops leave a Mastiff to chat to locals in Lashkar Gah

THE FINAL vehicle in the Mastiff 2 programme has been delivered by DE&S.

Just under 200 of the Mastiff 2 vehicles in six variants, building on the success of the original Mastiffs, have been delivered since the first in December 2008.

The last one delivered to Ashchurch was an enhanced communications variant (ECV). Along with the features of a standard Mastiff 2 it featured one high powered Bowman HF radio, one high powered Bowman VHF radio and other extra satellite communications equipment.

Mark Penny, DE&S project manager for Mastiff ECV, said: "As with all complex communication fits, the ECV has presented some interesting

## **DE&S team completes deliveries of Mastiff 2**

challenges, which through working closely with the user and industry we have been able to resolve, to deliver a quality product."

The ECV has been developed by NP Aerospace and General Dynamics UK, with full engagement from Command and Support Development Centre and Infantry Trials and Development Unit.

The Mastiff 2 ECV

installation shares a great deal of components and equipment with the Ridgback command variant, leading to reduced logistical burden and allowing training to be minimised.

Mastiff 2 base vehicles began arriving from the United States in September 2008 and were fielded as fully integrated and armoured vehicles three months later.

A proportion of the fleet is in theatre with the rest in training. More than half of the fleet is the troop carrying variant, with the rest split between battlefield ambulance, protected eyes, interim electronic countermeasures, interim explosive ordnance disposal, and the enhanced communications variant.

## **Blyth emerges with first-of-class fits**

SANDOWN CLASS minehunter HMS Blyth left Babcock's at Rosyth on 5 November – on time and on budget – after a six-month maintenance period including two first-of-class equipment fits.

The ship, pictured right, is the first single role minehunter to receive the Defence Information Infrastructure (DII(F)), enabling information sharing and collaborative working across the defence network.

She is also the first of class to have remote isolation capability fitted to the waste water system, while capability upgrades have included a new high pressure air system and a new ammunition storage system and ammunition protection in the main magazine.

Project Group Manager David Winstanley said: "HMS Blyth's support period has successfully built on the experience gained on HMS Ramsey, albeit with different challenges emerging during this project such as the first of class waste water."

"A significant contributing factor to this success was the strong partnering relationships already established between Babcock and the MOD coupled with the inherent technical capability of the Babcock workforce."



# Frigate prop repair is a Royal Navy first



Speedy repair: *HMS Cumberland*

*HMS CUMBERLAND* has had her bent propeller blade straightened in water – a first for the Royal Navy.

The repair, undertaken before the ship deployed overseas, took less than a day and involved a process called cold static loading or cold bending.

This involves using a hydraulic press slowly applying a steady pressure at strategic points on the blade until the material yields.

Although docking the ship was considered, along with the option of

changing the blade afloat by using a habitat to create a dry environment, cold static loading had the least impact on the Type 22 frigate's programme, enabling her planned Fleet Time Support Period to progress unaffected.

The MOD Transmission Group approved the repair as it is widely used commercially.

Risk of the propeller blade cracking was minimal.

Ian Blair of DE&S' Salvage and Marine Operations said: "This is an excellent

example of in-water maintenance and repair which was cost effective and has ensured the ship's programme was unaffected."

UMC International provided the repair in co-operation with their technical support company SubSea Propellers Incorporated. Trident BV based in Rotterdam provided equipment and technicians.

The blade was restored close to its original geometry and is now considered a permanent repair.

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## Astute no 2 ready to make appearance

LAUNCH OF the second *Astute* submarine – *Ambush* – has been set for 16 December.

The 7,400-tonne nuclear powered attack boat will be rolled out and officially named at BAE System's shipyard in Barrow-in-Furness.



Work continues in the Devonshire Dock Hall

Lady Anne Soar, *Ambush*'s sponsor and wife of the Royal Navy's Commander-in-Chief Fleet, Admiral Sir Trevor Soar who is a former Chief of Materiel (Fleet) at DE&S, will perform the ceremony.

Lady Soar will be joined by invited guests from DE&S, the Royal Navy, MOD and the Barrow community.

John Hudson, BAE Systems Submarine Solutions managing director, said: "The launch of *Ambush* represents another significant milestone in the programme, following the commissioning into service of *HMS Astute* in August this year."

After the ceremony, *Ambush* will be inched out of the main submarine construction facility, the 51-metre high, 58 metre wide and 260-metre long Devonshire Dock Hall.

It is planned she will then be lowered into the docks by a ship lift to allow further outfitting, testing and commissioning to take place.

Seven submarines are planned to be built in the *Astute* class, employing 5,000 at BAES and 1,200 supplier companies.

## Sentinel's eye-in-the-sky clocks up 300 sorties

SENTINEL HAS completed its 300th operational surveillance sortie over Afghanistan since initial deployment with the RAF last year.

The aircraft, operating the Airborne Stand-off Reconnaissance or ASTOR system, has been supplying information to ground commanders to make it easier to identify insurgents.

The system has also helped provide information to allow real time stop-and-search of suspicious vehicles.

Such work has helped make life safer for the local Afghan population and has saved UK and ISAF ground forces' lives.

Group Captain Chris Jones, station commander at RAF Waddington where Sentinel is based, said: "Our aircraft and crews are providing ground forces with vital intelligence relating to insurgent activity in Afghanistan.

"The work that Sentinel is doing is bringing about stability in that country and in our ongoing efforts to counter the threat posed to our ground forces by improvised explosive devices."

Sentinel has been earmarked for withdrawal from service, once its work in Afghanistan is over.



Top: Sentinel R1, which houses the ASTOR system.  
Above: home again – flight crew and field service engineers from Raytheon at Waddington are pictured after the 300th mission at the end of October

## NEWSREEL

### Typhoon takes on Paveway IV

A programme to integrate the Paveway IV weapon onto Typhoon will culminate in full tests to deliver the capability in 2012. To date, 14 preliminary compatibility trials have been undertaken, Peter Luff, Minister for Defence Equipment, Support and Technology has told Parliament.

### Puma progress

THE programme to extend the life of the Puma helicopter (Puma HC Mk2 project) remains within its approval level of £339 million and is progressing well, Peter Luff, Minister for Defence Equipment, Support and Technology has told Parliament. "As with other battlefield support helicopters, we are also enhancing Puma's capabilities to match the threat environment. The Strategic Defence and Security Review has confirmed the ongoing need for Puma," he said.

### Astute probe continues

INQUIRIES are still continuing into the grounding of *HMS Astute* off the Isle of Skye on 22 October. The first-of-class submarine, which was conducting sea trials, was refloated on the first high tide. It is believed the submarine sustained damage during her refloating. The MOD said that there was no nuclear contamination risk and that no part of *Astute*'s nuclear propulsion system was damaged.

**Advertisement**

## Interoperability is the word...

The Government's spending review has now passed and a new era dawns, explains Millbrook's Julian Bryan. "Now, more than ever, increased interoperability between the services and between partner nations is going to be vital. However, this is not a new thing. NATO policy has always emphasised that interoperability and partnership should be the norm. Yet in reality, it does not always happen that way. Now, as we move forward, it's important that we think collectively, both before and after decisions are made."

"The annual Defence Equipment and Support (DE&S) organised DVD event, which takes place at Millbrook in June, could be an excellent example of how the MOD is embracing bi-lateral co-operation. The event offers a unique opportunity for NATO armies to come together to discuss and experience the latest equipment and support on offer and very much helps to foster interoperability, both amongst nations and across the services."



## Now Trafalgar's rudder heads off for recycling



THE RUDDER of decommissioned submarine *HMS Trafalgar* has followed the propeller and tail shaft for recycling.

The upper part of the rudder needed to be retained but, as part of the submarine's laying-up preparations, the lower rudder has been removed as it is no longer needed.

"Weighing seven tonnes the rudder offered another cost benefit to the project and a recycling opportunity," said spokesman Adrian Pitcher.

The 6.5m by 4.5m rudder was transported by a Defence Supply Chain Operations and Movements contractor from Devonport to Metal and Waste Recycling at Edmonton, north London where it was size reduced, the steel recycled and the acoustic tiles destroyed.

The steel from the rudder could now be taken anywhere in the world as part of the recycling process.

## Rations pack new punch

### Kosher food is next on the menu in new DE&S contract

A CONTRACT, which is expected to deliver £1.6 million per annum in savings to the MOD has been signed by DE&S' Food Services team.

The deal, with Hampshire based company Purple Food Services, will see an overhaul of current rations as well as the introduction of refreshed 24-hour ration packs to the front line.

Under the new contract, which is worth an estimated £140 million, troops will see a range of new menus added to all 24-hour multi-climate ration packs as well as the launch of a new Kosher ration pack.

A new lightweight ration pack, weighing less than one kilogram and designed for troops sent on patrols lasting twelve hours or less, will also be introduced and will include new snacking items such as beef jerky and long life sandwiches.

New menus and extra components are also planned for the ten-man ration packs which are more commonly used by military chefs to feed troops in remote tactical bases.

Captain Jeremy Rigby RN,



Left: a new kosher ration pack with, below, the new lightweight patrol pack

Report: Hannah Swingler

Head of Defence Food Services, said: "This new contract marks a sea change in the way Defence Food Services procures and provides food to our troops.

"We are constantly receiving and responding to feedback from our boys and girls in Afghanistan, which makes sure we keep up with taste trends and how they break the packs down and carry them.

"This new agreement will provide a great degree of flexibility in the supply chain and enable the MOD to produce innovative new rations in short timescales, allowing us to adapt quickly to operational requirements and customer feedback while not



compromising on the nutritional content."

The contract, which was signed by DE&S ahead of schedule and under budget, is for an initial three years with two follow-on options for two years each.

## Dragon roars out to sea



**DRAGON**, THE fourth Type 45 destroyer, above, roared down the Clyde for the first time as she embarked on sea trials off the west coast of Scotland.

The ship is at sea for four weeks, during which the vessel's power and propulsion, weapons and communications systems will be tested by a combined crew of BAE Systems, Royal Navy and key supplier personnel.

Meanwhile *HMS Dauntless* has officially entered service with the Royal Navy.

Head of DE&S' Destroyers team, Commodore Steve Brunton, said: "With all six Type 45s now in the water the team, industry, Navy Command and ships' companies are in the busiest year yet of this important programme for the Royal Navy and this key event for *HMS Dauntless* is a result of a magnificent team effort."

*Diamond* has sailed out of her home base of Portsmouth under the White Ensign for the first time, right. She passed her Ready For Sea Date inspection last month with flying colours, allowing her to sail out into the Solent for a series of trials.



## T45 damage repair lands a touch of the Dunkirk spirit



Above: W02 Dave Simpson demonstrates the new simulator at *HMS Dunkirk*

Right: artist Cyril Print, in foreground, with his painting; Cdre Lowe in background with *HMS Dunkirk* Association veterans John Carroll, William Flack, David Young, Norman Enoksen and Maurice Pritchard.

TRAINING FOR battle damage repair by Royal Navy personnel joining Type 45 destroyers will now be conducted on a simulator at Whale Island, Portsmouth.

*HMS Dunkirk* – the Type 45 Battle Damage Repair command and control simulator at MWS Phoenix – was opened by Commodore Tim Lowe, Commodore of the Maritime Warfare School.

The simulator will enable the ship's teams to practice management of incidents from small fires and floods to major action damage, or a large peacetime incident. It uses the same software and methodology as on board ships.

The trainer was funded by DE&S' Destroyers team and uses the same software as the

onboard Platform Management System (PMS) and commercial PCs, with all the cost benefits this brings.

Desks, telephones and panels are laid out in the same format as on the ship. The trainer boasts a Fixed Integrated Communication System (FICS) emulator using commercially available hardware at a fraction of the cost of the onboard FICS units, and two fixed fire fighting simulated panels.

There is an instructor control room which has two instructor PMS stations for inputting scenarios incorporating 550 faults for training. Also two instructor FICS terminals for simulating communications with all parts of the ship and a terminal for monitoring the fixed fire fighting panels or simulation of remote activation of the fixed fire fighting systems.

The opening was attended by Commodore Steve Brunton, head of the Destroyers team, BAE Systems Surface Ships' Type 45 through life support director Paul Bowsher and a group of veterans from the *HMS Dunkirk* Association, as well as other personnel involved in the installation of the simulator.



BAE Systems presented a painting of the original *HMS Dunkirk* to Cdre Lowe in the presence of the artist, Cyril Print, and the *HMS Dunkirk* veterans.

# 'Defence has been

**We have no option but to address an over-committed budget and a huge national debt, Minister tells Abbey Wood staff. But it will be vital for DE&S to retain the means to regenerate capability**



THERE WERE no choices about the Strategic Defence and Security Review – the MOD has to live within its means.

That was the stark message from Peter Luff, Minister for Defence Equipment, Support and Technology, as he spoke to DE&S staff at Abbey Wood a week after the announcement.

But he offered hope to the organisation faced with very significant staff reductions that the defence budget would need to rise again in real terms after 2015.

"My overall view of the SDSR is that we probably made the best of a bad job and that's certainly the view of most people in the outside world. Industry felt it was remarkably coherent and much better than they were expecting," he said.

"But we can't afford all the things we would like to do. It's a double whammy of an over-committed defence budget and a huge national debt and we have no option but to address those. Defence must take its part."

"I am particularly encouraged by the strong vision of Force 2020 and a clear understanding of retaining capabilities and the ability to regenerate them. The Prime Minister in his statement said the defence budget will grow again in real terms after 2015. That is hugely encouraging and very important that we try to plan that regeneration."

Mr Luff told staff he recognised the effects of SDSR's decisions on personnel, particularly in the military. "On projects, I feel very sorry for the Harrier pilots

**"The Prime Minister understands that every job gone is a family affected. But we really don't have a choice if we want to live within our means"**

who have to contend with this coming out of the blue, Nimrod MRA 4 and Type 22 frigates. I understand the difficulty of those decisions but particularly the effects on the people. The Prime Minister understands that every job gone is a family affected. But we really don't have a choice if we want to live within our means."

Mr Luff said that changes to process were inevitable if the MOD was to shed 25,000 jobs. "We will have to change the



Mr Luff  
meets DE&S  
Secretariat staff  
at Abbey Wood

# hit by a double whammy'



**'I have met some of the most able people I expect to meet in my life over the last five months and my respect has really grown, not diminished'**

way we do things. We can't just carry on doing them the same old way. So I would look very carefully at the process of assurance, smarter ways of working more generally, and you have to ask whether every single person in the civil service is doing an absolutely essential job. We haven't asked that question very carefully yet. I'm sorry the desperate national situation has left us in a place we would rather not be."

The minister's previous visit to Abbey Wood was soon after his appointment. "Last time I was here I did say what huge respect I had for the Civil Service," he said. "That was after ten days. Now after five months that respect has grown and deepened. I have met some of the most able people I expect to meet in my life over the last five months and my respect has really grown, not diminished.

"I think the work you do is often underappreciated. I was delighted to read the National Audit Office's comments on the Major Projects Report which really did sing your praises. When I read the briefing note I was even happier. Major problems identified in the report are not the problems at this end of the motorway; they are at our end.

"It was no surprise to me that the press picked up on the bad news stories



Mr Luff is briefed on the latest news from DE&S' major ship projects

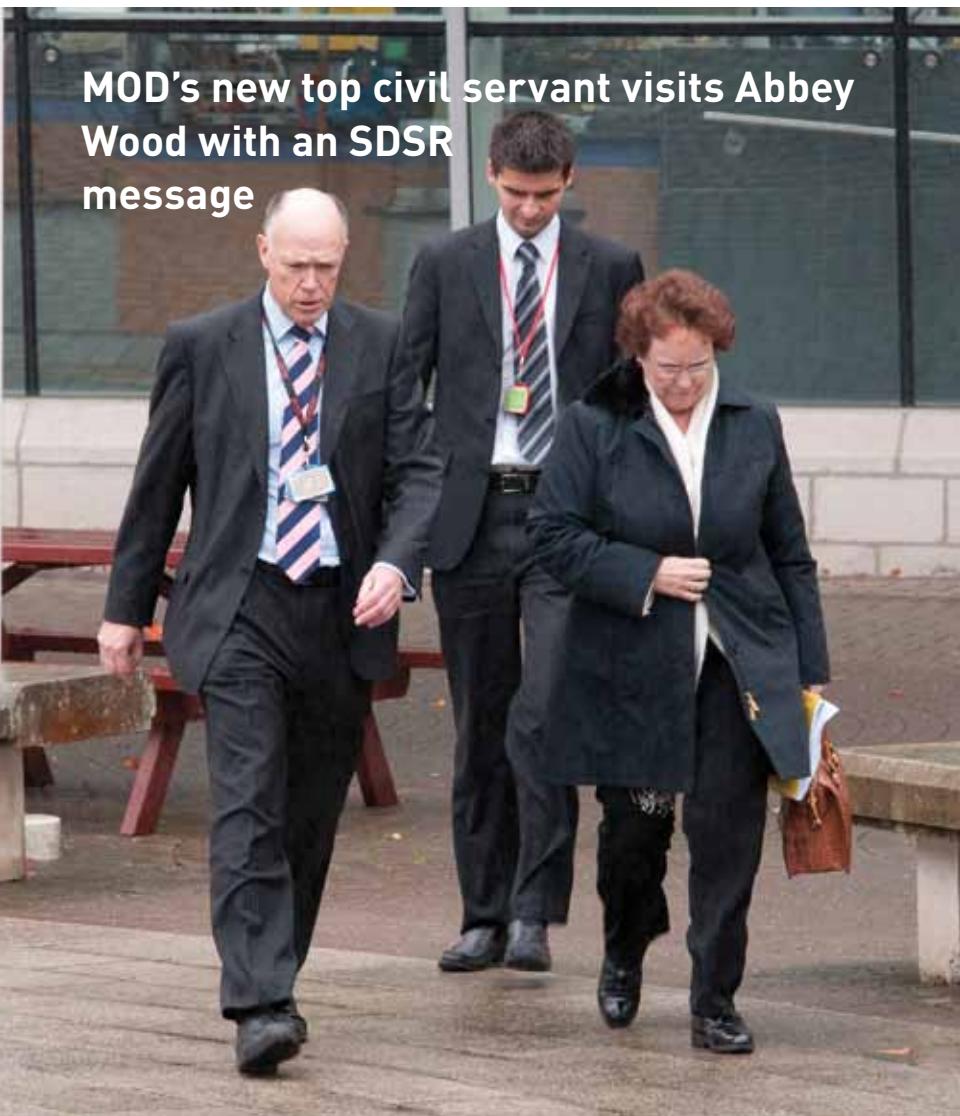
but they didn't pick up on the fact that the head of the NAO in his opening comments actually praised what had been going on. I do congratulate you on what the NAO has said about your work."

Mr Luff visited a number of DE&S teams, including some affected by the

defence review. He ended his visit by thanking staff of DE&S' Secretariat who provide him with material for answering parliamentary questions and freedom of information issues along with submissions and advice on public announcements on military equipment.

# Towards a streamlined DE&S

**MOD's new top civil servant visits Abbey Wood with an SDSR message**



Ursula Brennan is pictured on her first visit to Abbey Wood as Permanent Under Secretary, with DE&S Chief of Corporate Performance Trevor Woolley, left, and her assistant private secretary Mike McLellan. Below: addressing staff at a town hall session



A FLATTER organisation with fewer hierarchies will be one way to streamline the future Defence Equipment and Support.

Faced with large job cuts over the next four years DE&S and the MOD in general has to look hard at the way in which it does its business to make sure every penny spent offers value for money.

Rationalising the layers of decision making, cuts in programmes and better ways of working, will all be needed to help DE&S reach efficiency targets.

Ursula Brennan's first visit to Abbey Wood as the MOD's new Permanent Under Secretary gave staff an insight into how the Strategic Defence and Security Review will affect the organisation.

"We have job reduction targets which are driven by financial reduction targets," she told staff at a town hall session on 5 November. "Some of the savings will come from cutting projects, some of the savings will come from lean type activities, some from ensuring we get rid of levels within our hierarchies, making sure the pyramid is as flat as it can be. Some of our savings will come from organising ourselves in a different way."

But the detail, she said, was still to be worked out. "SDSR is only really the beginning for us. All across the public service this efficiency and headcount reduction is happening. For us there is an added challenge that we are doing it while we have people fighting a war in Afghanistan. So we have to deliver the Comprehensive Spending Review and the new strategy at the same time that we carry on the main effort in Afghanistan."

"The Government has made it clear that the Afghanistan campaign is the main effort and is to be protected. But of course it is not the only effort. There are an awful lot of other things which don't look as if they contribute to the main effort but are tremendously important."

On cost cutting Mrs Brennan urged staff to keep a grasp of where the money goes. "In relation to value for money, we do not have a high reputation as a department. We are rubbished for our inability to manage money and specifically to manage projects," she said. "Most of this is unfair and one of the good things Min DEST did recently was to draw public attention to the NAO's Major Projects Review which showed that we do programme management really well."

"But we must also recognise that as a department we spend very large sums of public money and we have a responsibility to be much sharper about costs and benefits throughout the organisation. If we don't know where every single penny goes and what every single individual who works for us is spending their time doing then we will not be able to make the cost reductions that we are committed to."

Mrs Brennan underlined the importance

# S future

of the defence reform programme, due to report next year. "It is about transformation of everything in the department. The reform team will be looking at our processes and the way we are organised. We have to deliver defence outcomes with fewer people and that means less process. We can't deliver that kind of change without engaging everyone in the organisation and that's why we'll need lots more face to face dialogue with staff in the coming months."

Mrs Brennan defended the SDSR from criticism and praised those in DE&S who had contributed. "People have claimed the SDSR is just a programming exercise. People said it was done in a hurry, it was driven by money and was not a strategic review," she said. "If you look at chapter two, you can see the strategy that people here worked on, clearly set out. It was really impressive strategic work, an analysis of what threats the country faces, what capabilities we need and, as a result of that, what kind of force structure we need.

"We should not join in rubbishing it. The strategy work which went into it is a core competence for the Civil Service and for the military – we should all be proud of it."

Mrs Brennan's visit to Abbey Wood included addressing DE&S' senior managers' conference along with briefings on light protected patrol vehicles, the Air Change Board, *Queen Elizabeth* aircraft carriers and the Joint Strike Fighter. She also enjoyed a working lunch with General Sir Kevin O'Donoghue, Chief of Defence Materiel.

**'Some of our savings will come from ensuring we get rid of levels within our hierarchies, making sure the pyramid is as flat as it can be'**



Ursula Brennan took up the appointment of Permanent Under Secretary at the MOD on 1 November 2010.

Before joining the MOD, Ursula was Deputy Permanent Secretary and Director General Corporate Performance at the Ministry of Justice from April to September 2008, having previously led the review to create the structure for the new Ministry of Justice. Ursula was chosen to lead the review when she was Chief Executive of the Office for Criminal Justice Reform, a role she took on in 2006. OCJR is the cross-departmental team that supports the three criminal justice departments and all criminal justice agencies.

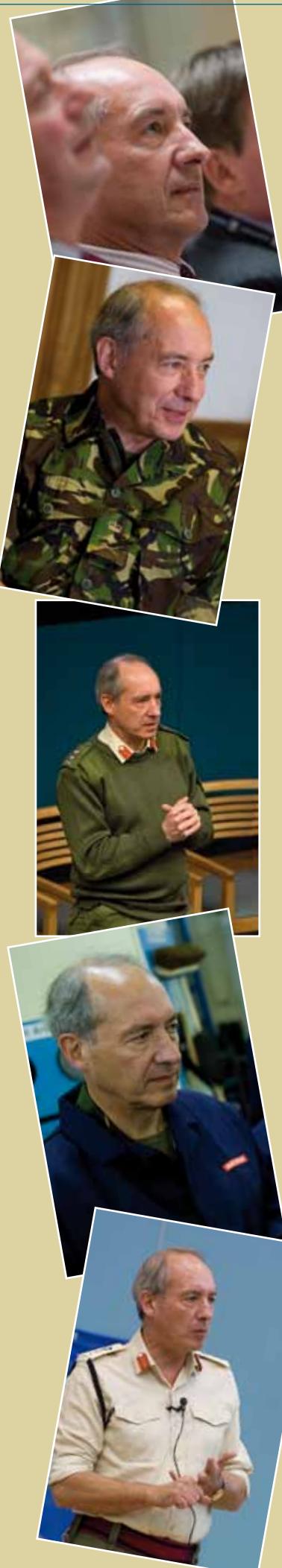
Before OCJR, Ursula was the DG, Living Land and Seas at Defra from 2004–2006. Her responsibilities included board-level leadership of strategy for rural disadvantage, protection of wildlife and the countryside and marine and fisheries business.

Ursula spent most of her career in what is now the Department for Work and Pensions, latterly leading the strategy on welfare to work and benefit fraud.

Ursula joined the DHSS in 1975 after two years with the Inner London Education Authority. After a variety of health-related jobs, she moved on to social security, covering policy on all the main social security benefits and then into operations as a Director of the department's Information Technology Services Agency. From there she became Director of Change Management at the Benefits Agency. In 1997 she returned to policy. Ursula became a DG in 1999 when she assumed leadership for the department's major change programme.

Ursula was born in 1952 and is married. She has a degree in English and American Literature from the University of Kent.





# Together we have achieved

**G**eneral Sir Kevin O'Donoghue steps down later this month after more than three and a half years as the first leader of Defence Equipment and Support, a period characterised by intense conflict in Iraq and Afghanistan, major changes in acquisition and support, huge funding issues and latterly the unique pressures of a Strategic Defence and Security Review.

He is hugely proud of his time as Chief of Defence Materiel (CDM) and is determined to pay tribute to the organisation's mixed military and civilian staff for all that they have jointly achieved since DE&S came together under his hand in April 2007, when the former Defence Procurement Agency (DPA) and Defence Logistics Organisation (DLO) were merged. But, he says, inevitably there were some elements of unfinished business that could not be cleared up on his watch.

He said: "I just want to say how inordinately proud I am of what everybody has achieved in DE&S and that I now think we're seeing the fruits of a truly through life acquisition and support process. We have achieved a huge amount in the past three and a half years."

"I think the fact that we were fighting in two particularly challenging campaigns as well as maintaining other operations including Continuous At Sea Deterrence and the RAF's Quick Reaction Alert force, actually made pulling the DPA and the DLO together easier because everybody had to make it work – there was no question of doing anything that could have adversely affected support for current operations."

"Together we have achieved a great amount. I think DE&S is now working very well and we have reached the point that I was aiming at – making the two star led Operating Centres truly the key business units in DE&S. Collocation, flexible resourcing and the rest of the Performance, Agility, Confidence and Effectiveness (PACE) change programme have all been driving us in this direction."

General Sir Kevin praised those most closely involved with him on the launch of DE&S. He said: "I want to give great credit to Peter Spencer. He and I pulled it together, with Steve McCarthy, Chris Mace, Mary O'Gorman and a small dedicated team in support. It was a great deal of work but to my mind, DE&S after three and

**After nearly 43 years as a commissioned officer General Sir Kevin O'Donoghue is the longest serving British soldier still in harness. He looks back on his time as leader of DE&S**

a half years feels much more coherent and joined-up than the DLO felt seven years after its foundation."

He has also been impressed by the way British industry has proved itself more than capable of dealing with constant changes emanating from MOD, meeting the tough timetables set by Urgent Operational Requirements and responding to the pressures posed by Chief Operating Officer Andrew Tyler, and the Operating Centres and project teams.

As CDM, General Sir Kevin has been

Interview: Ralph Dunn

Pictures: DE&S Photographic



# ieved a great amount

involved in a huge number of programmes. Yet throughout he has kept a close eye on one cherished project that he first got involved in in 1996 – when he was Chief of Staff to the Quarter Master General.

"It was a long time ago but I can remember then agitating and encouraging the programmers that we must have more modern, up-to-date and useable logistic information systems – the programme that has now become the Future Logistics Information Service. It's taken 14 years but I

addressed. "The first is the acquisition process. I just don't think we've sorted it out yet, and that's not just in DE&S, it's department-wide. There are too many people second-guessing our decisions and checking what we're doing. While for the biggest projects I can fully understand that MOD centre needs to be sure that we're getting it right, which we are, there's no proportionality. We seem to apply the same rigour of scrutiny and approval whatever the size of the project."

"Secondly, balancing the budget in town would mean project teams in DE&S would not have to re-cost programmes constantly to find savings, which wastes an awful lot of time and effort."

As he prepares to leave DE&S, CDM remains determined that his upskilling and multi-skilling plans for staff will equip them best for the coming years and must be maintained.

For the future, after his retirement from the Army next March he will remain Master General of Logistics. This, and his role as chairman of the charity the Soldiers, Sailors, Airmen and Families Association, to which he was appointed early in 2010, will continue to bring him into contact with the MOD and the Armed Forces for a long time to come.

He said: "As chairman of SSAFA I'm conscious I owe them rather more of my time than I've been able to give them up to now and I suspect that and being Master General of Logistics will occupy quite a lot of my time."



In at the beginning: Sir Kevin outside Abbey Wood on day one of Defence Equipment and Support

believe we're now getting there," he said.

Looking back, as his retirement draws near, General Sir Kevin named two pieces of work which he believes with hindsight could have usefully been



1971, after two years as a troop commander in 75 Engineer Regiment (Volunteers), he converted to a Regular Commission and spent the next five years in the British Army of the Rhine.

In 1976 he moved to the Royal Military Academy Sandhurst as a Company Instructor. He attended the Canadian Forces Command and Staff Course in Toronto before being posted to the MOD as Military Assistant to the Chief of the General Staff.

After a return to Germany to support 7th Armoured Brigade, he was appointed to the Army Staff Course as a member of the Directing Staff and was Commanding Officer of 25 Engineer Regiment.

## A lifetime in uniform

Born on 9 December 1947, Kevin O'Donoghue was commissioned into the Royal Engineers in 1968. In

He attended the Higher Command and Staff Course in 1990 and was promoted Brigadier and assumed the appointment of Commander Corps Royal Engineers 1 (British) Corps.

In 1993 he attended the Nato Defence College in Rome, before moving to Supreme Headquarters Allied Powers Europe as Director of Staff Operations. He was promoted Major General in April 1996 as Chief of Staff, Headquarters Quartermaster General, following which he moved to the MOD to become the Assistant Chief of the General Staff.

From there he was promoted Lieutenant General and became the UK's military representative to Nato, the EU and WEU. He then served as Deputy Chief of the Defence Staff (Health) from 2002 to 2004.

On promotion to General he became Chief of Defence Logistics on 1 January 2005 until formation of DE&S on 2 April 2007 when he became the first Chief of Defence Materiel.



# Rivet Joint



**The most complex military sales case the UK has undertaken with the US Air Force for the last 70 years is well under way. DE&S' Airseeker programme will see the Boeing RC-135 aircraft – Rivet Joint – take over airborne signals intelligence later in the decade**

No stranger to UK shores, left: a Rivet Joint aircraft lines up in the static display at the Royal International Air Tattoo at RAF Fairford in 2004.

Picture: Kevin Slade

**T**hree Boeing KC-135 tankers are to be converted to Boeing RC-135W Rivet Joint aircraft in the most complex combined Foreign Military Sales case and co-operative support arrangement that the UK has undertaken with the United States Air Force (USAF) since World War Two.

All three will be based at RAF Waddington, replacing the Nimrod R1 aircraft due out of service next year. The Nimrods entered service in the 1960s and provide the UK's only signals intelligence (sigint) platform that collects and examines routine radio signals to provide support to front-line commanders.

Along with the aircraft comes a supporting ground system which is currently providing a similar sigint capability to US Forces.

During Operation Telic in Iraq and Operation Herrick in Afghanistan, the US Rivet Joint joined the Nimrod R1 supporting coalition commanders on the ground. This close operational connection will continue, with training set to begin next month at Offutt Air Force Base in the US, involving RAF airborne mission crew and flight deck personnel, along with ground exploitation operators and support personnel.

Up to four RAF crews will be trained at Offut, who will then deploy alongside their USAF colleagues on combined operations worldwide from next summer. This will ensure that operational crews will be fully experienced in running and operating the complex systems well ahead of UK deliveries.

"After complex negotiations with the US Government, involving multiple government departments and agencies, this groundbreaking agreement will give the UK access to cutting edge technology and will also open up a wider market for world leading UK technology," said Bill Chrispin, leader of DE&S' Airseeker team.

"Additionally, selection of this capability will give the UK a very high level of interoperability with our major coalition partner."

"This is a major step forward in providing support to our front line troops. In agreeing

To be replaced: the Nimrod R1



# joins Future Force 2020

this procurement the US Government recognises the significant contribution highly skilled RAF personnel will make to joint operations and the development of future reconnaissance techniques and equipment."

Under a Memorandum of Understanding the UK system will be supported, maintained and upgraded as part of a larger UK/US fleet of 20 aircraft. A rigorous maintenance programme will see the aircraft return to the prime contractor, L3 Communications of Greenville, for a complete strip down and refurbishment together with a system upgrade every four years.

While the three UK aircraft and ground systems will be owned and operated under UK sovereignty, the combined fleet of 20 aircraft and associated systems will be managed by a joint UK/US team based at L3 in Greenville.

It is ground-breaking for the UK to be an integral part of the continuous capability improvement and it is expected that the UK will take part in the programme until at least 2025, although there are options to extend this period. This will mean the capability maintains its relevance against a wide range of modern and complex sigint targets.

The DE&S project team members are working closely with their US counterparts to put the final touches to the delivery schedule for the system and the first UK aircraft, exploitation and support systems are expected to be in service by 2014.

DE&S' Airseeker team is currently building up its numbers to deliver and support Rivet Joint and has moved into its new offices at Abbey Wood; a project managed by the DE&S Collocation team.

Accommodation includes secure briefing facilities and infrastructure enabling classified virtual working with the USAF.



**'This ground breaking agreement will give the UK access to cutting edge technology and will also open up a wider market for world leading UK technology'**  
**- Bill Chrispin, leader of DE&S Airseeker team**

Spirit of co-operation: The UK and the US will be closely involved in the Rivet Joint aircraft for the RAF for at least the next 15 years.

Above: the aircraft pictured in UK markings with its reflection showing the same aircraft in US Air Force markings



Troops conduct driver training with the new Wolfhound vehicle on a purpose built driver training area in Camp Bastion. The off road course is designed to push the vehicles and drivers to the limit to give the soldiers confidence and experience before deploying on operations

**W**olfhound – the new variant of the Mastiff heavily armoured vehicle – has already made a good impression as it gets down to work with 2nd Royal Tank Regiment (2RTR).

The Regiment's Cyclops Squadron – 'The Tankies' – is now on the ground in Helmand Province, deployed in Mastiff and Wolfhound to support 1st Battalion The Royal Irish Regiment.

Over the next six months the squadron will provide protected mobility to the infantry.

The Tankies use their well-armoured vehicles to move infantry between defensive positions and provide fire support to those fighting on foot.

The vehicles are out on the front line less than 18 months after they were first unveiled at DDay 2009 in Bedfordshire, DE&S' annual stakeholder event.

All have been procured and made ready for action under supervision of DE&S' Protected Mobility team.

Lieutenant Dan Berry, 26, commands a group of five Mastiff crews. He said: "My men are fighting crews; we can adapt our tank skills to use the Mastiff aggressively and react to the insurgents."

Mastiff can pack a serious punch by mounting either the general purpose, heavy or grenade machine gun and has become a friend to UK forces for its high level of blast protection.

Sergeant Harley Upham, 29, said: "Mastiff has got a power traverse so it's really easy to swing the turret round, the firepower is second to none and we can carry bags of ammunition. It's one of the most robust vehicles we have. I have been hit in it twice and been OK."

A drawback of the original Mastiff

# Blast protection? 'Like a 'bunker on wheels!'

**From DVD to the Afghan front line – that's Husky, Coyote and Wolfhound**

Left to right: Husky, Coyote and Wolfhound unveiled at DDay 2009





Left: members of 2RTR load up Wolfhound while, below, there's plenty of all-round protection for the gunner in the Wolfhound turret



was its limited cargo capacity when loaded with troops. But to solve this problem 2 RTR have deployed with a new Wolfhound, the variant which combines the protection and firepower of a Mastiff with a flatbed for cargo.

"We can carry extra food, water and ammunition to stay out on the ground for longer; we can also transport more of the lads' kit between check points," explained Sergeant David Roberts, 38. "But Wolfhound has the same fighting capability as Mastiff as well."

It has been a busy start to the tour. Squadron Sergeant Major Chris Atwell said: "We're out most times of the day and it's rare for us to have all the vehicles in at any one time. The tempo is high but the guys' morale is too."

Defence Secretary, Dr Liam Fox, said: "Wolfhound's deployment on the front line marks a significant milestone for

the range of vehicles our troops have at their disposal. Carrying essential combat supplies such as food, water and ammunition, the Tactical Support Vehicle fleet is providing vital support to troops on front line patrols.

"Husky and Coyote have already proved to be great assets, and the further protection offered by Wolfhound demonstrates our ongoing commitment to ensuring our troops have the best equipment possible."

*'My first impression is that it is like a bunker on wheels. You feel very safe when you are driving it. It's easy to drive, it's big but it's manageable. The main advantages are that it is safe from IED threats and small arms fire, and it's pretty robust. The primary role of the Wolfhound is as a tactical support vehicle. It's used to move the L118 light gun, by the EOD teams to carry kit and equipment and by dog crews because you can attach kennels to the back, keeping the dogs nice and air-conned. It's got run-flat inserts so that if the tyres do go you can carry on driving it. Most of the time you can drive it out of an IED blast'*

Lance Bombardier, Wolfhound instructor at Crew Training School, Camp Bastion

*'First impressions were really good, it's really easy to drive, easy to get a hold of, nice safe feeling inside it as well. When you sit down you feel you're in a wee protective bubble, you feel nice and safe. It's a good feeling when you're out here'*

– Fusilier, 2nd Battalion Royal Regiment of Scotland, trainee at the Crew Training School



Members of 51 Squadron, RAF Regiment on election protection patrol in Afghanistan with their Coyote vehicles



Soldiers from 1st Battalion, The Scots Guards, patrol Lashkar Gar in Helmand Province, Afghanistan, using the new Husky protected highly mobile tactical support vehicle

# Spreading its wings – Kestrel is set to improve quality of comms on the front line

Report: Steve Sims

A Kestrel mast with microwave dish towers 30 metres above a Mobile Communications Unit



Installing a new capability to enhance information systems in Afghanistan has its dangers – just ask Captain Steve Robinson, leader of DE&S' Project Kestrel installation team.

"We were stuck in Patrol Base 1 when it and the surrounding compounds were attacked at the same time," he recalled. "The firefight to stop them getting into PB 1 lasted close to two hours with the insurgents getting to within 50 metres of the camp."

It illustrates some of what the CIS 4 team from Engineering Operations – part of the Internal Services Provider within DE&S' Information Systems and Services (ISS) – experienced as they installed the Kestrel communications network at sites across Helmand Province.

Nine members of the CIS 4 Team, a mix of civilian and military personnel, deployed to theatre to instal the Kestrel microwave network. The equipment was procured by the ISS Networks Delivery Team, tested and assembled at Blandford, flown to Camp Bastion and delivered to sites by Combat Logistic Patrol.

The installation team deployed to theatre in July and completed the first phase of installation last month. In spite of the logistic challenges the team delivered and commissioned a number of Mobile Communications Units (MCUs – caravans fitted with microwave radios, various communication equipment and masts) and additional installations to support sites in Helmand Province.

Phase 2, which will see the delivery of more MCUs supporting other sites, will be completed early next year. This capability will significantly enhance information systems.

Kestrel was created in response to a number of Urgent Operational Requirements (UORs) requesting an increase in the capacity and quality of the in-theatre communications network.

**Once fully commissioned  
Kestrel will become  
a backbone network  
designed to carry  
data for a range  
of systems and  
applications**

Operations in Afghanistan rely on an array of information systems such as the Defence Information Infrastructure (DII). These systems offer users general applications, such as e-mail, and more specialised applications, such as Intelligence, Surveillance, Target Acquisition and

Reconnaissance or stores tracking tools. Once fully commissioned Kestrel will become a backbone network designed to carry data for all of these systems and applications.

New information services, such as video teleconferencing and full-motion video applications, need more capacity and better quality from the network than ever before.

These services are also being demanded not just at task force and battle group

## Kestrel is designed as a bearer network capable of accepting a wide range of systems that could plug into it at different locations

levels, but at smaller and further forward operating bases. Kestrel has been designed to provide better support at all levels and to enable services normally associated with brigade headquarters to be pushed down to forward operating bases.

The concept for a backbone network for Helmand was based on an underlying need to transmit data reliably across theatre. The solution, Kestrel, was designed as a bearer network capable of accepting a wide range of systems that could easily plug into it at different locations.

Previously in Afghanistan we have relied heavily on other links that transmit data via the UK. This can introduce errors and delays.

Kestrel will improve the quality of the communications as other comms links are replaced by short microwave links. Additional benefits include remote management services, which will improve reliability and enable faster reconfiguration and provision of new services.

In partnership, Camp Bastion and DE&S ISS at Corsham will manage the network and sustain this capable communications backbone in Helmand.

Once fully commissioned, Kestrel will be available for new systems and services to use. This should reduce the need for dedicated networks to support ISTAR services. More sites in Helmand will be able to access the full suite of services including Joint Personnel Administration, and those using the more demanding applications will find them working faster and better.

Kestrel is physically resilient. Captain Robinson, after describing the firefight at PB 1, was quick to point out that the Kestrel equipment survived intact:

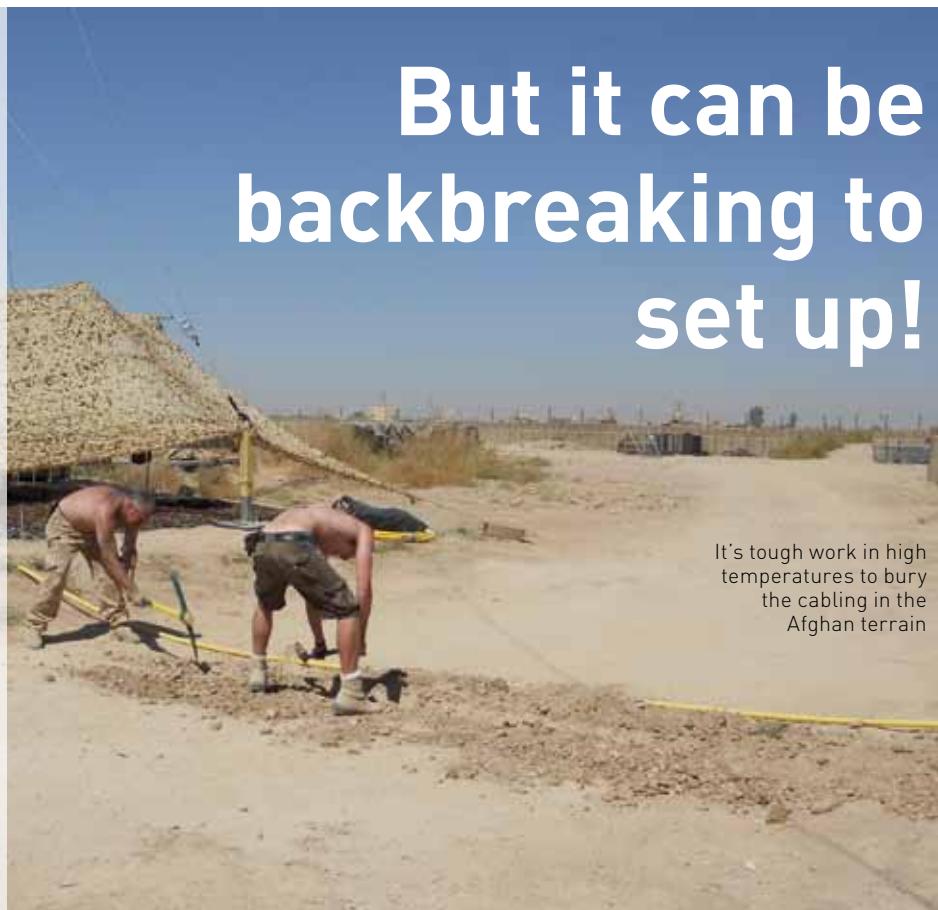
"The box, mast and aerial are all fine," he said. "I can safely say that the mast has little effect on it from Blackhawk helicopters flying over the top of it and ammunition exploding nearby."



Above: the Communications and Information Systems team at Blandford testing Kestrel



The Mobile Communications Unit in Afghanistan with ISS's Warrant Officer 1 (Foreman of Signals) Gaz Watkins, WO1 (F of S) Ski Sharp and Captain Steve Robinson



# But it can be backbreaking to set up!

It's tough work in high temperatures to bury the cabling in the Afghan terrain

# LTPA

## T&E begins here

The screenshot shows the homepage of the LTPA website. At the top, there's a banner with the text "LTPA T&E begins here". Below the banner, the page is divided into several sections:

- LTPA capabilities:** Shows a video thumbnail of a mine being detonated.
- Sites & ranges:** Shows a map of the world with various locations marked.
- News:** A section with the heading "Testing mines now!" and a link to "Read more".
- Innovation:** A section with the heading "Testing mines now!" and a link to "Read more".
- What is the LTPA contract?**: A detailed list of what the LTPA contract covers, including delivery, maintenance, and support.
- Key facts:** A summary of the LTPA contract, mentioning a 25-year period and a value of £15 million.
- Links:** Includes links to "LTPA explained" and "LTPA key investments".

### Features

- Capabilities
- Sites and Ranges
- Innovation
- Facilities
- Case Studies
- News

www.LTPA.co.uk is designed to be the starting point for all MOD teams who have a T&E requirement. It aims to give you all the information you need about the Long Term Partnering Agreement (LTPA) between QinetiQ and MOD for test, evaluation and training support.

To find out how the LTPA can meet your T&E requirements, go to:

# www.LTPA.co.uk

www.LTPA.co.uk is a QinetiQ registered domain name.

# Minehunters to take on a new lease of life



THE ROYAL Navy's eight Hunt class mine countermeasures ships will have their 30-year-old propulsion systems replaced in a £15 million contract with BAE Systems.

The company plans to drive down operational costs and maximise availability of the fleet with a reliable and supportable propulsion system using commercial off the shelf equipment.

This will minimise initial procurement costs and also ensure spares are available for repair and maintenance.

John Walton, DE&S Ships' Minewarfare Marine Engineering Manager, said: "Lower through life costs and better reliability of the minehunters is essential to enable the Royal Navy to carry out its operational commitments.

"Design of the new propulsion and machinery

control system will reduce the upkeep maintenance load on the ship's staff and increase availability of the vessel for operational duties.

"It also takes significantly less space and the layout makes it more accessible, providing better working conditions for Royal Navy engineers."

The first new system is expected to be installed on board *HMS Chiddingfold* late next year, with upgrades to the remaining seven taking place during planned ship docking periods up to 2016 to avoid disruption to availability of the fleet.

Northrop Grumman Sperry Marine will provide machinery control alarm and surveillance systems, Finning UK engines, gearboxes and bow thrusters, and Stone Marine Propulsion the propellers.

## RN sonars prove 'world-beaters'

FOUR ROYAL Navy mine countermeasures vessels have been testing their detection skills with the US Navy in the Arabian Gulf. The UK force consisted of two Hunt class vessels (*HMS Middleton* and *HMS Chiddingfold*) and two Sandown class vessels (*HMS Grimsby* and *HMS Pembroke*).

Hunt-class ships are fitted with Sonar 2193, a hull-mounted wideband minehunting sonar; the Sandown class operates with Sonar 2093, a variable-depth multi-mode sonar, both by Thales UK. Cdr David Bence of the UK Mine Counter Measures Force said: "Already proven in more temperate waters around the UK, Thales's 2093 and 2193 sonars have performed exceptionally well in the challenging Arabian Gulf.

"With capabilities that complement each other, they provide a high probability of detection of sea mines in highly saline water with high ambient sea temperatures. They are world beaters."

## Babcock joins Green Box

BABCOCK HAS joined the MOD Logistic Network Enabled Capability (Log NEC) Programme Green Box – a group of Tier 1 industry partners to shape and implement future MOD information architecture for defence logistic support.

The Green Box aims to improve end-to-end logistics to the benefit of defence and industry by incorporating contractor logistics support information requirements into the Log NEC Programme, to reduce the cost of supporting air, land and maritime platforms.

Industry players involved alongside the MOD are: AgustaWestland, Babcock, BAE Systems, Boeing, General Dynamics, Lockheed Martin, Rolls-Royce, Thales UK, and UK Council for Electronic Business.

## New forum for naval ideas

A NEW website is helping leaders in naval defence engineering to trade ideas and pool industry knowledge.

The consortium, called UK NEST, has been backed by DE&S' Chief Operating Officer Dr Andrew Tyler, who says their work has 'never been more important'.

UK NEST is made up of 16 major organisations in naval defence working to sustain the industry's knowledge. Major defence employers include Babcock Marine, BMT Defence Services, BAE Systems Surface Ships, the Royal Navy and QinetiQ.

Collaboration centres on the new website ([www.uknest.org](http://www.uknest.org)), which will act as

a forum for addressing issues of common concern.

Dr Tyler said: "Engineering, science and technology sits at the very heart of a modern fighting force. To sustain our military cutting edge it is vital that the nation sustains the skills in MOD and industry to design, develop, support, and upgrade our fighting systems."

"UK NEST is a unique organisation, coupling the MOD, the Royal Navy end user, and industry in ensuring that the skills required to deliver a modern navy are being nurtured and developed. As we meet the challenges of SDSR UK NEST has never been more important."

## Devonport powers on to huge lighting savings

A SUCCESSFUL lighting initiative at Devonport Royal Dockyard has succeeded in cutting energy use by significant amounts.

New lighting has been introduced in the main factory building, various manned stores and the Central Frequency Change Station machine halls which provide power for ships and submarines when alongside or in refit.

An initial trial discovered significant potential for energy savings by replacing the existing high pressure sodium lamps with modern, high output fluorescent tubes.

The upgraded lighting has the additional benefit of improved colour appearance and visual comfort for people working in the building. The lights also have a longer life which reduces operational maintenance costs.

John Meakin, Nuclear Site Safety Manager, MOD said, "This is a good example of how the joint MOD/Babcock energy team is working closely with building controllers to identify effective ways to reduce energy use on site, as well as improve working conditions."

The new lights are more



### Duke sees company work at first hand

NORTHROP GRUMMAN welcomed the Duke of York, above right, the UK's special representative for trade and investment, to its Fareham facility last month.

The company highlighted an array of capabilities in command and control systems, advanced information systems and cyber security for UK and international markets.

The Duke also viewed Northrop Grumman's recently opened cyber test range, the first to be commercially available in the UK.

controllable making it easier to reduce energy wastage.

Smart sensors enable lights to be turned off automatically when an area is not being used, give adjustable lighting levels, and automatically dim when

there is plenty of natural light.

The initiative has generated significant cost savings to date. Greater savings are expected when the energy efficient lighting is fitted in key buildings across the yard.

## New combat vessel to be sustainable trailblazer

THE TYPE 26 Global Combat Ship – the planned replacement for the Royal Navy's current fleet of frigates – will be a pilot MOD project for sustainable procurement.

The project will help the vessel take on board economic challenges of likely fuel cost increases.

The MOD is embedding sustainable principles into the procurement cycle. Energy use must be minimised.

"For platforms which have a long in-service life, due consideration must be paid to the amount of energy that these platforms are anticipated to use through-life, as this is much more than the energy consumed in production," said Type 26 safety manager Dr Sinnathambay Vijayakumar.

"New equipment programmes at the early stages of the MOD's procurement cycle provide the opportunity for step changes in how energy is used and in particular how the systems and sub-systems that use energy are selected."

The Type 26 team has funded BAE CORDA – a defence analysis company – to deliver a Fully Burdened Cost of Energy tool to consider benefits of energy efficiency for each system solution.

Benefits of improved energy efficiencies are financial, operational and environmental. They include a lower logistical burden (fuel tankers, infrastructure), reduced energy and through life cost, greater endurance and military effectiveness, lower operational vulnerability, improved security of supply and reduced emissions.

Type 26 is part of the Future Surface Combatant programme which will deliver multi-role warships beyond the next decade.

# Improving the Secure Voice Networks

USING THE telephone is something taken for granted and no-one thinks twice when it comes to picking up the receiver to make or take a call.

The service DE&S uses at work – provided by British Telecommunications (BT) as part of the Defence Fixed Telecommunications Service (DFTS), and managed and assured by the teams within Information Systems and Services (ISS) – works pretty much perfectly. Given just how good the service is, how can it be made better?

One element of DFTS is the Secure

Voice Networks, which allows secure calls to be made up to and including Secret. Up to now secure calls, especially to the United States, could only be made on specialised handsets and with either the aid of a Whitehall operator to ensure its security, or as an international call, making this connectivity restrictive and expensive.

This situation has now changed as a major breakthrough has been achieved and this longstanding capability gap is about to be closed. Following a successful test at the end of August, direct secure voice connectivity was established.

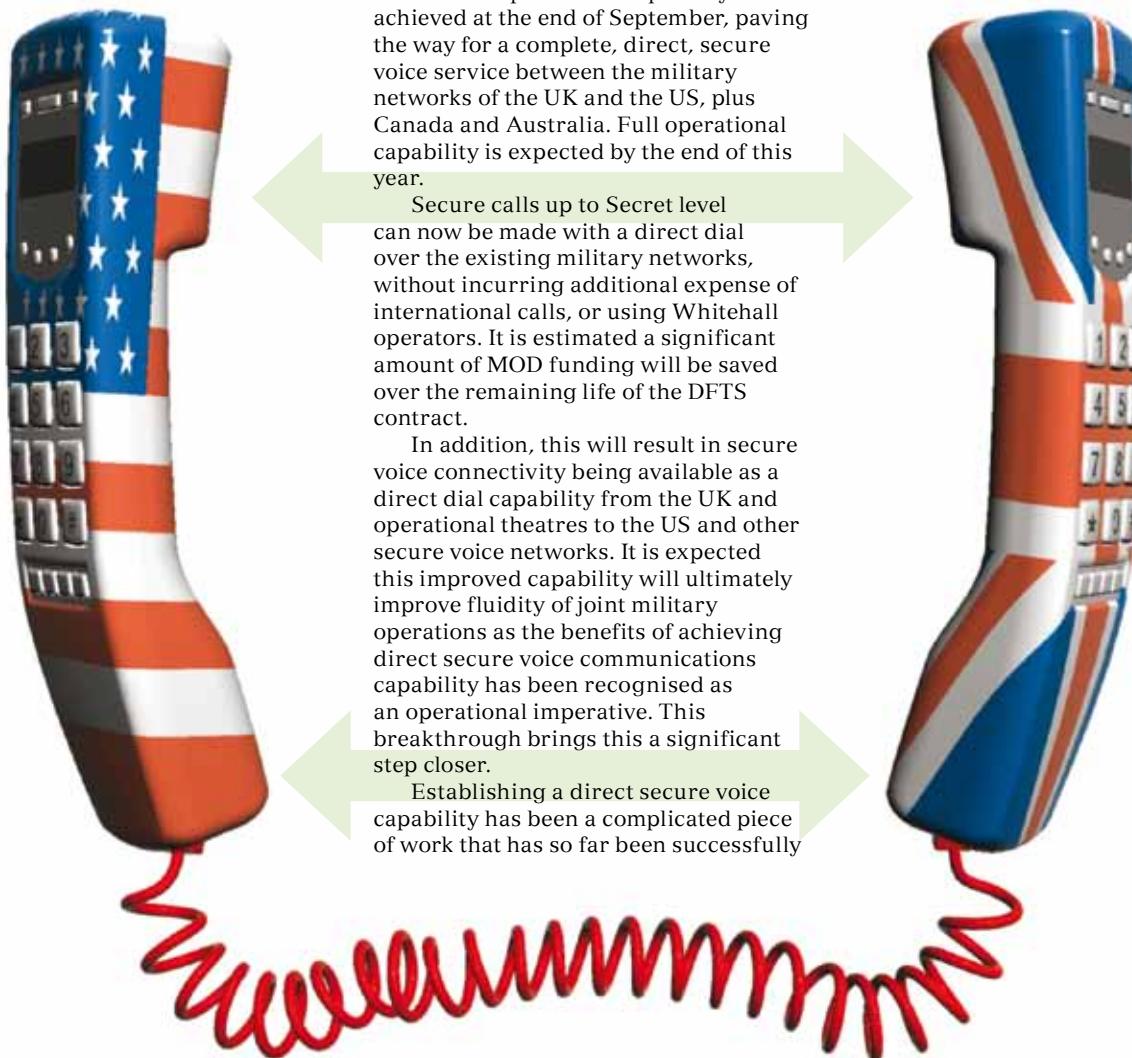
Interim operational capability was achieved at the end of September, paving the way for a complete, direct, secure voice service between the military networks of the UK and the US, plus Canada and Australia. Full operational capability is expected by the end of this year.

Secure calls up to Secret level can now be made with a direct dial over the existing military networks, without incurring additional expense of international calls, or using Whitehall operators. It is estimated a significant amount of MOD funding will be saved over the remaining life of the DFTS contract.

In addition, this will result in secure voice connectivity being available as a direct dial capability from the UK and operational theatres to the US and other secure voice networks. It is expected this improved capability will ultimately improve fluidity of joint military operations as the benefits of achieving direct secure voice communications capability has been recognised as an operational imperative. This breakthrough brings this a significant step closer.

Establishing a direct secure voice capability has been a complicated piece of work that has so far been successfully

completed by close collaboration between the ISS Networks and Service Operations Engineering Operations teams, BT teams in the UK and their counterparts from the US military voice providers. The Networks Service Assurance Fixed Voice team, led by Major Dave Whitaker, tasked BT DFTS to produce an in-depth study highlighting what would be required to provide this capability. The resulting business case cleared the way for implementation of the successful test and delivery of this improvement to the Secure Voice Networks.



## Royal Navy's 'Fortress' is back at sea

HMS EDINBURGH, the last of the Type 42 destroyers to undergo an upkeep period, rejoined the fleet in a Portsmouth naval base ceremony on 4 November.

In a major refit the 'Fortress of the Seas' as she is known in the Royal Navy, has been fitted with two newly refurbished engines, including two new power turbines.

An underwater spoiler has also been fitted and a coat of a special paint that makes the hull more

dynamic through the water. Other work in the £17.5 million package carried out by BAE Systems in Portsmouth, includes an updated IT network and improvements to the accommodation, fresh water systems, galley and laundry facilities.

DE&S Head of Capital Ships Tony Graham said: "The Type 42 has been a very successful class of warship and is much loved by

their ships' companies. The Capital Ships project team is very proud that, despite the challenges of supporting warships in the twilight of their careers, they continue to meet availability targets and perform their duty on behalf of the nation."

"While it will be hard to see the Type 42s retire, those who serve on them will be truly impressed by the capabilities of the Type 45s that will replace them."

## DE&S and Thales join forces at Portsmouth

A NEW joint DE&S and Thales building at Portsmouth has been opened by Captain John Macdonald, leader of the Underwater and Electronic Warfare team at Abbey Wood.

Under a Contractor Logistic Support contract, DE&S and Thales UK work closely under a partnering arrangement that forms the Integrated Support Team - Sensors (ISTS) based at Abbey Wood but with a waterfront presence at all UK dockyards.

The building will act as home to the ISTS in Portsmouth, providing office accommodation for Thales engineers, as well as workshop and storage facilities to deliver front line support to the Fleet's sonar and electronic warfare equipment.

Major Thales Sonar 2087 replacement items, including spare array modules and tow cables for the Type 23 frigates, are held centrally in this building,



Captain John Macdonald (left) of DE&S cuts the ribbon with Barry Morgan (right), watched by Thales engineers (from left) Steve Astley, Wally Hammond and Andy Cottrell.

together with the equipment to remove and replace items wherever necessary around the world.

Barry Morgan, Thales UK's Naval Services and Support Director, said: "This new facility

will greatly enhance the Joint ISTS ability to support the sonar and EW equipment across the Fleet and will make a significant contribution in our continuing drive to give better value for money."

## Safety will always be key message

DE&S' ATTITUDES and Behaviours Campaign (ABC) team is keen to extend workshops to more operating centres to drive home the message on safety and environmental protection.

The ABC campaign is led by Head of Safety and Environmental Protection Gareth Jones. "Our aim is to reduce injuries and environmental damage across DE&S," he said.

"The challenge we all face is ensuring that S&EP is something people see as a benefit to the organisation rather than a burden or administrative exercise."

ABC has targeted support to the higher risk areas of DE&S and is working with the Joint Support Chain. Workshops at sites including Gosport, Bicester and Northolt have helped management and workforce understand S&EP culture and identify practical action.

More information – search for ABC on the intranet or contact team leader Shaun Ellis on 9355 67200.

## Standards published

THE MOD'S new Project Management Standard has been published on the Acquisition Operating Framework.

It describes the attributes of a well managed project in terms of 29 success factors.

These can be used as a self-assessment and assurance tool and as a framework to link to more detailed project management guidance.

Programme Project Management Head of Profession, Vic Jenkins, said: "The Project Management Standard is a significant step towards realising a more consistent approach to project management and achieving improved project management maturity throughout the department."

More information: DES PTG-COE-Pol-PJMA mod.uk and visit the Project Management Standard pages on the AOF.

## Puma and Gazelle support moves up a gear

LOGISTIC AND engineering support for Puma and Gazelle helicopters has completed its transition to the 'full level'.

DE&S' Puma Gazelle team has signed an amendment to the through life support contract with Eurocopter.

The first phase of the contract included repair, overhaul and provision of spares with the Puma Gazelle team retaining the lead role on ordering and planning.

A transitional period allowed Eurocopter to analyse historical data and develop a fully tailored support programme for DE&S.

Repair and overhaul service has progressed to Level 3, including additional technical services such as post design services and the provision of a Eurocopter technical representative to the UK.

Eurocopter and Puma Gazelle management structures are now fully aligned, ensuring that high level key performance indicators and measures of effectiveness can be closely monitored and that any changes to operational requirements or flying patterns can be immediately reflected in Eurocopter's logistic support.

"The signing of the latest contract amendment ensures that the MOD receives a modern, cost-effective support package from Eurocopter that will continue to support the Puma and Gazelle fleets," said a team spokesman.



## Corsham under the spotlight

THE VICE Chief of Defence Staff, General Sir Nicholas Houghton, visited Information Systems and Services (ISS) at Corsham on 10 November.

General Houghton toured the Copenacre and Basil Hill sites, including the old and new Global Operations Security Control Centres.

He was fully briefed on the full range of ISS activities, including ISS' support to Operation Herrick, and also the latest on Skynet, Defence Core Network Services and Defence Information Infrastructure programmes.

General Houghton is pictured, above left, with Major-General Tim Inshaw, head of ISS.



## Desert challenge boosts headquarters capability

Above: the US Persistent Ground Surveillance System aerostat at a forward operating base on the range at Fort Huachuca

Right: a redesigned ops room delivering command, control and surveillance information



SOLDIERS WITH recent theatre experience have joined DE&S staff in the Arizona desert to help improve capabilities of deployed UK headquarters.

Empire Challenge 2010 (EC10), supported by DE&S and coalition partners, aims to improve C4ISTAR capabilities – command, control and communications in the intelligence, surveillance, target acquisition and reconnaissance functions – to control operations.

The demonstration event was conducted by DE&S' Programmes and Technology Group. It involved soldiers, the Front Line Command, acquisition community and industry.

Soldiers spent several thousand hours updating the ISTAR section of the Army Field Manual. This saw

rapid C4ISTAR capability enhancement on operations in Afghanistan, developing 'Fighting the Forward Operating Base' doctrine and standard operating procedures.

Immediate equipment benefits included technical integration of the US Persistent Ground Surveillance System into UK systems, greatly extending visibility and range of sensor coverage. This was implemented in theatre while EC10 was underway.

Major Mathew Botsford, EC10's Chief of Staff, said, "This type of joint experimentation with our principal ISAF allies adds value for Operation Herrick and is a high priority for the Army.

"By working together across land forces, the acquisition community and industry, Empire Challenge has already delivered good results on which we must continue to build."

The work suggested better resourcing of mission specific training and has already progressed to demonstrations of improved ops room training using simulation technology.

First demonstrations were delivered by Niteworks last month as part of 42 Commando pre-deployment training.

Subsequent demonstrations will shape training for the next Operation Herrick roulement while also supporting development of a common simulation Infrastructure for the JTES Capability Branch.

## Devonport values feedback

**FEEDBACK FROM** Royal Navy sailors on their experiences of services in Devonport is now being acted on.

The independent survey by Babcock, Devonport Naval Base Commander and Commodore of the Devonport Flotilla was carried out among more than 100 personnel from eleven ships and submarines, to identify scope for improvement in the facilities and services provided to the Fleet.

The survey covered support, from engineering activities to accommodation facilities, shore supply connections to sports pitches, vessel movements and out-of-hours support.

Naval Base Commander,

Commodore Steve Dearden, said: "We've all taken the time to really listen to our operational users and to understand better how they feel about the experience they get in Devonport. We've taken on board what they've told us and have already introduced a lot of 'quick hits' making life in Devonport better.

"Most importantly, we've put mechanisms in place to ensure we keep listening to our personnel, and keep responding, to ensure the 'Devonport Experience' is really good news."

Crew from *HMS Torbay* and *HMS Cornwall* have been among the first asked for feedback since launch of the Devonport Experience initiative.



Devonport's major stakeholders – Capt Mike McCartain (FOST), Mark Honey (Serco), Cdre Steve Dearden (NBC), Simon Cowls (Interserve), Cdr Steve Chick (ComDevFlot), and Phil Jones (Babcock) – sign up to improve services the naval base offers

# From factory to foxhole

**ACDS (Log Ops) Major General Jeff Mason RM writes for *desider* on the changing world of operational logistics post-SDSR**

Left: a Royal Marine provides cover in Helmand Province

THE POST I occupy was created in the wake of the logistic shortcomings highlighted by the first stages of Operation Telic in Iraq, with the aim of ensuring timely and accurate logistics advice in the MOD on behalf of the Chief of Defence Materiel, during the strategic planning and defence crisis management process. This essential part of our role remains just as valid today.

Over the past ten years delivery of logistics and engineering support to our Armed Forces has relied increasingly on industry, reserves and the Civil Service. However, these changes have been largely unco-ordinated and conducted in a piecemeal fashion. SDSR recognised that it was time to go 'back to the basics', identify the collective requirement for future support, and then design the ideal Total Support Force (TSF). The concept of the TSF is an integrated pre-planned mix of military, civilian and contractors working 'factory to foxhole' in one seamless organisation that can support our future forces in the most efficient manner. My team has the MOD lead for implementing the Total Support Force and a Tiger Team has been established to deliver it.

Force Elements at Sustainability (FE@S) is a metric by which defence assesses its ability to sustain force elements deployed on contingent operations and is the only mechanism through which we can identify logistic risk and mitigation. SDSR provides us with defence planning assumptions and details of new force structures which we are to support. As we develop these revised force structures we need to revise and reinvigorate the FE@S process. It is more important than ever that we clearly articulate defence's sustainment capability as failure to do so

- ACDS (Log Ops) is headed by Major General Jeff Mason RM and split between MOD centre and DE&S Ensleigh.
- Brigadier Rory Maxwell heads the Defence Logistics Operations and Plans team in Main Building which provides logistics planning and direction in support of current and contingent operations, articulates the joint logistic requirement and leads international logistic engagement.
- Air Commodore Andy Gell heads the Defence Logistics Policy team in Ensleigh which concentrates on longer term development of Logistics Policy and owns the Logistics sub-strategy, on behalf of the Chief of Defence Materiel.

could result in mission failure, increased and unsustainable costs. The team will be invigorating and improving the process.

The UK will no longer be able to achieve all that it wishes to logically, alone. I am therefore determined to take forward multinational logistics opportunities where they would be of benefit to the UK and our allies in terms of efficiency, effectiveness and necessity. This will involve continued proactive engagement with NATO and the EU and with key partners, such as the US and France. I wish to see best use made of pre-planned bi or multilateral logistics support solutions (contracted and military) and further exploitation of collaborative strategic lift, underpinned by appropriate, Alliance-focused training and interoperability with coalition logistics information systems.

The focus of the Joint User for logistics is to articulate, plan, co-ordinate and integrate defence logistic requirements at the strategic level. Following SDSR the requirement exists to refresh

extant and emerging requirements, as well as review key areas. The aim will be to assess the impact of changes and ensure the requirements remain compliant with SDSR, such as for example with the intent to sell the Sea Mounting Centre at Marchwood.



Maj-Gen Mason

## Abbey Wood pays tribute to the fallen



HUNDREDS OF staff at Abbey Wood marked Armistice Day with a service in heavy rain in the central courtyard.

A lone piper marked the beginning of the service, which was led by the Rev (Wg Cdr) Ian Ward, before the two minute silence at 11am.

After the event, Chief of Defence Materiel, General Sir Kevin O'Donoghue, said: "While we never forget those who fought and died for our country, this service allows us all to take some time to reflect on their sacrifice."

"I am very proud that so many of our staff here at DE&S turned out today in such adverse weather to pay their respects."

Right: Commodore Chris Hockley, Clyde base commander, lays a wreath at Helensburgh.



MOD staff led the way in the annual Civil Service Awards at Buckingham Palace with the procurement prize going to the Pan-Government Energy team.

The team is made up of procurement staff from across the public sector – including procurement professionals from DE&S' Commercial Director and CTLB Commercial – who have introduced best practice procurement.

The way government buys and manages energy has been transformed, saving more than £474 million between 2008 and 2010. Benefits for MOD contracts totalled more than £40 million in this same period.

Paul Eastel, DE&S Assistant Director Support Services and PGEP leader, said

## DE&S – 'pride, passion pace, professionalism'

he was proud to represent the team who worked hard to make this happen, and emphasised that they would not have come so far and so fast without the efforts of many.

"Government is now able to operate in this market as a single entity and leverage the value that should come from our position as the largest UK commercial user," he said.

"For the awards to be hosted at Buckingham Palace and to have an opportunity to explain what the team has achieved to the Queen makes

this even more special."

The team also received the Cabinet Secretary's Award, the 'winner of winners' award, to the team that has most clearly demonstrated pride, passion, pace and professionalism.

The other MOD winners were DE&S' Apache team who were presented with the Public Value Award and were able to meet the Queen.

Commander David Bartlett, Major Mike Jeavons and Warrant Officer Austin Harding identified a smarter way of servicing Apache helicopters which meant a revised servicing schedule could be conducted in theatre.

With the in-depth service being conducted in the UK, more flying hours were made available for the Apaches in Afghanistan and millions of pounds were saved. The trio has already won the top GEMS award this year for their idea.

The MOD's Permanent Secretary Ursula Brennan said: "The team from DE&S who worked on the Pan-Government Energy Project should be celebrated for playing their part in work that has delivered considerable cost benefits and promotes best practice in energy procurement. This commitment to collaborative working sees benefit to defence but also across Government."

"The innovation of David Bartlett, Mike Jeavons and Austin Harding has meant that we have been able to increase the available flying time of Apache helicopters in theatre by 330 per cent and has reduced pressure on the air bridge, with twelve fewer Apaches being flown back to the UK each year."

"These really are significant achievements that help our main effort."

Other teams from defence nominated for awards were:

- DE&S Air Command and Control programme management team – Project and Programme Management Award;
- MOD Education Outreach Programme (Director of Civilian Personnel) - Human Resource Award;
- MOD Police – Leadership Award;
- Low Visibility Landing Research Team (Defence Science and Technology Laboratory) – Innovation Award;
- Property Management Team (Met Office) – Sustainability Award.



## DE&S team takes to the road for a first-hand look at its kit

FORTY MEMBERS of the Air Platform Systems team have been on the road to RAF Lyneham, pictured left.

The visit gave staff a first-hand appreciation of support to operations and provided contact with the aircrew and maintenance staff using their kit.

The team spent time on the flight line and in the hangar getting to grips with equipment issues, and staff from every branch of the newly-formed team took part.

Team leader Ken Spreadborough praised the value of increased mutual awareness between his team and front line customers.

# Spooks in a splash at halloween party

SIXTY YOUNGSTERS of naval base employees enjoyed their Halloween party, organised by Swimeasy, the company running swimming lessons at Clyde's pool.

The eight swimming teachers also got in on the act by dressing up and giving the children a selection of Halloween games which were not only fun, but helped improve their swimming skills.

Overall winner of the competition was nine-year-old Caitlyn Sparks who dressed up as a Cyberman, while Thomas Hewitt, 5, as Spiderman,



Grace Wain, 9, as a witch and Iona Richards, 3, as Batman also picked up a pumpkin full of sweets as a prize.

SwimEasy are an Edinburgh-based company who have been running regular swimming lessons for the children of base employees since April 2009.

Starting with just 12 pupils, the classes have gone from strength to strength with the latest Saturday morning classes attracting around 70 children. The company was invited into the naval base after they ran similar classes at HMS Caledonia in Rosyth.



## Industry joins DE&S in going back to nature

THE MOD's community nature reserve at Peaton Hill near Coulport received a welcome boost when 25 volunteers helped to make improvements to the site.

The voluntary conservation took place after environmentally conscious members of the Explosives Handling Jetty team at Coulport asked if they could help further develop the reserve.

The green volunteers were invited to work alongside members of the Turner Estates Solutions supply chain, MOD Police, Defence Estates and staff from Turner Facilities Management in constructing pathways around the site.

The MOD's achievement in transforming a forgotten piece of wasteland in 2004 into a thriving home for wildlife was formally recognised when it was awarded the 2009 Sanctuary Silver Otter award for environmental projects.

Pictured above are, from left, Emma King from SPIE Matthew Hall, Julian Miles from Converteam and John Forsyth also from SPIE Matthew Hall.

## Institution makes a call on all DE&S engineers

THE INSTITUTION of Engineering and Technology (IET) is open to DE&S engineering staff as Europe's largest engineering institution with 150,000 members in 127 countries and more than 100 active networks.

The registered charity raises awareness of the role engineering and technology plays in the modern world. Through its extensive base of members and in collaboration with partners in academia, industry and

the Forces, the IET promotes the sharing of knowledge and excellence in engineering and technical skills.

The IET's growing partnerships and agreements with the armed forces and the defence industry are an important element in ensuring skills and experiences of industry and the military work together.

More info at [www.theiet.org/armed-forces](http://www.theiet.org/armed-forces) or email [armedforces@theiet.org](mailto:armedforces@theiet.org)



## DE&S rewards staff successes

CHIEF OF Defence Materiel, General Sir Kevin O'Donoghue hosted a commendation ceremony at MOD Main Building, on Friday 12 November. The awards recognise outstanding achievements by DE&S staff beyond normal performance expectations, and which deserve senior management recognition.

### AWARD WINNERS

#### INDIVIDUALS

Mr Jim Berry of the Hercules Tristar team;  
Wg Cdr Charles Wooley of the Defence Clothing team;  
Mr John Matthew of the Typhoon team;  
Mr Tim Lammers of the Expeditionary Campaign Infrastructure team;  
Sqn Ldr James Beck of the Tornado team;  
Mr Martin Otley of the Special Projects, Communications, Information, Surveillance and Reconnaissance team;  
Miss Lorna Michie of the Integrated Soldier System Individual Capability Group;  
Mr Pete Richardson of the Special Projects Multi Air Platforms;  
Mr David Manley of the Sea Systems Group

#### TEAMS

Medical & General Supplies CT Scanner team;  
Babcock Marine Terms of Business Agreement team;  
RTM 322 Product Group;  
Defence Clothing Camouflage Development team;  
HMS Ark Royal - Regeneration for AURIGA 2010;  
Team Complex Weapons;  
Apprentice Management team;  
Destroyers team;  
Operations Cell Defence Food Services team;  
JBTSE Live Training team;  
DII/F Increment 3a Assessment Phase team;  
Eolus team;  
DSCOM Lift Allocation, Airlift and Freight teams;  
Lynx Mk9a team;  
Unity Working Group;  
Bowman ComBAT, Infrastructure and Platform Battlefield Information Systems Application Version 5.4 team;  
Nimrod MR2 Engineering Authority;  
RB 199 Operational Contract for Engine Transformation (ROCET 2) team;  
M134 Minigun team;  
E3a RADMI assessment teams;  
DE&S and Hewlett Packard SONATA team;  
Passenger Reservation Section;  
Generic Vehicle Architecture MOD/industry team.



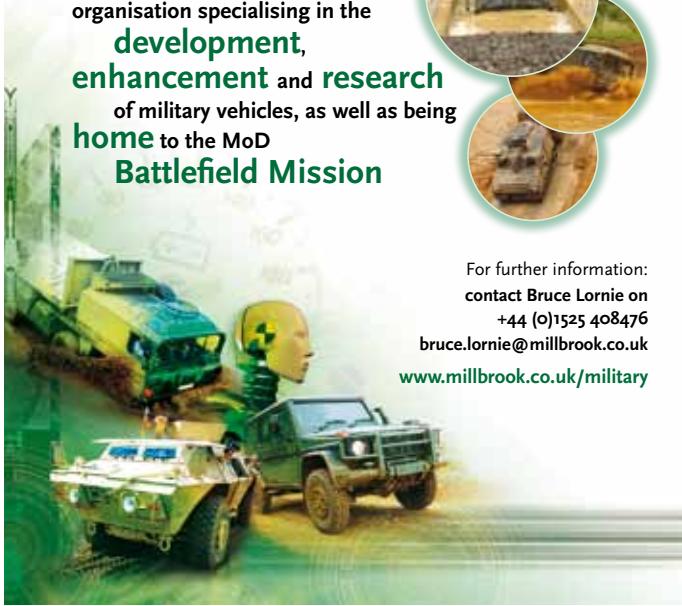
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+44 (0)1525 408476

[bruce.lornie@millbrook.co.uk](mailto:bruce.lornie@millbrook.co.uk)  
[www.millbrook.co.uk/military](http://www.millbrook.co.uk/military)



## Clyde staff transformation programme

ELEVEN staff from Clyde have helped to transform a local children's charity.

The sailors from Flag Officer Sea Training volunteered to help out at Jigsaw's drop-in centre in nearby Helensburgh, redecorating rooms inside the building and gutting the gardens and storage sheds.

Not content with donating their muscle, they also came with gifts

for the children. The team paid £2 a week to buy toys, donating audio CDs, books and an air hockey table for the older kids.

The eleven – Karl Savage, David Sharpe, Mark Moore, Gary Tipping, Chris Trevornor, Scott McKenzie, Clint Stemcamp, Sam Dicks, Andy Bullingham, Lawrence Newland and Jon Blight – also held a dance class for the youngsters at the centre.



## Scott reaches his peak in Africa ... and he took a little light reading along with him too!

TRAINEE ACCOUNTANT Scott Johnson jumped at the chance of testing himself physically again after a number of operations on an eye injury – by climbing Mount Kilimanjaro.

Scott, who joined DE&S Ships in August on the Trainee Accountant Development Scheme (TADS), has had four operations to fix a detached retina after a rugby accident.

But in October he joined 31 others on the climb up the 5,895m mountain for charity.

"It is 350 metres higher than Everest Base Camp (North), and a serious challenge for even the fittest," said Scott.

"After being told I could never play contact sport again I jumped at the chance to challenge

myself physically, and signed up within days.

"The climb was fantastic, and my words and photographs cannot really explain what it was like, but we experienced forest, heat and humidity, sunshine, hailstorms, rain and minus temperatures.

"Standing on the summit below the sign after having walked through the night up a steep scree slope is something else; having gone through a number of physical and mental barriers to get there the relief was tangible, and even the toughest guys were very emotional.

"The climb definitely puts things into perspective for me personally, and I realise how lucky I am – despite all the operations

I climbed to the highest point in Africa and raised more than £1,400 for two charities (the Royal National Institute for the Blind, and Wooden Spoon).

"I am still active, and apart from having limited depth perception and being unable to play competitive sport, nothing much has changed for me.

"It gave me even more respect for the guys and girls out in theatre, who face extreme challenges daily and put more than their eyeballs on the line!"

■ TADS is a two-year scheme of three or four placements across DE&S aimed at raising knowledge and exposure to MOD processes while people study for professional accountancy qualifications.

## Quartet takes on the peaks

FOUR SAILORS from Clyde – Lieutenant Damien Ralls, Warrant Officer Dave Wynne, Chief Petty Officer Craig Richardson and Petty Officer Adam Gooding, above – climbed Ben Nevis, Scafell Pike and Snowdon in just under 22 hours.

The quartet took part for the Donna Louise Children's Hospice Trust, a charity which provides respite for children with life threatening conditions and support for their families.

## Cash efforts are just FAB

FAMILIES ACTIVITY Break for bereaved military families (FAB) raised just under £1,400 at the Combined Services Culinary Challenge at Sandown Park in Surrey.

FAB's main aim during the competition was to inform senior officers about its work to pass the details down their chain of command.

During the competition inquiries came in from industry on possible future help.

FAB received backing from Defence Food Services whose work was on show to many people during the challenge.

# Cakes galore!

**DE&S staff get some tasty backing to raise cash for charity**



Above: Hannah Hathaway, Christine Jones and Pam French who baked cakes at Yeovilton while, right, the event is in full swing



Let them eat cake: staff at Foxhill queue up to sample

ROSANNE CROWTHER, secretary of Cancer Research UK's Yeovil Friends, was joined by staff of DE&S Yeovilton to turn their work place pink on 20 October and raise £1,363 for the charity.

The reception area was festooned with pink balloons and banners.

On sale were single pink roses for loved ones, delicious pink iced cup cakes donated by Mortimers bakery and Bakery Roy-Al, pink ducks, Pampered Chef

products, Phoenix Cards, jewellery and Aloe Vera products.

Dawn Harrison, community fundraiser for Cancer Research UK in Somerset said: "It is only through the wonderful support we receive from people like Rosanne and everyone at Yeovilton, that Cancer Research UK is able to continue this research into breast cancer.

"Every penny raised from this event will help save more lives in the future."



## There's no dawdling in Devonport

A TEAM of volunteers – Devonport Dawdlers – has donated the results of its hard work for this year to Cancer Research.

Chris Babb from Cancer Research was presented with a cheque for £4,495 raised from a 24-hour Cancer Relay for Life event in Plymouth and supporting events during 2010.

The Devonport Dawdlers is a team of MOD staff and friends formed to take part in the relay run at the Brickfields site over a July weekend. Funds were raised by a

variety of events before the relay such as a barbecue, Plymouth Half Marathon sponsorship, quizzes, cake sales and sweepstakes.

Team captain Julie Simpson, who works for the Queen's Harbour Master, said: "The Cancer Relay for Life was a fun-packed weekend with musical entertainment and stalls followed by a very moving Candle of Hope ceremony on Saturday evening.

"This made the weekend an amazing experience and one I will never forget."



Back row, from left, Jane Stevens, Tracy Griffin, Pauline Rodea, Julie Simpson, Kate Buckland, Sharon Buckland, Carolyn Richards, Helen Pope. Front: Sharon Evans, India Berry, Sophie Milburn, Chris Babb (Cancer Research), Tania Milburn

# Belarus and Haiti handed a happy DE&S Christmas

STAFF at Abbey Wood started the festive season early by donating thousands of Christmas gifts to charity.

Teams from across DE&S have donated more than 1,800 shoeboxes brimming with treats and gifts in aid of Operation Christmas Child.

The initiative, run by international charity Samaritan's Purse, encourages communities to donate shoeboxes full of toys, games and sweets to disadvantaged children living in challenging conditions overseas.

This year the boxes are being sent to orphaned children in Belarus and Haiti.

Chief of Corporate Performance Trevor Woolley said: "Once again DE&S staff have displayed great generosity in donating so much to those who have so little."

Julia Hurrell, who co-ordinated the appeal on-site for DE&S, added: "This is the eleventh year that we have supported Operation Christmas child and the generosity of our staff never fails to amaze me."



Alan Wood, South West Regional Manager for Samaritan's Purse receives donations for Operation Christmas Child from Chief of Corporate Performance for DE&S, Trevor Woolley

"It is a year long process and we are very lucky to have support from staff here at DE&S and local business too.

"We are particularly grateful this year to British Home Stores in Cribbs Causeway who provided many of the empty shoeboxes that were so generously filled."

Alan Wood, South

West Regional Manager for Samaritan's Purse, said: "These shoeboxes, which have been so thoughtfully filled, are not just gifts for Christmas to these children but are also a symbol of hope that things will get better."

More information available at [www.operationchristmaschild.org.uk](http://www.operationchristmaschild.org.uk)

## Duo races to charity target

TWO ROYAL Navy officers from Clyde have recently been raising cash for local charity, Erskine Hospital.

Lieutenant Mike Howarth, 39, from Erskine and Lieutenant Steve Ross 35, from Helensburgh raised money for Erskine Hospital, the veterans' charity which provides nursing and medical care for former members of the Armed Forces

"We decided to raise money by running the Glasgow Half Marathon," said Mike. "It turned out to be a bit of a slog; it was our first attempt at an event like this and the furthest either one of us had ever run.

"The end result was £500 for Erskine, donated by members of Faslane Flotilla, naval base workers and from our friends and family. It was a wonderful result and made all the aches and pains worthwhile."

## DINs - released this month

Defence Instructions and Notice (DINs) are defence-wide instructions, guidance and notices for military and civilian staff, containing up-to-the-minute information to help people carry out their duties. Some of the latest issued on Defence Equipment and Support are:

**2010DIN04-157:** Accelerated disposal of defence inventory. The DE&S Executive Committee of the Management Board has empowered the Joint Support Chain to manage the disposal of excess DE&S inventory.

**2010DIN04-160:** Declaration of obsolete Snatch-1 and Snatch-1.5 Chile Protected Patrol Vehicles. Declares the vehicles obsolete and describes the management of their withdrawal from service.

**2010DIN04-161:** Orthopaedic furniture arrangements: A guide to help the MOD in the procurement process of orthopaedic furniture.

**2010DIN04-163:** Confirmed out of service date for the 1.75 tonne trailer. Declares the legacy trailers 1.75 tonne Arrow, Paratow and Reynolds Boughton obsolete and describes the management of their withdrawal from service.

Further information and more details on the latest DINs see:

<http://defenceintranet.diiweb.r.mil.uk/DefenceIntranet/Library/CivilianAndJointService/AtoZ/DinsIndex2010.htm>

## Base staff experience HIE life

CLYDE HELD its first joint health and safety exhibition when the site's Health and Safety, Incident and Injury Free (IIF) and Environmental teams joined forces.

The HIE-Life Exhibition saw dozens of big name companies come to the base's IIF Suite to show workers their products.

The event was the culmination of many months of hard work and planning by IIF's Anne MacDonald and the base Health and Safety Department's Sue Hill.

There were 34 stalls set up during the two days including leading companies in the health and safety sector.

"This has been the base's first joint and safety event, but we are hoping that it will be the first of many," said Anne.

"What we wanted to do was show the one base, one team slogan in action – bringing together departments at one event to demonstrate how safety and the environment matter to everyone who works at the base whether they're at work or at home."



From left: Captain Michael Tarr and Seonaidh MacDonald open the event with Sue Hill, Lynne Eccles and Anne MacDonald

## Support chain rewards its top performers

STAFF OF the Joint Support Chain had their commitment and professionalism honoured in a commendation ceremony at Abbey Wood on 26 October.

Commendations were awarded by Director Joint Support Chain, Air Vice-Marshal Matt Wiles, covering individual and team achievements over the last 12 months.

Awards recognise outstanding dedication in support of JSC objectives and projects and in the present climate of operational intensity there were many worthy winners, ranging from Urgent Operational Requirement (UOR) support projects to deployed tasks in theatre such as Operations Brockdale and Anvil.

Civilian and military staff received awards, representing elements of the JSC at Abbey Wood and further afield in Ashchurch, Bicester, West Moors, Donington and other locations.

Speaking at his last commendation ceremony before leaving the JSC, Air Vice-Marshal Wiles praised winners for their outstanding achievements.

He also reiterated the importance of recognising dedication that many staff demonstrate above and beyond the confines of their job specifications.

After the ceremony attendees enjoyed a buffet lunch which provided an opportunity for recipients to chat with the director.



Above: Air Vice-Marshall Wiles rewards the Defence Fuels Group aviation and ground fuels team for its work in maintaining surety of supply of fuel types across the MOD including joint operating bases in Cyprus and the south Atlantic and dealing with issues of delivery to Kenya, Afghanistan and elsewhere



John Retallick, right, is rewarded for his chairmanship of the judges for the Combined Services Culinary Challenge, an event whose reputation grows higher every year

### Winners

#### TEAMS

Disposal Services Authority ship projects acquisition team; Joint Support Chain safety, attitudes and behaviours team; Medical and General Supplies business performance and management team; Defence Food Services ration pack outsourcing team; Defence Fuels Group aviation and ground fuels team; Tango Troop, 122 Ammo Squadron ATSG; Kilo Troop, 531 Ammo Squadron (V) ATSG; JSC Svcs small arms team, Donnington; JSC Svcs technical services business stream, Ashchurch; Medical and General Supplies inventory management team.

#### INDIVIDUALS

Sgt David Lovelace, Mr Tony Emmett, Mr Patrick Allison, Mr Ian Smith, WO2 Stephen Pond, Mr Ray Pinner, Mr Gary Cox, Mrs Sarah Palmer, Mr Paul Didsbury, Mrs Val Johnston, Mr Colin Gregor, Mr John Retallick, Mr Richard Pearce.

## HR Information Notes are for

They contain vital information for all staff in DE&S - they are the main vehicle for announcing implementation of HR changes to line managers and individuals.

# YOU

**35/2010** – Payment of Professional Body Fees for Military Personnel in DE&S

**36/2010** – Project Self Assurance - HR Ensurance

**37/2010** – to be published shortly

**38/2010** – DE&S Military Establishment Change Process

**39/2010** – Identification and Undertaking of Mandatory and Statutory Training Requirements

# Supermess event proves there's life outside your job!

CLYDE'S NEW Neptune Building Supermess hosted a Life Outside Work Day on 2 November.

Clubs, welfare organisations, charities and naval base departments set up stalls in the newly built facility.

The idea was to give employees and Royal Navy personnel a taste of activities and services available to them when they aren't at work.

Organisations represented on the day included *HMS Neptune* Sailing Centre, *HMS Neptune* Rowing Club, Help for Heroes, the Naval Base Chaplaincy Service, the Defence Fire Service, MOD Police, the Clyde Learning Centre as well as the base's medical centre and dental departments.

Also there were representatives from the Naval Personal and Families Service

who usually operate out of Churchill Square in Helensburgh's Churchill Estate.

Commander Ian Riches, the base's executive officer, said: "The event has been a huge success and the Neptune Building Supermess has been the ideal venue.

"We wanted to capture the youngsters who live and work at the base and show them the variety of activities that are out there for them. Dozens of people have attended the event and I'm sure it will be a regular fixture in the calendar."



Above: Lorna Austin, Kevin Bell and Keith Warham from Naval Personal and Families Service

**First show  
at Abbey  
Wood is a  
success**

THE FIRST DE&S Chief Information Officer roadshow was well attended at Abbey Wood on 11 October with staff finding out what's happening on DE&S CIO key work streams including Alamein, the IM Passport, collocation, data protection, MIS and information governance. Future roadshows are planned for Ensleigh, Corsham and other DE&S sites.



**New group  
is icing  
on the  
cake**

A NEW group has formed within DE&S' Maritime Combat Systems (MCS) team. The Surface Ship Combat Systems Group, headed by Captain Jim Palmer, provides a single focus and design authority for combat systems across all Royal Navy surface ships.

To celebrate the launch on 25 October, the team invited Rear Admiral Bob Love, Director Ships, to cut a cake, baked for the occasion by Mrs Rowena Palmer. In keeping with tradition, Admiral Love invited the youngest member of the team, Rebecca Evans, to join him in cutting the cake.

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STAFF AT Clyde naval base were handed an in-depth look at the world of diving, thanks to personnel from the Faslane-based Northern Diving Group.

The open day raised awareness of the valuable work the group does in disposing of wartime ordnance washed up on British beaches each year.

As well as educating base workers on their role, the divers also raised cash for SSAFA and the Project Vernon memorial.

"Over 100 people turned up for the open day," said Chief Petty Officer Lee Yates. "We even had children from Hermitage primary school in Helensburgh and the nearby Clyde nursery.

"The day gave our team the chance to show people what we do and some of the kit we use in our diving operations and in bomb disposal. The most popular items were our bomb suits and the Mark 8 Wheelbarrow."

Although it sounds low-tech, the Wheelbarrow is actually at the cutting edge of bomb disposal technology. So named because the 1970s prototype was built out of a wheelbarrow and a lawnmower, today's version is a remotely controlled robot that can be operated by experts to dispose of bombs from a safe distance.

Divers set up a slalom event and challenged visitors to guide the Wheelbarrow around the obstacles.

The 38-strong group also set up a diving tank for the event, taking turns to dive continually for 12 hours, from six in the morning to six in the evening.

The event raised £100 for the Project Vernon memorial to design and install a new monument at Portsmouth's Gunwharf Quays, formerly the site of *HMS Vernon*.

Once completed, the monument will be dedicated to members of the Royal Navy diving and mine warfare elite who once trained and were based at *HMS Vernon*.

SSAFA benefited to the tune of £210 from a brew-up.

So far this year the team has been called out 78 times, with most of the call outs being World War Two mines and ordnance.



## Clyde takes the plunge as divers host open day

Top: youngsters from the nearby Clyde nursery watch a diving demonstration at Clyde, while, right, it can get a bit dull during a 12-hour continuous dive – a diver pits his wits on the noughts and crosses board.



Apprentices enjoy their celebration night at Devonport

## Apprentices bask in the limelight

APPRENTICES AT Devonport enjoyed an evening of awards and celebrations as the achievements of the 2009 apprentices were applauded and the next group of 13 welcomed.

Welcoming students, families and friends, Commodore Steve Dearden, Naval Base Commander, spoke about the great opportunities that modern apprenticeships in the engineering sector present. The 'hands on' training that Devonport provides with its waterfront environment would be invaluable to them, he said.

Commodore Dearden presented the 2009

apprentices with their NVQ and National Certificates.

Apprentice of the Year awards were won by Shaun Rich (electrical), David Kingham (mechanical) and Laura Holmes (constructive), and outstanding academic achievement to Ross Ambrose.

David Kingham, who also won Best National Certificate Project Award, said: "After taking a job in financial services straight from school, I wanted a change of career direction. The MOD apprenticeship offers a lot of opportunities, and engineering is a career for life."

# Faslane hosts Prince as he honours deterrent submariners

PRINCE WILLIAM honoured Clyde naval base as he saluted the 500 sailors who have maintained the UK's continuous-at-sea nuclear deterrent for more than 40 years.

Every sailor who has sailed on deterrent patrol for more than 30 days was awarded a silver pin – and Prince William presented gold pins to sailors who served on 20 or more patrols.

Twenty patrols, including training and exercising, could add up to as much as eight years under the sea – a sign of unparalleled professionalism, dedication and commitment.

The presentation took place at Faslane. Fittingly, Prince William is the Commodore in Chief Submarines.

Four Vanguard class submarines, *Vanguard*, *Victorious*, *Vigilant* and *Vengeance* have never missed a second of continuous at sea deterrence with their Trident missile systems since taking over from the *Resolution* class Polaris armed boats.

Rear Admiral Steve Lloyd, Chief Strategic Systems Executive, who attended the ceremony, said: "As the motto on the pin states, 'Always Ready' this award is in recognition of the sustained personal dedication necessary to provide a credible deterrent capability and captures in a visible way the contribution of each crew member to the delivery of continuous at sea deterrence."

Members of DE&S Submarine Operating Centre, Alasdair Stirling, Head of In Service Submarines, and Jon Swift, Head of Production Submarines, were on the Clyde parade ground, inspecting *Vengeance* starboard crew and awarding pins with Director Submarines Rear Admiral Simon Lister and Rear Admiral Lloyd.

Introduced to Prince William at the VIP reception, the DSM senior civil servants discussed the role of DE&S in supporting the deterrent; the Prince immediately recognised the significance of the technical duty holder role, and wished the team well as they embarked on the post SDSR *Vanguard* life extension work.



Left: Prince William awards Rear Admiral Steve Lloyd with a silver pin



Left: Rear Admiral Simon Lister inspects the *Vengeance* crew



Right: DE&S staff Jon Swift and Alasdair Stirling at Faslane to inspect the *Vengeance* crew

## DE&S helps youngsters to a future in science

**DE&S' ENGINEERING Skills team mentors** have supported the Go4SET Launch at Fry's Conference Centre, Keynsham – the fourth year of the scheme.

Go4SET is a work-related scheme for 12-14 year-old pupils, aimed at raising their awareness of career opportunities in science, engineering and technology (SET).

Teams of six from schools in Bath and Bristol get a taste of real life application of SET in a ten-week programme working with ten DE&S-based mentors.

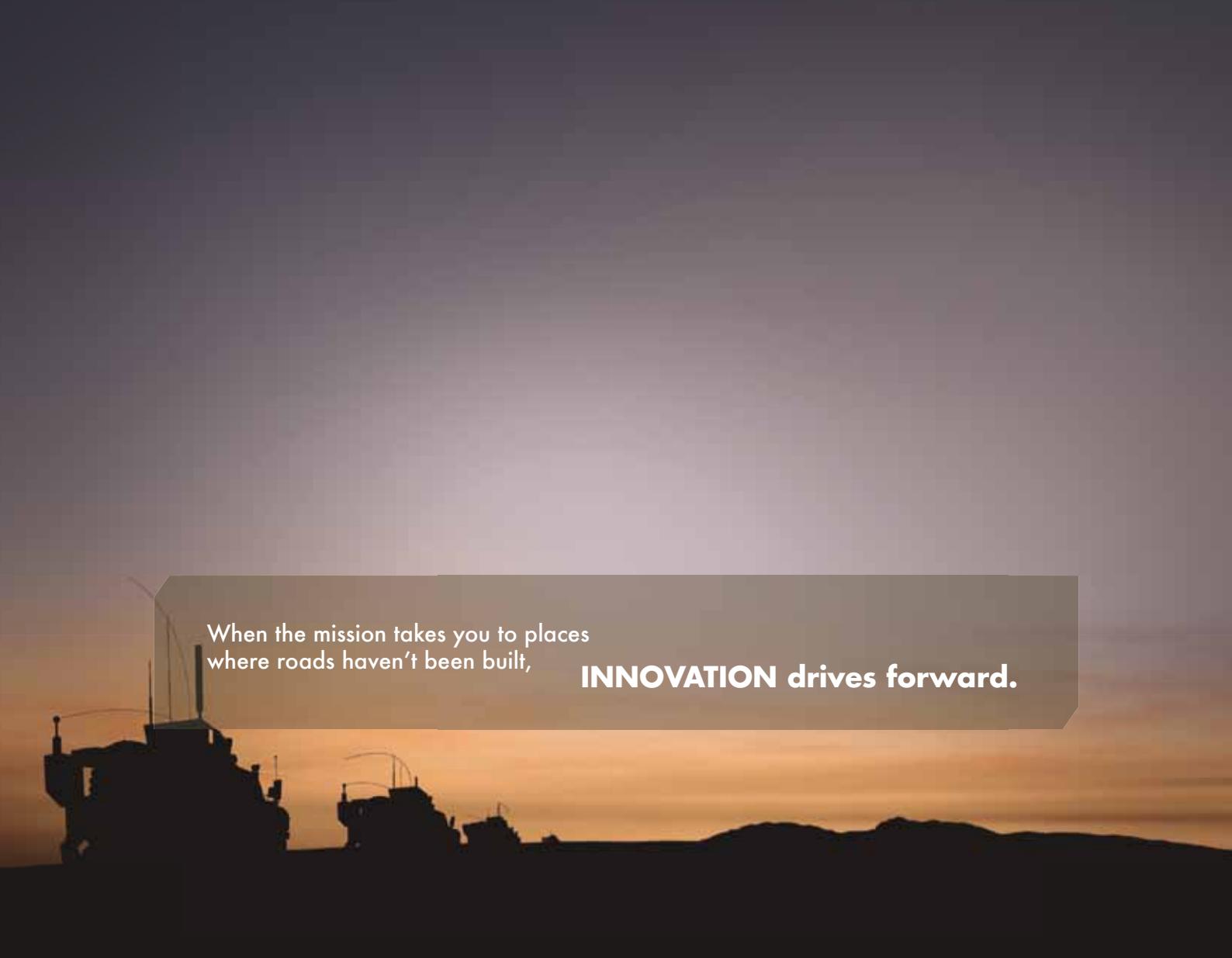
This year teams produced a project report including recommendations for renewable resources to be included in a proposed eco classroom.

Another development is the planned visit to the Bloodhound SSC project – Britain's 1,000 mph land speed record attempt.

Mentors help pupils with research and give them the opportunity to see how issues are tackled in real life.

One DE&S mentor described his experience of mentoring as a chance for personal development in the areas of project and people management.

Go4SET encourages future engineers and scientists and offers a great development opportunity for DE&S technical staff. More information from Rachel Dyer on 9670 36769 or Engineering Skills Director intranet site.



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