

desider

the magazine for defence equipment and support

Apr 11 Issue 35



MINISTRY OF DEFENCE



Good project management fuels the front line

Latest MOD reform details [See inside](#)



Tactical base
on show



Welcome
Goliath



Pax
Britannica



Hunt
supporters



Perfect
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WELCOME TO THE
INSTANT-ON MILITARY.



Light gun, heavy effect

MEMBERS OF Colchester-based 7th Parachute Regiment Royal Horse Artillery demonstrate the performance of the 105mm Light Gun at the end of five months' training for gunners of the Afghan National Army. The 7 Para RHA mentors, who have been living, working and training alongside their Afghan colleagues, watched as their hard work paid off and the Afghan gunners fired high explosive ammunition for the first time. Manning their Russian-made D30 guns, the Afghans fired alongside British gunners equipped with the 105mm Light Gun, and Danish gunners with their 120mm mortars. Meanwhile the latest work as part of DE&S' munitions contract providing security of supply of ammunition to the Forces, has taken place in south Wales. Details: page 15.





cover image

For the second year running DE&S has seen its project management highly rated in an international benchmarking survey. Good project management leads to good quality equipment allowing the Forces to do their jobs. Pictured is a member of 2nd Battalion The Parachute Regiment in a search close to the village of Char Coucha in Helmand Province, Afghanistan.

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Bernard Gray

Chief of Defence Materiel

'I am determined that DE&S should only accept from the MOD centre a properly balanced equipment programme'



the way the department works.

This realism has a number of implications for us in DE&S. It is an encouragement to us all to confront the issues we face. For my part, I am determined that DE&S should only accept from the MOD centre a properly balanced equipment programme. That is the only way in which we will be able to deliver on what is expected of us. In return, we must ensure that we cost our programmes conservatively, so that we can with confidence submit proposals into the programme that we know we can achieve.

We have made progress in this area in recent years, but we are not yet where we need to be. The adjustment to a well-balanced and deliverable programme will be difficult, and painful in some areas. It will also take some time. But the prize is well worth having. The work we currently put into re-programming our activity, the costs incurred in deferring programmes, the frustrations of seeing our best efforts confounded by cash flow problems, and the criticism we suffer as a result, can all be dramatically cut.

A moment of pressure is also a moment of opportunity, it is a chance to change. I am clear we need to seize that opportunity and move to a much more sustainable position. It will make our lives, and our jobs much more satisfactory. It will also produce a better output for defence. And those are prizes worth changing for.

I am very conscious that, as I write this, the Voluntary Early Release Scheme is high on many minds throughout the MOD. It comes as we enter a financial year, which will be very tough. Indeed, the length of time required to resolve the budget is a reminder, if any were needed, of the difficulty of the MOD's financial position.

Despite the financial pressure, the operational tempo continues, with the next RIP gearing up for Operation Herrick, and uncertainty swirling around the North African littoral action. In many of these areas DE&S is heavily engaged, whether through DSCOM, or the Operating Centres supporting or supplying equipment.

I know some of you are struggling to reconcile these two conflicting pressures. How can we continue to play a substantial role in the world if budgets are falling and resources are under strain? There is a feeling abroad, quite widely, that things are stretched too thinly, that something has to give.

It is notable that, against this backdrop, the Secretary of State has made clear his intention to tackle the problems that the department faces. What he says may not always be comfortable – advice from doctors seldom is – but there is a clear determination here by the Secretary of State to bring some coherence to the programme. That is echoed by the Permanent Secretary, who has also made clear her determination to deal with long-standing imbalances in

Bernard Gray was at Shrivenham last month to give his first public speech as Chief of Defence Materiel at a Royal United Services Institute conference on acquisition reform



CHIEF OF Defence Materiel Bernard Gray told the RUSI conference that the cancellation of the £4 billion Nimrod MRA4 programme was an avoidable and predictable disaster that could have been averted if action had been taken earlier.

A ‘bow wave’ of programme costs had crashed down upon the MOD at a time when the government had to retrench.

Mr Gray said: “Sadly, the impact of this perfect storm is all too clear. Key capabilities have had to be cut, important programmes cancelled. Many good and capable crown servants are in the process of being laid off. It is a grim picture for all of us who care about the robust health of the UK’s Armed Forces.

“But the worst example of what has had to happen is in my mind the fate of the Nimrod MRA4 programme. It is because the MOD will have spent £4 billion on this capability over the past 15 years and ended up with nothing.

“That is the worst indictment of the defence programme I can imagine. Just think of what capabilities we could have had for that money: imagine the number of aspects of defence that could have been improved. Or perhaps, don’t. To do so may be too disheartening.”

The Chief of Defence Materiel (CDM) said: “No, I am not cross because the programme was stopped. My ire is raised because the situation that gave rise to the expenditure of £4 billion on a programme we could not afford was predictable. This disaster could have been avoided if action had been

taken earlier. Put simply, if you start more things than you can afford to finish, then sooner or later you are going to waste money by having to cancel some of those projects.”

He said the Review of Acquisition that he wrote for the Secretary of State for Defence in 2009 made it clear that firstly MOD had to balance its budget over the short, and even more importantly, the long term. Secondly, DE&S needed to be well set up to acquire and support the equipment within the plan. DE&S had to be able to deliver.

The MOD had made considerable progress on both fronts since the 2009 Report. The programme was now more realistically costed, and painful actions were taken in the SDSR to address the bow wave in the programme. The process was not yet complete, but a decisive start had been made.

Mr Gray said: “When confronting the financial picture faced by the MOD, the new Government faced three choices: to find more money, almost impossible with a budget deficit in excess of 10 per cent of national income; to pretend, and so to visit further ‘Nimrods’ on a badly-served MOD; or to act courageously to take on the issue.

“I am glad to say that the government chose this last course. It is, and was, the only responsible way.

“A balanced and well-costed programme has to be the cornerstone of success for the MOD. I make no apology for repeating the point, because without achieving this outcome, little else is possible.

“We can try to improve skills and processes within DE&S as much as we like, we can splint and tourniquet the system as much as we wish, but in the end, cost growth and time delays will burst out like damp through a repainted wall.”

The 2009 Report proposed a Go-Co Solution for DE&S, and though it now seemed extremely unlikely the idea would be pursued, it was necessary to realise

‘That is the worst indictment of the defence programme I can imagine. Just think of what capabilities we could have

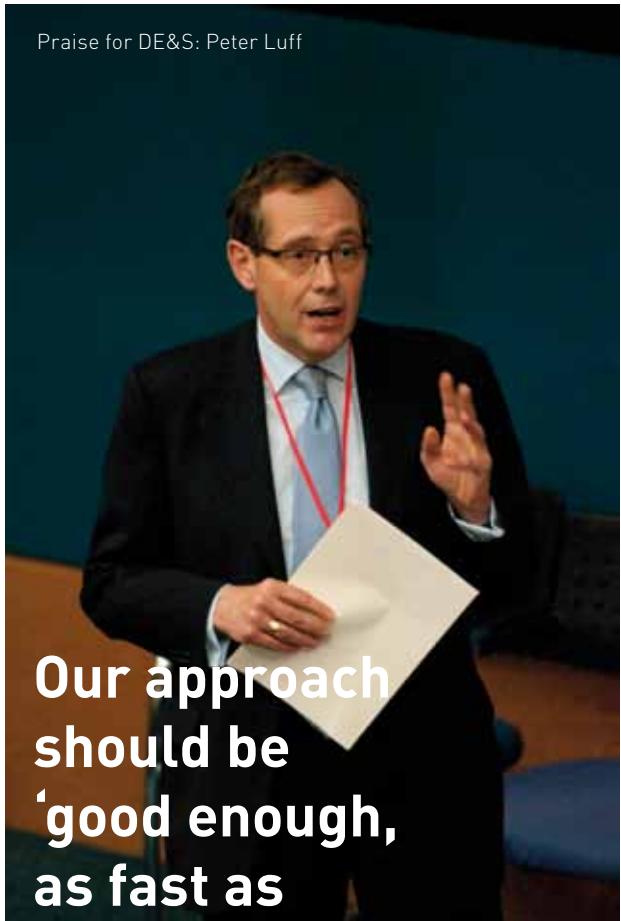
had for that money. Or perhaps, don’t. To do so may be too disheartening’



‘A predictable disaster’: Nimrod MRA4

will be the cornerstone of success

Praise for DE&S: Peter Luff



**Our approach
should be
'good enough,
as fast as
possible',
not 'perfect,
eventually,
if ever'
– Minister**

MINISTER FOR Defence Equipment, Support and Technology, Peter Luff, told the Royal United Services Institute conference on Acquisition Reform that the MOD's task of procuring and supporting everything from basic supplies to the most complex technology on the planet, and deploying and supporting it in the harshest global conditions, is a task of epic proportions.

And he praised DE&S for a new culture of openness and honesty and said he wanted to ensure the organisation could achieve more success.

The Minister said: "Contrary to public perception, we deliver the vast majority of around 2,000 equipment and support projects at any one time to performance, time, and cost. Well over 80 per cent are delivered to time, and nearly 90 per cent to budget.

"Yet whereas 90 per cent success would be welcomed with open arms in the private sector, in the political world it is the 10 per cent failure that the likes of Jeremy Paxman focus on."

Mr Luff added: "But the toughest nut to crack is – and will remain – major, complex project acquisition. They take many years to design and build; they usually succeed complex equipment already in-service; and are designed to meet the long-term military capabilities required in future decades.

"But no amount of improved tools and processes will be successful without the culture and behaviours to accompany them. There's been a radical shift in the culture of DE&S which now strongly reinforces openness and honesty within the project teams.

"The teams there have not received the praise and thanks they deserve, and they can take great satisfaction from the numerous lives that have been saved by their work. I am happy to take this opportunity to praise them. It's our duty to set them up for even more success."

The Minister said he and Chief of Defence Materiel Bernard Gray were working to bring real change to the way that the MOD did its business. A new approach to acquisition was needed, balancing value for money and affordability with the need for industry to make a decent rate of return.

"We need an approach that is 'good enough, as fast as possible', and capable of improvement when and where possible, not 'perfect, eventually, if ever'. We need an approach that gives our exporters a fighting chance in a fiercely competitive global market.

"We must determine where the 'conspiracy of optimism' is at its most destructive and make significant changes. So from now on, future programmes should not be included in the Equipment Programme unless there is a clear budgetary line for development, procurement,

and deployment. We also have to be certain that the forward equipment programme is affordable. So we will be publishing an annual assessment of the costs and affordability of the equipment programme – accompanied by an independent audit from the National Audit Office."

Secretary of State Dr Liam Fox is to chair the Major Projects Review Board, which will review major projects on a quarterly basis, naming and shaming those that are not on time and within budget.

But MOD was clearly getting a number of things right – the most recent Major Projects Report would have registered a fall in costs were it not for policy decisions taken by the previous government on new carriers and Typhoon.

Over the course of current operations, the MOD had responded to about 1,600 urgent operational requirements, resulting in about 700 new equipments being delivered into theatre, at a value nearing £5 billion.

the objectives it sought to achieve.

Key disciplines, such as cost-estimating, had been downgraded to save money, and this harmed the ability of DE&S to deliver.

Again, good progress had been made in the course of the last two years. The Cost Assurance and Analysis Service (CAAS) within DE&S was being rebuilt and re-skilled.

Mr Gray said: "It is absolutely vital that these people have the freedom to advocate their 'should cost' views without fear or favour. I intend to back this effort to the hilt.

"Investment has also been made in

the finance function of DE&S, to bring greater financial modeling skill into the organisation.

"I intend to build on this success. I will give greater prominence and control to the finance, commercial, engineering and project management functions. I intend to build skills in risk management and project control."

Over the next few months a team under General Chris Deverell would re-evaluate all aspects of DE&S' work as part of a commitment Mr Gray made to the workforce, that he would work with them and seek their views before making major changes within DE&S.

The proposed reduction in numbers in MOD and DE&S would make it harder to deliver a better output. But he said that less did not always mean worse as involving too many people could slow progress.

Mr Gray concluded: "Two main thrusts therefore, in acquisition reform. A deep commitment and drive to balance the budget, and to find ways to keep it balanced, and a thorough and collaborative approach to bringing best practice into DE&S so that it can confound its critics and be justifiably proud of what it delivers to our Armed Forces."

MOD reform is gathering pace

New bodies set up to monitor progress of projects

DEFENCE SECRETARY Dr Liam Fox has pledged a series of reforms to help tackle cost overruns and delays in equipment programmes.

"Radical reform is needed to prevent spiraling overruns and chronic delays to ensure our Armed Forces are properly equipped and the taxpayers get value for money," he said.

Dr Fox was replying to the latest report of Parliament's Public Accounts Committee which has examined progress in meeting cost, time and performance targets for the 15 top-spending equipment projects.

Committee chairman Margaret Hodge said: "Any good progress being made on many individual defence equipment projects has again been overshadowed by the MOD's continuing failure on important major projects.

"Unaffordable decisions taken in the short-term lead to inevitable waste of billions of pounds over time.

"The MOD must demonstrate the same discipline in its defence procurement that our forces demonstrate in the field."

Dr Fox was backed in his reforms by Peter Luff, Minister for Defence

■ New reforms: Major Projects Review Board, Defence Suppliers Forum – pages 22 and 23

MAJOR GENERAL Chris Deverell, pictured below right, has been appointed to DE&S as Director Materiel Strategy to lead a joint programme with the Chief of Staff to re-evaluate all aspects of the organisation's work as plans for change are developed.

The Materiel Strategy programme aims to achieve best value in defence materiel, through an equipment and support programme that is balanced and affordable, and with a DE&S that has the management flexibility and authority to deliver its business effectively.

Speaking at the RUSI Cranfield conference on Defence Acquisition Reform at the Defence Academy, Shrivenham on Tuesday 15 March, Bernard Gray said: "Over the next few months a team under the leadership of General Chris Deverell will be re-evaluating all aspects of DE&S's work. This is part of

Good cost control now on Typhoon, says the National Audit Office. A Typhoon is pictured with a Paveway IV precision guided bomb



Typhoon completes first Paveway release

FIRST RELEASE of a Paveway IV precision guided bomb from a Typhoon aircraft, using the avionics system to safely release the weapon, has been achieved in an hour-long test flight over the Abergorth Range in Wales.

Integration of Paveway IV will enhance and upgrade Typhoon's capabilities in its ground attack role.

Typhoon test pilot Nat Makepeace, who was at the controls of development aircraft IPA6, said: "This was a successful test flight

Equipment and Support, in his response to comments by the National Audit Office on the Typhoon project.

"The NAO acknowledges that the MOD and the Eurofighter consortium has learned from past problems and that improvements have been made to this capable fighter aircraft," he said.

"The NAO also concludes that the

demonstrating that the avionics system is able to use global positioning system data and target information sourced from the aircraft to prepare for the release.

"All communication with the aircraft and safe release of the bomb went to plan."

Paveway IV is a highly accurate, precision guided bomb capable of significantly minimising collateral damage. The RAF is expected to start evaluation of Paveway IV next year.

Typhoon project now has good cost control and the price the MOD is paying is right. The four partner nations are working hard together to ensure their project management continues to match the excellence of the Typhoon, which is a world-class, multi-role weapon system which meets the defence challenges of the 21st century."

Materiel strategy chief appointed

a commitment I made to the workforce when I first arrived, that I would work with them and seek their views about the way



forward, before making major changes within DE&S.

"Along the way there will be a synthesis of the independence that outside views bring, along with the expertise that in-house experience offers. I know that everyone is working diligently and co-operatively towards the best possible outcome for the organisation."

General Deverell, who was a commander of 4th Armoured Brigade on operations in Iraq and most recently served as Director General Logistics, Support and Equipment at Headquarters Land Forces, said: "I am hugely pleased to get the chance to come and work in DE&S. Since the late 1980s, I have regularly worked closely with DE&S, or with the organisations which preceded it,

and I know just how important DE&S is to the success of the UK's Armed Forces.

"I have no doubt that there will be some challenging periods ahead for us all. But I am convinced that this organisation has a rewarding and exciting future – I wouldn't want to be here if I felt otherwise. I look forward to working with all sections of DE&S to make this our reality."

The General's Army career started in 1979 and after graduating from Oxford he saw regimental service in Northern Ireland, Germany, Belize and Cyprus. He has also served as Assistant Private Secretary to the Secretary of State and as Director Equipment Capability (Ground Manoeuvre).

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Carrier-builder Goliath checks in at Rosyth

THE GIANT crane which will assemble the Royal Navy's next aircraft carriers has arrived at Rosyth.

'Goliath' – the largest in the UK at 68 metres high – made its entrance into the Firth of Forth on 3 March at the end of its journey from the Shanghai yard of Zhenhua Port Machinery, where it has been built.

The partially erected crane with girder and upper leg sections assembled, was shipped to the UK on the deck of a 244 metre-long specialist transport vessel from the Chinese company's fleet.

Workers at Rosyth will spend six weeks building the crane to its full height on the ship deck before moving it onto the crane rails on shore. It will take four months to erect and test with final handover this summer.

Aircraft Carrier Alliance Programme Director Geoff Searle said: "This is yet another important milestone for the Aircraft Carrier Alliance.

"Goliath will be the largest structure of its type in Europe and will dominate the skyline in Fife. It is a vital element in the programme to build both the QE Class aircraft carriers because

Massive crane marks next stage in ships' construction

the ships are being constructed in such huge sections, so we needed something capable of lifting up to 1,000 tonnes.

"It will be great to see the crane in action as blocks of the ship start to arrive in Rosyth in the months to come and *HMS Queen Elizabeth* starts to take shape."

Babcock project director Sean Donaldson added: "This is an exciting step forward. The civil works, crane, electrical package and general shipyard upgrade forms an £80 million programme designed to make the Babcock Rosyth facility capable of assembling the *Queen Elizabeth* class aircraft carriers.

"All projects in the programme are performing to budget and schedule, to high safety standards and, when complete, the facility will be unique in the UK."

Carriers latest:
page 18



Crane arrival marks first use of new dock entrance

GOLIATH'S ARRIVAL marked first use of the newly-widened direct entrance at the dockyard.

Rosyth has the largest non-tidal basin for ship repair in the UK, separated from the Firth of Forth by a sliding gate entrance to hold the water back.

This has been widened by four metres to more than 42 metres to allow entry of the blocks from the various dockyards where they are being built, departure of the completed

vessel, and return for maintenance, in a grand civil engineering project.

To undertake direct entrance works, two massive cofferdams were constructed, one on the main basin side and one on the Forth estuary side, to create a dry working space.

This included sheet piling to bedrock, and placing large semi-circular steel box section beams and reinforced concrete beams constructed underwater and below seabed level.

This was followed by a staged excavation to bedrock 20 metres below sea level, on the north side where a new wall was constructed involving 5,750 tonnes of mass concrete placed in one continuous pour.

The construction of the direct entrance has taken 8 months and involved around 110 workers.

It followed successful completion of No.1 Dock where final assembly and integration of the carriers will take place.

Vital stats

- At a height of 68 metres to the underside of the main beams, Goliath is the UK's biggest crane.
- The crane spans 120 metres to cover the construction area of the aircraft carriers and can lift 1,000 tonnes.
- It has been two years under construction by Shanghai Zhenhua Port Machinery.
- Construction and material integrity was overseen by specialist teams from Babcock, Lloyds Register Asia, IMES, Oceaneering and Bureau Veritas China.
- The specialist crane transport vessel on which Goliath has been transported has a beam of 39 metres and overall length of 244 metres.
- Passage up the Firth of Forth required precise timing, so, at low tide, the vessel and cargo could pass under the bridges.
- The crane, selected for its safety, efficiency and cost, will lift carrier sub-blocks, and components including the upper blocks and sponsons, bow block, islands, and aircraft lifts, without disrupting the dockside area next to the ship.



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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, there are three main sections: "LTPA Capabilities" (with a sub-section "LTPA Credibility" about missile test and evaluation), "Sites & Ranges" (with a sub-section "Site & Range" about missile ranges), and "News" (with a sub-section "Testing News Alert" about the 2010 Storm Shadow trials). The bottom of the page has a "Features" section with links to "Capabilities", "Innovation", and "Case Studies".

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.

Nations closer on Complex Weapons beat

CO-OPERATION ON Complex Weapons (CW) will be transformed under the new UK/France CW Strategy.

That was the message from Chief of Defence Materiel Bernard Gray and his French counterpart Laurent Collet-Billon of the French DGA at a senior stakeholder event in Main Building on 21 February.

The group of around 50 delegates included Deputy Chief of the Defence Staff (Capability), Vice-Admiral Paul Lambert, DG Strategy, Tom McKane, and other representatives from UK and French MODs and UK/French CW industry.

The UK and France have similar strategic aspirations, similar CW defence capability requirements and similar CW industrial partners, all of which make closer co-operation on CW compelling. Mr Gray said: "Both governments face diminishing defence budgets – we simply cannot continue as we have done in the past."

Following the summit last November, the countries are working towards two overriding goals for the CW sector – a single

European CW prime contractor and the achievement of up to 30 per cent efficiency savings across the two nations by 2020.

Mr Gray said progressively closer CW co-operation on capability planning, R&T and acquisition will be fundamental, with changes also required to the way the two countries do business together.

The new approach will seek to draw benefit from existing strengths, including the UK's Team Complex Weapons partnering arrangement with industry and France's long tradition of an export-led commercial approach. Mr Gray added: "We look to industry to take the lead in reshaping itself in a coherent and planned manner – MBDA is well suited to take the lead."

"We will now need to test how co-operation might work differently in the future through the new projects identified in the summit."

Launch projects include demonstration of the Future Anti-Surface Guided Weapon (Heavy) (FASGW(H)) and assessment of upgrades to the Storm Shadow and SCALP cruise missiles.

Further information from Adrian Mercer, DES WpnsProg-CWICS 5. Tel 030 679 80396



Future anti-surface guided weapon Picture: MBDA.
Below: the delegates at Main Building

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Now A400M passes the fuel test

Airbus Military has begun air-to-air refuelling trials of the new A400M airlifter using an RAF VC-10 tanker operating from Toulouse. A400M development aircraft 'Grizzly 1' performed a series of dry contacts with the VC10's fuselage-mounted hose drum unit on the first day of the trials.



Airframe completes its safety testing



THE required number of simulated flight-cycles on a full scale test airframe have been completed to achieve civil type certification of the A400M by the European Aviation Safety Agency.

The test programme is required to simulate flights at least one year ahead of the actual operations performed by the aircraft.

The test specimen at Dresden, left, has undergone 1,665 cycles, about five times the maximum number of flights expected to be recorded annually by each A400M in service, to give a large safety margin. By mid-2012, 25,000 simulated flights will be performed – equating to 2.5 times the A400M's design-life.

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- AN/PVS-15/15A • MUM-14/14A

Charter targets better value for money

DE&S' COST Assurance and Analysis Service (CAAS) is forging closer links with Niteworks, the MOD-industry partnership providing decision support to MOD's capability and acquisition communities.

It has signed a charter recognising the key role both organisations are playing in improving acquisition, through ensuring that MOD decisions are properly costed and the risks reduced.

It anticipates that further benefits can be derived for the MOD through greater exchange of information, and through sharing skills, expertise and cost modelling capabilities.

Dr Tim Sheldon, CAAS leader said: "This is an important step for CAAS to provide independent cost forecasting evidence as an integral part of the Niteworks community to support the early stages of capability analysis."

In 2010 Niteworks carried out nearly 60 projects, many of which provided the MOD with costed options to inform decisions on future capabilities.

Support and endorsement of CAAS is a key element in ensuring the rigour of Niteworks outputs is recognised by MOD decision-makers, and that Niteworks activities conform with CAAS' approach to cost forecasting.

Niteworks Managing Director Bob Barton said: "CAAS was specifically set up to support the MOD with its costing process and it's very important that our organisations engage.

"We have complementary skills and mutual objectives in terms of reducing risks and delivering better value for money, so it makes sense for us to collaborate."

MASS contract scores again

NEW LABORATORIES have been opened in south Wales in the latest success for DE&S' long-term ammunition supply contract.

Alan Nicholl, below, DE&S Director Weapons, and Charlie Blakemore of BAE Systems' Global Combat Systems Munitions (BAES GCSM) marked the opening at the company's site in Glascoed.

The new complex comprises four laboratories, where



£100,000 has been invested in new equipment and installation of balanced air handling systems.

This will enable testing on ammunition to be carried out quicker and with greater accuracy in a more environmentally appropriate fashion.

The new labs provide sufficient capability and flexibility to test all high explosive munitions made at Glascoed, as well as capacity to support engineering development programmes.

Building was finished on schedule within the £2 million budget.

Under the MASS contract (Munitions Acquisition, the Supply Solution) partnering agreement which guarantees long-term ammunition supply, BAES is investing £40 million to modernise Glascoed.

Other planned improvements include a new medium calibre ammunition assembly line to start this month, new x-ray equipment and an insensitive munitions mortar filling plant.

Central TLB move from Bath to ABW confirmed

THE RELOCATION of Central TLB (CTLB) staff from the three Bath sites to Abbey Wood has been approved, and a period of Trades Union consultation has begun.

Around 1,200 DE&S Bath-based staff are already programmed to move to Abbey Wood as part of DE&S Collocation which has already moved about 2,700 staff there from other sites.

The announcement that CTLB also plans to leave Bath will bring the MOD's presence in the city over the last 70 years to an end in spring 2013.

This decision follows the Strategic Defence and Security Review last October which will mean reductions in MOD civilian staff over the next four years.

This will enable office

space occupied by DE&S at Abbey Wood to be made available to CTLB staff currently in Bath.

Minister for Defence Personnel, Welfare and Veterans Andrew Robathan announced the CTLB moves on 11 March and they are expected to save the department nearly £40 million over the next 15 years.

CTLB staff in Bath have been informed and no decision has been taken on whether the sites will be sold.

A spokesman for the MOD said: "This is a significant step for the MOD in its continuing process of relocation and rebasing.

"The MOD must continue to drive down support costs

and rationalise its estate holdings wherever possible.

"We recognise this decision will have a major impact on people and we will provide full support to them at this challenging time."

The spokesman added: "This will include a comprehensive communications package on matters that we know are of concern to staff such as transport and allowances. We shall work closely with the Trades Unions on all issues affecting staff."

A Bath Sites Working Group has already been established to ensure close engagement with the local authority and key stakeholders over the future use of the sites and the MOD remains committed to this.





HMS Iron Duke gets set to refuel from RFA Wave Ruler

Below: a sailor on board HMS Northumberland prepares to cut a tether during a replenishment at sea with a US supply ship

- During RAS ships can come within just 50 metres of each other travelling at least 10 knots, and link together by heavy tensioned wires to transfer supplies. It is vital the operation is completed quickly and that crews are highly trained to carry out transfers safely.

- Under the contract Rolls-Royce will manage the construction of a land-based demonstrator at HMS Raleigh to trial new Heavy RAS (HRAS) equipment.

- The innovative HRAS system will comprise two steel rigs that replicate those found on a supply vessel, such as a tanker, and the receiving ship. Between these rigs, a series of steel cables and winches are suspended.

- Hydraulics will simulate the roll of the ships to prove that heavier loads can be transferred quickly in challenging seas for five hours. Equipment will also need to meet demanding transfer rates of 25 loads per hour.

- HRAS will enable heavier-than-ever loads to be transferred between ships, more than doubling the amount of vital supplies moved at once. The current weight limit for existing Royal Navy RAS systems is two tonnes and the new system will be capable of handling up to five tonnes.

New training to maintain replenishment safety

ROYAL NAVY and Royal Fleet Auxiliary (RFA) sailors will be getting their hands on a new bespoke training facility to teach them how to safely transfer vital supplies from ship to ship while at sea.

The MOD has signed a £25 million contract with Rolls-Royce Power Engineering based in Bristol to develop a new range of replenishment-at-sea (RAS) equipment.

RAS is a method of transferring fuel, munitions, and general stores from one ship to another while afloat and takes place during day or night and in all weathers.



The new facility will feature a classroom block and RAS systems built around a 25-metre steel mast and steel ship structures at the Seamanship Training Unit, *HMS Raleigh*, in Torpoint, Cornwall.

HMS Raleigh's Commanding Officer, Captain Steve Murdoch, said: "Replenishment at sea is a vital capability that enables our ships to re-store without coming back into port and therefore stay on the operational task."

"It is also one of the most hazardous seamanship tasks the Royal Navy engages in and so the training we provide must be of the highest standard.

"This maintains the safety of our ships' crews and ensures that vital supplies are transferred successfully.

"This new training facility will allow us to properly and safely prepare our crews for the challenges they will face at sea, particularly in our new Type 45 destroyers and new class of aircraft

carriers before they undertake the task for real."

Richard Dingley of Rolls-Royce added: "Replenishment-at-sea is a vital part of modern naval operations and we are delighted to be pioneering an innovative system that will deliver world-leading capability for the Royal Navy."

The new training facility is due for completion in 2014 to enable RAS training for the next 25 years.



Computer image of the new facility planned for Torpoint

RFA crews to be schooled in ship systems at A&P

A NEW training facility which simulates the computerised working system of the RFA's Bay class ships has opened at A&P Group's Falmouth yard.

The training room will be used to train RFA staff in trials, tests and fault-finding without the risk of damage on board a ship.

Commodore David Preston, DE&S' Head of Afloat Support, unveiled a commemorative plaque to open the facility. "This will bring

great efficiencies in the way we do our training and the ships' companies will derive benefit from it.

"Basing the training room at A&P's Falmouth yard, where the ships and our people are located, builds on the whole A&P/MOD cluster philosophy."

Tom Simpson of Imtech Marine and Offshore, which built the system, added: "This is the natural progression in Imtech's

commitment to through-life support of the vessels. I'm delighted to see it operational. It's a true representation of the ships' computerised systems."

The system will allow for software changes to the ships, and can simulate systems such as temperature sensors, valve controls and even CCTV.

A&P has seven dry docks in three different yards in the UK.

Protector set to show off her Antarctic endurance

A NEW ice patrol ship is to join the Royal Navy for duties in the South Atlantic.

HMS Protector will be leased to provide cover for *HMS Endurance*, currently awaiting a decision on repair.

"A commercial ice-breaker to be named *HMS Protector* will provide the interim replacement ice patrol ship capability for at least the next three years while we consider the long-term future of *HMS Endurance*," Defence Under-Secretary Lord Astor told the House of Lords on 22 March.

"We anticipate a contract for the ship's lease and support being signed soon with the preferred bidder, GC Rieber Shipping.

The intention is to lease *MV Polarrbjorn*, a Norwegian ice patrol ship, for an initial period of three years. She will arrive in Portsmouth in May where she will be fitted with specialist military equipment needed for her deployment.

Operational tasks include:

- patrolling the Falkland Islands, South Georgia and the South Sandwich Islands;
- sovereign base and environmental inspections in support of international agreements in the Antarctic Treaty, now in its 50th year;
- logistic support to the British Antarctic Survey and other national agencies in British Antarctic Territory.

"We have yet to determine whether the long-term solution for delivering the ice patrol ship capability will be better met through replacing or repairing *HMS Endurance*."

Survey ship *HMS Scott*, with state-of-the-art surveying equipment, is maintaining the Royal Navy presence in the South Atlantic.

She does not have ice-breaking capability and therefore cannot reach some of the areas that *Endurance* could do and that *Protector* will.



Bastion gains more control

A SECOND Host Systems mobile air traffic control tower, above (also known as MVCR – Mobile Visual Control Room) has been delivered via C-17 to Camp Bastion, Afghanistan and will be used for ground control.

Camp Bastion is the fifth busiest UK operated airport handling 450-500 movements a day including fixed wing, rotaries and unmanned air vehicles.

Host Systems MVCR has provided capability since January 2009. The second system will be used to help with air traffic management and ease congestion by taking over the ground control movements from the main air traffic control tower.

NEWSREEL

Bayleaf makes final journey

ROYAL Fleet Auxiliary ship *Bayleaf* was due in Devonport earlier this month following her final voyage before being laid up under the terms of SDSR.

The tanker, which has travelled the world keeping Royal Navy ships supplied with fuel, has been acting as the Arabian Gulf tanker in support of the Royal Navy and coalition warships conducting operations in the Middle East. Over a career spanning 29 years *RFA Bayleaf* has sailed 1.4 million miles supporting ships worldwide, conducting more than 5,000 replenishments.

Herc support

ROLLS-ROYCE has secured two major support contracts covering engines powering UK and US C-130 transport aircraft. Included is a one-year contract extension for the UK fleet with Marshall Aerospace, prime contractor for the Hercules Integrated Operational Support (HIOS) programme, and provides continued support for the RAF's 'J' and 'K' variants. Rolls-Royce is teamed with Marshall Aerospace and Lockheed Martin to deliver HIOS.

Pay rise

ALL servicemen and women earning £21,000 or less – around 50,000 members of the Armed Forces – will receive an increase of £250 to their salary from this month. The Operational Allowance has also been doubled to £5,281 for those on a six-month tour.

BAES continues Navy systems support

DE&S HAS awarded a seven-year £22.5 million contract to BAE Systems to support the Navy's submarine and minewarfare training.

Company engineers will work alongside the Royal Navy at the Clyde, Devonport and *HMS Collingwood* bases to ensure training systems meet a demanding training schedule.

They will also incorporate additional training elements to the system to meet emerging warfare training requirements.

As command systems evolve across the submarine and minewarfare fleet, so the training equipment can be developed to meet new requirements.

Mike Holstead, leader of DE&S' Training, Stores and Boats, Fleet Wide Equipment, said: "This new contract builds on the existing relationship we have with BAE Systems, and we look forward to proactive management of obsolescence, which will enable continuation

of high quality training delivery for the Royal Navy."

David Leitch of BAE Systems Mission Systems added: "Delivering this contract alongside our established Maritime Composite Training System and *Astute* class Training Service contracts will help us continue cost effective warfare mission training systems to the Royal Navy as part of our comprehensive 'Readiness and Sustainment' offering."

NEWSREEL**Company honoured**

MARITIME design and engineering company BMT Group – a major MOD industry partner – has been recognised for generating sustainable growth and jobs by Europe's 500, an organisation which promotes entrepreneurship. Former German Chancellor Gerard Schroeder presented BMT with the accolade at the European Parliament in Brussels on 3 February.

Hawk costs

HAWK aircraft used by the RAF for training cost around £10,000 per hour to operate, according to figures released to Parliament by Defence Equipment, Support and Technology Minister Peter Luff. Figures include forward and depth servicing, fuel, crew and training costs and the cost of capital charge and depreciation. Hourly figures for the Royal Navy Hawks come out at £7,000 with the Red Arrows' Hawks at £6,000. RAF figures include simulators and other training infrastructure.

Ship savings

SAVINGS from withdrawing the Royal Navy's Type 22 frigates will amount to around £240 million across the comprehensive spending review period. Answering questions in Parliament on HMS *Cumberland*, Minister for Defence Equipment, Support and Technology Peter Luff said costs of operating the frigate for the remainder of the financial year were £16 million.



A diesel generator is lowered into place at BAE Systems' yard at Govan

Carrier powers on with first propulsion motor

THE FIRST of the new aircraft carriers for the Royal Navy has seen its first electric propulsion motor fitted at BAE Systems' Govan yard.

Fitted to the stern section – known as Lower Block 4 – of first carrier *HMS Queen Elizabeth*, it is one of four motors to be installed, with the other three due to be delivered to Govan later this year.

Each propulsion motor weighs 110 tonnes and has a power output of 20,000kW.

Installation of the propulsion motor was followed soon after by installation of the first set of diesel generators, also on Lower Block 04.

The block is one of the largest and most complex sections of the carrier and will weigh in at almost 11,500 tonnes when fully outfitted.

The diesel generators were supplied by Rolls-Royce and each one weighs 200 tonnes and is more than 14m long, 5m high and 4m wide.

Each ship will have two Rolls-Royce MT30 gas turbines and four diesel generator sets giving a total installed power



Departure time: the *Queen Elizabeth* modules leave Appledore

More bow modules on way to Rosyth

THE LAST four modules to make up the first block of *HMS Queen Elizabeth* have left Babcock's yard in Appledore for Rosyth.

The move comes less than 12 months after the first two modules made the journey.

Collectively weighing in at more than 1,050 tonnes, the modules have involved more than 300 staff at Appledore.

of 109MW – enough to power 300,000 kettles or 5,500 family homes in a town the size of Swindon.

This power is used for each ship's domestic, operational and propulsion systems. The power

and propulsion system includes stabilisers, shaft lines and two 33-tonne propellers.

Separation and distribution of power generation machinery throughout each ship gives the carriers increased survivability.

Equipped to manage

Software upgrade helps Forces track millions of assets

AN UPGRADED logistics information management software system will provide UK Forces with big improvements in management of its tanks, trucks and ground equipment.

This latest development of the Joint Asset Management and Engineering Solutions (JAMES) program, a web-based software system developed by Lockheed Martin, enables users to track and monitor performance of millions of assets.

The major improvement to the previous system installed in 2005 provides more functionality and ease of use, resulting in better assessments of vehicle availability, location, condition and configuration.

"The JAMES program will provide enhanced capability to achieve efficiency of operations as we prepare for missions," said Colonel Nick Barsby, DE&S' Logistics Network Enabled Capability team leader.

"It has been successful with users as it provides accurate, timely information in a straightforward manner which enables them to better manage their fleet.



A British Army soldier checks data on the improved JAMES system

"The latest enhancement is a significant move forward for equipment management."

New JAMES provides a mobile capability to allow warfighters to use the system anywhere with connected or disconnected communications. It also extends into maintenance and repair workshops.

In addition, the improved JAMES is a comprehensive engineering and asset management tool, offering a far greater level of interrogation to analyse maintenance, repair and failure data, supporting better decision-making and corrective actions.

This will result in improved equipment availability and

reduced support costs. It allows the soldier to track all spares while interacting directly with the supply chain, affording visibility to scheduled activities through a simple user interface.

JAMES can now manage up to five million assets, ranging from main line items to smaller component parts, compared to 120,000 previously.

"The aim of the programme is affordability and simplicity," said Debra Palmer of Lockheed Martin.

"We hope JAMES helps military leaders meet their challenges by allowing them to focus on mission-readiness, not just tracking and managing the physical assets."

MIRA shows off the latest in military vehicle development



THE HEAD of DE&S' land equipment has gained first-hand insight into vehicle engineering and testing at MIRA.

MIRA – formerly the Motor Industry Research Association, with a headquarters at Nuneaton – demonstrated to Major General Ian Dale recent work on military vehicles currently used in Afghanistan.

Accompanied by Dr David Marsh, DE&S Head of Portfolio and Programmes Support and Military Assistant Major Will Jagger, General Dale was first given an insight into MIRA's advanced engineering with a brief on green technology and hybrid drives.

Additional presentations on defence capability, future plans and investment over the next few years were followed by a tour of the site.

Tours of the EMC and Climatic Wind Tunnel facilities widened the General's awareness of MIRA as a vehicle engineering one stop shop, but he was particularly impressed with MIRA's design, build and systems integration capability when shown an unmanned ground vehicle project.

Pictured left: General Dale catches up on the work of MIRA.

NEWSREEL

Ark savings revealed

SAVINGS from withdrawal from service of HMS Ark Royal last December are estimated at £10 million in financial year 2011-12, £25 million in 2012-13, £35 million in 2013-14 and £35 million in 2014-15, according to figures released in Parliament by Defence Under-Secretary Andrew Robathan. Savings from the withdrawal from service of HMS Illustrious in 2014 are estimated at £5 million in 2013-14 and £30 million in 2014-15.

Devonport safety

PYEROY'S Marine Division has won Babcock's annual Devonport Naval Contractors Safety Award. Pyeroy provides scaffolding access, painting and cleaning services to Babcock for ship and submarine refit programmes and the award recognises Pyeroy's safety culture on Babcock's site at the Devonport naval base.

Support at Bastion

GENERAL Dynamics UK has been awarded a £2 million contract to support the newly-opened Equipment Sustainability System at Camp Bastion, Afghanistan. Building on its presence in Camp Bastion over the last three years, General Dynamics UK will continue to provide in-theatre support to the Bowman programme. The company's presence in Camp Bastion has meant contractors can repair, re-role and return vehicles to the front line quicker.

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Last Type 45 takes on its long range radar

THE LONG Range Radar antenna has been fitted onto *Duncan*, the sixth and last of the Type 45 destroyers.

The antenna, weighing eight tonnes and 8.7 metres long by 4.4 metres high, was lowered into place at BAE System's Scotstoun yard on 2 March.

Installation and setting to work of the radar system will now continue before it undergoes harbour trials in September.

Rotating once every four seconds, the long range radar can automatically detect and track hundreds of targets at any one time.

It creates a three dimensional image, covering hundreds of kilometres, to give the ship's crew greater situational awareness.

The LRR antenna incorporates part of the friend or foe identification system, enabling the crew to identify friendly ships and aircraft and potential threats using standard civilian and military communications techniques. This information is then fed into the ship's combat management system.

Graeme Thomson, Type 45 Project Director at BAE Systems Surface Ships' division, said: "We're now reaching a more advanced stage of outfitting and commissioning on *Duncan* and this highlights the significant

The radar antenna is lowered onto *Duncan*

Below: job done



progress which continues to be made on the ship since her launch last October.

"The installation of the ship's long range radar is also a key step in preparing the vessel for going to sea for the first time next year."

Defender, the fifth ship in the class, is in the final stages of outfit in preparation for her first stage sea trials later this year.

Dragon, the fourth Type 45, successfully completed first stage sea trials last November and will set sail for second stage this month.

She is on schedule to be handed over to the Royal Navy in September.

NEWSREEL

Squadrons face the axe

THE RAF's 13 and 14 Tornado GR4 squadrons are to be disbanded and formally stood down on 1 June. The announcement was made by the Government on 1 March. The RAF will retain five front line Tornado squadrons with a total fleet of 136 GR4 aircraft.



Jay lands BMT role

COMMODORE Jay Hart, above, formerly head of Bowman and Tactical Communication and Information Systems team at DE&S, is the new chief combat systems engineer at BMT Defence Services.

Cash savings

THE MOD is currently examining 130 contracts relating to SDSR decisions to look at likely savings, Peter Luff, Minister for Defence Equipment, Support and Technology has told Parliament. This is expected to increase to around 500 contracts with the renegotiations taking around 18 months.

Race is on

AUSTRALIA and Chile are among countries who have expressed interest in buying RFA *Largs Bay*. Officials of the two governments have visited the ship as part of an ongoing competition to offer the ship, which is surplus to requirements.

Lynx Wildcat takes another leap forward

A £76 MILLION contract with AgustaWestland will see a new training centre for the Army and Navy Lynx Wildcat helicopter.

The training centre, part of an integrated training package, will be at RNAS Yeovilton and will train Army aircrew, maintainers and ground crew starting in early 2013, with training for Royal Navy aircrew and maintainers starting early 2014.

The Wildcat Training Centre will use a wide range of synthetic training technology including mission simulators, flight training devices and cockpit procedures trainers.

All devices will be capable of delivering Army or Royal Navy conversion and mission training.

The maintenance training facility will be equipped with a suite of synthetic training devices

covering the aircrafts mechanical, avionic and weapon systems.

The training centre will also contain a suite of briefing and planning rooms, together with integrated electronic classrooms.

Courseware will be hosted on a learning management system using commercial off the shelf technology.

The full system will be operational from early 2013.

**Change in the MOD
is vital if the defence
budget is to be brought
back into balance
and value for money
achieved. Defence
Secretary Dr Liam Fox
outlines immediate
measures to stabilise
the future and pledges
that . . .**



The MoD must fundamentally change how it does business. The drivers of structural financial instability and the institutional lack of accountability, from ministers down, must be tackled.

We need greater accountability and transparency to ensure that our resources genuinely match our ambitions and cost control is rigorously enforced.

Too often when ministers have wanted to pull levers they find themselves pushing string instead. So there are a number of changes that are crucial.

First, the so-called conspiracy of optimism, through which the risks and costs in new projects are underestimated, only to find mushrooming costs later, needs to end.

Second, future programmes should not be included unless there is a clear budgetary line for development, procurement and deployment.

Third, we must end the lack of real time cost control with tight budgetary discipline.

And fourth, we must rebalance our relationship with industry so that we achieve maximum value for money.

Dealing with the 'conspiracy of optimism'

For too many years projects have been included in the future defence programme without a proper appreciation of the risks or costs.

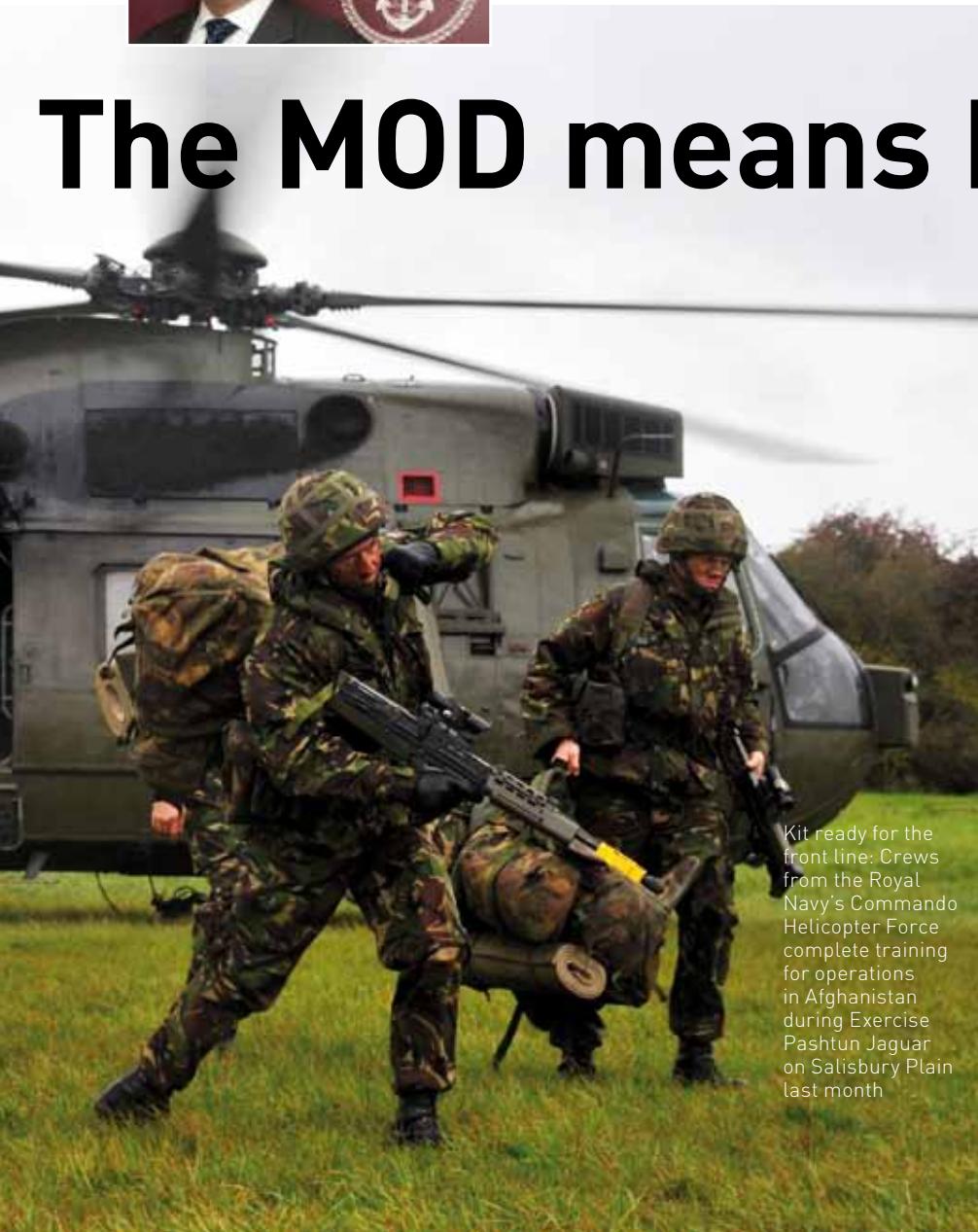
The conspiracy of optimism based on poor cost estimation and unrealistic timescales across the department has involved politicians, the Civil Service, the military and industry.

Too often in the past, to get pet projects included in the programme, unrealistic costs have been accepted at the outset knowing that they can be recovered later due to what are euphemistically called 'cost overruns'. These practices would not be tolerated in the private sector and they cannot be tolerated in the MOD. So a risk-aware and cost-conscious mentality must permeate every level at the MOD, civilian and military.

From now on, guarantees of realistic budgets for development, procurement and deployment must be presented to ministers before spending can begin on new programmes.

At the same time we must examine the future programmes we currently have to ensure risks and costs are well understood and that they remain affordable.

The MOD means business!



Kit ready for the front line: Crews from the Royal Navy's Commando Helicopter Force complete training for operations in Afghanistan during Exercise Pashtun Jaguar on Salisbury Plain last month

Real-time cost control

If we are to achieve real budgetary discipline we must also have better real-time control of project budgets.

We need to give project managers the right resources and authority to deliver what we ask of them and hold them to account. We also need to keep them in post long enough to deliver, ensuring that they have the skills available to make the tough calls necessary. The private sector would view the rapid turnover of project managers in the MOD – with what I call the repetitive loss of expertise – as crazy.

It is for these reasons that I am establishing the Major Projects Review Board. This will be chaired by me and will receive a quarterly update on the Ministry's major programmes to ensure that they are on time and within budget.

This will begin with the 20 biggest projects by value and will expand to the 50 biggest projects. Where projects are falling behind schedule or budget we must take immediate remedial measures. Those responsible will be brought to account in front of the project board.

In addition we will publish a list every quarter of the Major Project Review Board's 'Projects of Concern'. I want shareholders to see where projects are

under-performing so that they can bring market discipline to substandard management where required.

Rebalancing relationships with industry

This government has shown commitment to the defence industry and an understanding that the best way to sustain defence jobs in the long term is to widen the customer base through enhanced defence exports.

It will ensure skills and employment are retained in some of our most technologically advanced areas, that small and medium sized enterprises (SMEs) can compete as equals and we keep British industry at the cutting edge on the world market.

We established the new Defence Exports Support Group to ensure that the MOD, alongside our UKTI colleagues, is focusing its efforts in support of defence exports.

In December we published a Green Paper on equipment support and technology for UK defence and security and we are currently consulting on this.

But industry must also play a role in reducing costs at a time when budgets are constrained by the need to control the deficit we inherited. Following the SDSR, we have entered into a period of intense negotiation with major industrial suppliers. This is already looking at 130 contracts relating to SDSR decisions to ensure they are necessary and give greater value for money for the taxpayer. For the first time these negotiations are taking place at a company level as well as a project level. The number of these contracts will soon be expanded



The main effort: Afghanistan will continue to occupy the attention of British Forces. Main picture and below: members of the Parachute Regiment patrol Helmand Province on Operation Herrick 13

by around 500 contracts and we will complete this work over the next 18 months releasing significant cost savings.

We have recently launched an independent review, led by Lord Currie of Marylebone, into the pricing mechanism – called the Yellow Book – which the MOD uses for single source contracts. Under the Yellow Book we currently place around 40 per cent of our contracts on a non-competitive basis, worth around £9 billion annually.

We will set out the first stage of this review, recommending changes in consultation with industry, in the summer. This will affect all future non-competitive contracts and is intended to save the taxpayer hundreds of millions of pounds.

The MOD is also working through the Centralising Category Procurement Initiative, run by the Cabinet Office, which will transform how government buys common goods and services through centralised management, standardisation of specification and aggregation of spend. This again will deliver significant and sustainable cost reductions.

Finally, we need to update the way in which the MOD engages with industry itself. We have a synergy to bring in areas such as defence exports where profits to industry also result in relationships and influence which can benefit the national interest.

At present, the National Defence Industries Council acts as the body that represents

the interests of the defence industry to ministers. This body, however, is self-appointed and excludes some of the department's major suppliers. And though our defence industry relies on many thousands of SMEs, they are currently under-represented.

I am establishing a new Defence Suppliers Forum that I will chair which will include representatives of the full range of the department's defence suppliers from the UK and overseas and which will better reflect the defence industry as a whole.

Conclusion

We need a new, frank and honest relationship between government and industry based on the national interest, mindful of commercial realities and sensitive to market mechanisms.

Let us just remember that there is no such thing as government money. There is only taxpayers' money. They expect us to spend it wisely and properly and to enter into contracts that will deliver the equipment that our Armed Forces need when they need it while protecting taxpayers' interests and sustaining industrial growth.

In the first nine months of government we have already started implementing a programme of fundamental change and will not rest until the job is done.

In the months ahead we will set out further reforms, for the Armed Forces, including the Reserves and senior rank structures and for structural change within the MOD itself. Our national interest requires that we continue to take difficult decisions.





'The MOD's acquisition skills are under extremely close public scrutiny – this evidence proves that we are going in the right direction'
**– Ursula Brennan,
Permanent Under-Secretary,
MOD**

'This comparison with such a wide range of major companies and Government bodies is valuable and instructive. This is a very welcome confirmation that we are on the right track' – Bernard Gray, Chief of Defence Materiel



'I am very encouraged by our performance and the fact that the major effort we have put in is reflected in such a significant benchmarking exercise'
– Dr Andrew Tyler, Chief Operating Officer, DE&S

Medical care for troops on the front line is regarded by many as second to none. Equipment is of a high standard while troops are trained to provide immediate treatment. Below: a soldier from 1 Rifles provides medical help to a simulated casualty during a pre-deployment exercise on Salisbury Plain



DE&S programme and project managers are performing near the top of a wide field of international blue chip companies and other Government organisations in the UK and overseas – according to an independent external assessment.

DE&S took part in its third assessment by Human Systems Ltd, an internationally recognised benchmarking organisation dedicated to improving corporate project, programme and portfolio management practices through focused research, and for the second year running has come out in the top ten of 56 organisations, ten of whom manage projects with similar scale, risk and technical complexity.

Permanent Under-Secretary Ursula Brennan said: "This evidence of continuing impressive performance by DE&S project teams in the management of equipment programmes is very important and encouraging. As the Secretary of State has made clear the MOD must continue to make a range of further improvements. The MOD's acquisition skills are under extremely close public scrutiny – this evidence proves that we are going in the right direction."

Chief of Defence Materiel Bernard Gray said: "This comparison with such a wide range of major companies and Government bodies is valuable and instructive. They are our peers in this field and the evidence demonstrates that in a direct comparison DE&S is doing well. The Secretary of State has given a clear view of the changes and improvements needed as we move forward, on which I will be working closely with the PUS, but this is a very welcome confirmation that we are on the right track."

DE&S Chief Operating Officer Dr Andrew Tyler said the assessment covered both the DE&S approach to project management and the deployment of project management skills in practice (see graphic).

He said: "This evidence of sustained improvement in the performance of DE&S in the key area of programme and project management (PPM) is not a surprise to me. We have worked extremely hard over recent years to improve our performance and have passed the 1,000th project management licence under the MOD's licensing scheme (based on a combination of an assessment of experience and achievement of Association of Project Management qualifications) this financial year.

"We are now planning the launch of our MOD Programme and Project Management Cadre – a bringing together of the department's very best programme and project managers to further assist in developing our skills, nurturing talent, pervading best practice, and ensuring we have the most qualified and experienced staff deployed on our most challenging projects.

"All of this continues to be overseen by the MOD PPM Centre of Excellence administered by the Programmes and Technology Group in DE&S. All in all, I am very encouraged by our performance and the fact that the major effort we have put in is reflected in such a significant benchmarking exercise."

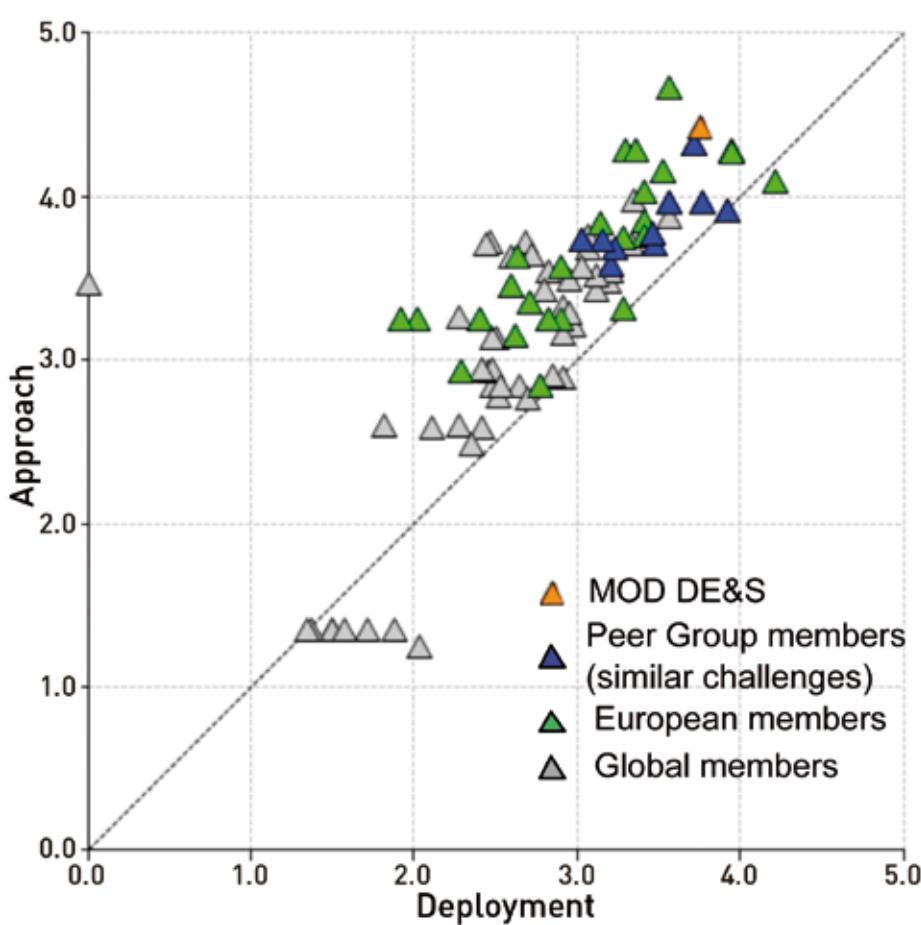
Dr Tyler said evidence of the excellence of the PPM skills in DE&S was now being translated into results on the ground – in performance on equipment and support projects. And DE&S project team performance was such that they were frequently spotting potential problems and risks ahead of industry partners on equipment projects.

DE&S shines again in project management survey

Excellence of our skills is being translated into results on the ground, says Chief Operating Officer Dr Andrew Tyler on the latest international benchmarking survey



al Benchmark was introduced in 2009 by a parliamentary committee to highlight that there was no independent assessment of DPA Project Management performance. Benchmarking has since expanded to embrace programme management performance.



COMPARATOR ORGANISATIONS: The field of 56 comparator organisations provides a challenge across a wide range of sectors including Government utilities, defence organisations, petrochemicals, pharmaceuticals and financial organisations. There is also a specific benchmark to include a number of companies that manage projects with similar high risk, technology and complexity. The majority of the list of comparison organisations is the same as last year.

INDEPENDENT ASSESSMENT:
Benchmarking was carried out independently by Human Systems Ltd (HSL), an international PPM benchmarking organisation with significant credibility in the international PPM community. It is aligned to the Bodies of Knowledge of leading professional PPM organisations, in particular those of the Association of Project Management in the UK and the Project Management Institute in the US.

BENCHMARK CRITERIA: Detailed comparisons are made in 21 core project management areas set under four high level categories – strategy, ownership, delivery and enablers. Performance is compared in terms of approach (what we say we do, ie guidance and instruction) and deployment (what we actually achieve) for each area. Evidence of performance is collected through combination of paperwork exercises and workshops supported by a wide range of PPM practitioners within DE&S.

HMS Atherstone leads a convoy of ships in the Middle East and, below, in calmer waters in Portsmouth



Class output management is set to transform the way Royal Navy ships are supported. So far it has been successfully applied to Type 22 frigates and one class of minehunters. For the rest of the fleet ...

the Hunt is on!



DE&S has joined forces with industry and the Royal Navy to pioneer a new, more efficient way of delivering engineering support to the Type 22 frigates and Hunt class mine countermeasures vessels.

Under the Surface Ship Support Alliance with BAE Systems and Babcock, Class Output Management (COM) changes the way ships are supported through their service careers. Subject to approvals and trade union consultation, it will be applied to more classes of ships beginning later this year.

For both classes the COM concept has enabled an improved level of coherence and continuity of support, which has generated cost savings and resulted in increased levels of ship availability.

The Hunt and Type 22 teams were formed at Portsmouth and Devonport respectively in October 2009 as a pilot 'proof of concept' for the roll out of COM across the fleet. They are staffed by engineers, project managers and logisticians drawn from DE&S' Director Ships, Superintendent Fleet Maintenance, BAE Systems, Babcock and the Royal Navy.

Both classes are subject to a high operational tempo with *HMS Chiddingfold* and *HMS Middleton* deployed to Bahrain as part of a continuing roulement in the Gulf region, and a continuous Type 22 presence east of Suez in support of counter piracy operations and operations in the Gulf. Type 22s are due out of service this year.

COM provides a co-ordinated approach to managing all support activities, providing an integrated and consistent approach to planning and managing maintenance.

COM teams are the focal point for management of support budgets, allowing them to better manage and compile a baseline of accurate class costs against which performance and efficiency savings can be measured. They also offer a single point of contact for all day to day matters related to class support.

"In the past, there were innumerable and complex interfaces which could make it very difficult to get things done," said Andy Gimpel, BAES' director of UK ship support programmes. "Now we have a 24/7 helpline to resolve issues, and provide a conduit to ensure the ship's needs are being met."

"What we've found from our first 18 months of operations is the importance of really understanding the status of the vessels, both in terms of their configuration and material state. This allows you to make intelligent decisions on when to do the work, and to ensure that the right materials are delivered on time as required."

Capt John Newell RN, DE&S' Hunt Strategic Class Authority leader said: "The Hunt Class Proof of Concept is now on the right path to deliver the output at the waterfront which meets my aspirations, but more importantly those

COM has proved its role on the Type 22s, due out of service under SDSR. Pictured is HMS Cumberland on exercise



of Fleet. This phase has been a great success."

At Devonport, Mark Lawther, Babcock COM Director, said: "During the Proof of Concept the Type 22 COM held a vision of maintaining ship availability targets, coupled with the challenge of identifying and driving efficiencies and new techniques to create real benefits for the Alliance. We've achieved this by harnessing through a joint team a wealth of knowledge and experience, who have then risen to the challenges we were given.

"Gaining a clear understanding of the material state has been key and this along with other techniques enabled maintenance support periods to be more focussed, ensuring the correct

maintenance and defects were planned. This focus enables efficiencies to be gained through delivering the right maintenance, at the right time, in the right way.

"The decision to remove the class from service has not meant losing this valuable knowledge and experience; it's now being focussed on supporting the Type 23 team."

The

performance of both COMs has exceeded targets, the work done in both COMs in the development of management tools and processes continues, and is being pulled through to be utilised in future COMs.

Decommissioning of the Type 22s under SDSR led to an early assessment of the Proof of Concept for that class. Despite the short period of COM operation, significant savings were identified, availability was improved and positive feedback was received from the customer resulting in MOD 'signing off' the Type 22 Proof of Concept as a success.

COM is part of DE&S' Maritime Change Programme modernising shipbuilding and support over the next 15 years. Further changes include the Maritime Support Delivery Framework which aims to create a single commercial framework to enable delivery of in-service support across the programme.

It is intended that in future phases, subject to approvals, the SSS Alliance will provide overarching support for both legacy (Type 23 frigates, Landing Platform Helicopter, Landing Platform Dock, Hunt and Sandown class mine countermeasures vessels) and new build warship classes (T45 destroyers, Queen Elizabeth carriers and Type 26 Global Combat Ship).

Paul Blakiston, DE&S' leader of the Maritime Change Programme, said: "Success of the first phase of the Surface Ship Support Programme is an important step towards modernising future support arrangements for the Royal Navy.

"Long-term, industrial collaboration is a key aim of the MCP, providing planning stability to industry and the MOD and improved availability."

Below and right: work continues in Portsmouth on a Hunt class vessel under COM



DE&S takes leap into a virtual world

Or how to make parachute training easier, cheaper and safer

Report: Tim Foreman
Pictures: Andrew Linnett

Above: exit from the rear of a Hercules C-130 compared with the view a parachutist will see, right, on a high resolution screen during training on the ground at RAF Brize Norton



Left: Sergeant Andy Gillett, an RAF instructor, demonstrates the new parachute trainer. Parachute students are suspended by harnesses and wear virtual reality goggles to practise jumps in a range of realistic environments. The instructor can view what each trainee can see through their goggles on high resolution screens as well as an overall picture of the individual or group descent.

Training equipment that will help the Armed Forces to master the art of parachute jumping has been unveiled by proud personnel at RAF Brize Norton.

Media were given a tour of the new Virtual Reality Parachute Trainer (VRPT), which uses the latest digital imagery to create a realistic virtual world to train service personnel at the Parachute Training School (PTS).

Described as a 'pivotal piece of equipment', the VRPT will take trainees through a variety of simulated parachute descents. Starting with an exit from the back of an RAF C-130 Hercules aircraft and finishing with a landing on a designated drop zone the trainee undertakes a variety of parachuting scenarios. These range from a normal descent without incident to descents which may involve an emergency caused by a malfunction of the parachute, to which the parachutist must respond. The ability to input simulated emergency situations enables the trainee parachutist to repeatedly

practise specific drills in response to a parachute malfunction in a safe and controlled environment.

The equipment was procured by the Flight Simulation and Synthetic Trainers team (FsAST) at Abbey Wood. Team leader Russ Cole said: "The new trainer will give students a real-time experience in a virtual world that simulates a parachute descent. In this realistic virtual world parachutists will be able to learn, rehearse and practise parachute procedures in a cost-effective, safe and controlled environment."

The VRPT features eight individual work stations from which trainee parachutists are suspended by harness. Each station is networked by computer to a central control station that monitors the response of each parachutist via input provided by steering toggles connected to the harness.

Through virtual reality goggles, which include sound provided by in-built speakers, the parachutist has full view of his environment over the drop zone and other parachutists in the sky. Simulated descents can be conducted either singularly or in groups of up to eight, known as a 'stick', in differing weather (rain, fog and snow) with wind speeds adjusted upwards to make the descent more challenging. Descents can also be conducted over land and water.

The instructor can view what each trainee can see through their goggles on high resolution screens as well as an overall picture of the individual or group descent. Each descent is recorded on the computer and its profile visually represented via a printout used to provide feedback to students to improve their skills.

Wing Commander Stu Williams, commander of the Airborne Delivery Wing (ADW) at Brize which includes PTS and is responsible for parachute training delivery to all arms of defence, said: "The new simulator is a great example of the RAF's commitment to providing the most up-to-date and cost-effective facilities to deliver realistic training in a safe environment. Although trainers such as this can never replace live descents they do mean we can practise safety procedures over and over again in a controlled, safe and realistic virtual environment until the student gets it right, improving their overall awareness and training."

Squadron Leader Gez Whitten-Brown,



Corporal Daniel Sirma from the Kenya Parachute Training School, above, and Sergeant Graeme Rose, an instructor in the RAF Airborne Delivery Wing, below, demonstrate the new virtual trainer

Airborne Forces Equipment Requirements Manager at ADW, said: "This pivotal piece of equipment bridges the gap between what we're doing in the hangar and a live jump. It's as close to doing it for real; you won't get anything better."

Flt Lt Rich Pike, an instructor at the PTS, added: "The new parachute trainer gives us the ability to put paratroopers through highly realistic simulated parachute descents. Trainees can be familiarised with, and tested on, the correct drills to a level previously only achieved by jumping from an aircraft. The most important feature is its ability to hone emergency procedures which will better prepare trainees to deal with the range of situations they could encounter in a live environment."

Design, manufacture and installation of the trainer were undertaken by Gloucestershire-based Pennant Training Systems under an MOD contract worth more than £300,000 awarded in January 2010. Additional support was provided by parachute manufacturers Airborne Systems (UK) and Aeruzure (France) providing the parachute harnesses. Overall the total cost was more than £500,000.





New designs for front line troops launched in Wales included a new Hawkmoor AE15 water heater to replace the 'puffing Billy'. - Sappers Connor Watson and Charlie Parsons, from 3 Royal School of Military Engineering (RSME) put together the new heater

Other ideas on show in Wales, below from left, included a portable sanger that can be lifted by Chinook and dropped into a position, a 'hide' containing a mechanical digger but with clear outward vision, protection for a machine gunner and a possible design for a wind turbine

Pictures:
Andrew
Linnett



Front line bases all

The future goes on show in south Wales training area to address a front line capability gap

More than 50 companies and representatives from the MOD and the Forces have taken part in a DE&S programme to improve capability of tactical bases in Afghanistan.

The Forward Operating Base Exercise (FOBEX) is run by the Programmes and Technology Group and will help improve the growing number of bases in Afghanistan, often in remote locations, from a vehicle checkpoint to a larger base for patrols.

The exercise completed in Caerwent, Wales brought industry, the MOD and the Forces together to discuss creation of an open architecture framework around bases and reduce the burden for those based on operations.

FOBEX 10/11 was a series of trials and assessments of tactical base equipment and infrastructure, such as power supply and distribution, deployable armouries, and dust reduction for helicopter landing sites. These topics were part of a wider list drawn up after feedback from theatre which was put to industry who were challenged to address the capability gaps.

Captain Christian Hulme of the Royal Engineers said: "Building a Forward Operating Base (FOB) can take anywhere between a fortnight and five or six weeks. When you are building it, you have to do so as quickly as possible. It can be quite a demanding operation because you have to make do with what you have – and sometimes certain components will not be compatible with one another."

"A FOB is essentially a home to Forces personnel so you want to make sure it is as comfortable and accommodating as possible. The idea of FOBEX is looking at ways we can be more efficient. Having lighter and more portable kit, which is quicker to assemble and creates more of a standard base, will use less energy and save lives."

FOBEX 10/11 ran alongside the Generic Base Architecture (GBA) project, which seeks to create common system standards for tactical bases and develop thinking of them as a whole platform, rather than a collection of separate pieces of equipment. At the moment there are a multitude of designs and configurations which have evolved during operations,



All set to go high tech

depending on the types of missions conducted from each base.

GBA comes off the back of the successful Generic Vehicle Architecture project, which developed common standards across the military vehicle fleet. Industry embraced the concept of GBA and showcased their initial ideas for modular, scalable tactical bases. These visions will be refined and developed to create a defence standard to cover all base equipment.

Paul Johnson, FOBEX programme manager, said: "FOBEX is looking to increase the engagement between MOD and industry, and so far the progress has been positive. These trials, and future engagements, will allow us to address quick-win urgent operational requirements and also develop the Generic Base Architecture project to de-risk future testing and integration efforts related to tactical base equipment."

Colonel James Daniel, Deputy Head Technology Delivery (Land and ISTAR), added: "The success of these trials, and the wider FOBEX programme, rests on collaboration and co-operation across the MOD, and particularly on the involvement of the end users. The inputs so far have been encouraging, and we hope to see this approach continuing across the next set of trials and future FOBEX projects."

Industry has been positive too. Philip Pratley of Finmeccanica Battlespace Solutions said: "We were able to show how our Vantage mission system integration software organised the information from various FOB systems into a single, simplified output for operators. So instead of looking at five different readouts, all the information is in one place."

"We hope that Team Castrum, led by Selex Galileo, succeeded in demonstrating how it could contribute to the MOD's effort to provide troops with better protected, better equipped and more sustainable FOBs."

Further demonstrations will take place in October.

Further information from Paul Johnson on DESPTG-TD-LOGSYS@mod.uk



Sapper Aaron Noble from 3 RSME lays out Rola Trac at FOBEX. This innovative product can be used to construct temporary roads and helipads on rough terrain. It can be constructed and dismantled quickly
Inset: Rola Trac in segments



Above: Sapper Lee Dillon from 22 Engineer Regt (foreground) and Sapper Mathew Logan from 3 Regiment, RSME(Royal School of Military Engineering) lay a covering of concrete cloth at FOBEX. The 'cloth' is flexible and can be cut with a knife. It is positioned like carpet and then sprayed with water which helps it to set into a tough, durable concrete surface. It can be used to line ditches in a bid to prevent IED attacks by insurgents





Right: Major Adam Crossley shows off the lightweight portable solar powered mat, made by Crib Gogh Ltd

Below: the Recon Scout remote controlled robotic camera for surveillance



Inspect a gadget off cutting edge

Report: Hannah Swingler

Pictures: Andrew Linnett

Thermal imagery technology, 'throwbot' reconnaissance cameras, and portable solar panels may seem like gadgets plucked straight from a James Bond film but these are just a few examples of some of the gadgets and gizmos being considered by DE&S' Programmes and Technology Group (PTG) for use in the battlefield.

Innovative, cutting edge technologies which could soon be seen on the front line were showcased at a special demonstration at Abbey Wood on 10 March.

Led by PTG and attended by key industry partners, the demonstration focused on some of the new and emerging technologies currently being trialled for potential use in Afghanistan.

Speaking at the event Major General Alan Macklin, Director of PTG, said: "This is British entrepreneurship at its best and this event is a real indication of the skill and talent that it is out there in industry that we can tap into."

"Fifty years ago the military led the way with developing emerging technologies but now the civil world has a much greater scope for development. It makes absolute sense to explore these areas of expertise within the commercial world and the kit on display here is a clear example of how this partnership is really working."

An element of the team's work is developing kit that will be of a direct benefit to front line troops and among the potential capabilities on display was an ergonomic, self powering rucksack which provides spinal support for the dismounted soldiers and also comes complete with a roll out portable solar panel mat capable of producing enough energy to power up laptops, radios and other essential equipment found on the modern day soldier.

Major Adam Crossley, Requirements Manager for the Land team, said: "This is just one example of the trials and experimentation we are conducting within PTG to better understand and inform requirements development and promote new technology. The ability to reduce the logistical burden, particularly in some of the more remote parts of theatre, is an obvious benefit to the dismounted soldier."

- 'Bond' shows



Above and top left: cameras offering among the most advanced thermal imaging in the world, made by Selex Galileo, went onshow at Abbey Wood. The cameras offer greater sensitivity in all weathers and conditions, below



Net effect – troops receive another layer of armour

VEHICLES IN Afghanistan will soon be kitted out with innovative armoured netting capable of stopping rocket propelled grenades.

The Tarian Quickshield is a lightweight net similar in appearance to a string vest and will be used to temporarily replace damaged bar armour on military vehicles.

Secured under a £2.6 million contract with Dorset-based firm AmSafe, the lightweight netting can be stowed in any vehicle and can be fitted immediately to a damaged vehicle without any specialist tools.

Major Gareth East of DE&S' Specialist and Logistic Vehicles team said: "The Quickshield may look like a simple net but it is far from that. This kit is capable of stopping a potentially lethal rocket propelled grenade in its tracks and will offer the protection needed to keep our troops safe."

"This innovative capability will be hugely beneficial to our boys and girls who are operating on extended operations away from their base without impacting on the tempo of the mission in hand."

Stuart Bridewell from Dstl (Defence Science and Technology Laboratory), who worked with AmSafe to develop the Tarian Quickshield, added: "Dstl has been involved from the early testing of the concept and deployment of Tarian. Our excellent working relationship with AmSafe Bridport is an outstanding example of government and industrial collaboration benefitting our Armed Forces."

Neal McKeever, Vice President of Defence for AmSafe, said: "We are extremely proud to have been awarded this contract and we are confident that other military organisations will recognise the unique benefits that Quickshield affords in terms of reduced risk to troops and improved vehicle availability."

The netting and other innovations dreamed up by scientists at Dstl and the defence industry were revealed during a joint showcase event to mark National Science and Engineering Week on 18 March.

A pioneering approach to tackling the problem of 'helicopter brownout' where a pilot loses visual references due to dust or sand was on show. It uses a small, helmet-mounted display to provide a virtual 3D representation of the landing zone that stays fixed to the earth and helps the pilot to land safely.

Minister for Defence Equipment, Support and Technology Peter Luff confirmed that the budget for science and technology would rise in cash terms over the Comprehensive Spending Review period.

He said: "Scientists, engineers and inventors are often behind novel solutions to defence and security needs. This funding demonstrates our commitment to helping them develop innovative and cutting edge ideas to help improve and protect the lives of the Armed Forces."

Maritime security received a high priority in last October's Strategic Defence and Security Review (SDSR), with commitments by Britain's government to significant future naval procurement to maintain the qualitative edge of Royal Navy sea power.

In the SDSR, the government announced that by 2020 the Royal Navy will be structured to provide the maritime defence of the UK and its Overseas Territories, including the South Atlantic, continuous at sea nuclear deterrence; a credible and capable presence within priority regions of the world that contributes to the UK's conventional deterrence, coercion and containment. The amphibious arm of the UK naval service, the Royal Marines, will provide a very high readiness response force and a contribution to enduring land operations.

To build this future naval force the UK government intends to place new orders that will sustain the country's shipbuilding and associated industries well into the next decade. As well as continuing to commission new ships and submarines, the UK government is to look to the maritime industrial sector to provide long term logistic

Maritime defence – maintaining the Royal Navy's edge of quality

support, upgrades to systems and overhaul facilities for the Royal Navy.

The UK's government has set in train a series of initiatives to build international partnerships to develop the Type 26 frigate, which has been re-branded as the Global Combat Ship. This signifies its potential to contribute to help enhance the naval capabilities of allies and coalition partners through local co-production arrangements or technology insertion.

Unmanned underwater vehicles are intended to revolutionise mine counter measures operations and covert

reconnaissance missions. In maritime air operations, unmanned systems will also come into service to extend the range, endurance and effectiveness of the Royal Navy's ISTAR systems. For the first time exhibitors at DSEi will be able to display small unmanned air vehicles to demonstrate their

UK maritime capability will be very much in evidence at DSEi 2011, with a modern destroyer or frigate and a River Class offshore patrol vessel taking part in the event at ExCeL London from 13-16 September. One of the leading events in the global defence calendar, DSEi attracts warships from the leading maritime nations and a diversity of smaller specialist vessels. This year there is an increased focus on maritime providers with the waterborne demonstrations having a dedicated spectator viewing area and an enlarged maritime suppliers zone located next to this. More information at www.dsei.co.uk

current and future potential to maritime air defence. A specially designed demonstration area is being supported by AUVSI.

The Royal Navy is also moving to replace current inventory of ship-based and airborne missile systems under the banner of Team Complex Weapons in partnership with an industry team led by the Anglo-French company MBDA.

For the Royal Navy, the coming decade promises to be an exciting time with its forward engagement likely to continue, while at the same time new platforms, weapons, aircraft and other advanced technologies will be introduced to transform the capability of Britain's Senior Service.

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FOR MORE INFORMATION VISIT WWW.DSEI.CO.UK

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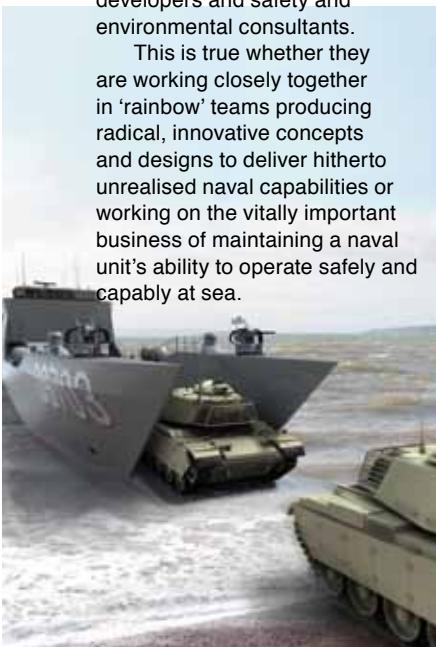
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- We continue to support the design of successor and in-service submarines for the world's submarine fleets
- Using our knowledge management and road-map methodologies, capability staffs within defence agencies are better able to understand competing technologies and plan their future research and insertion programmes

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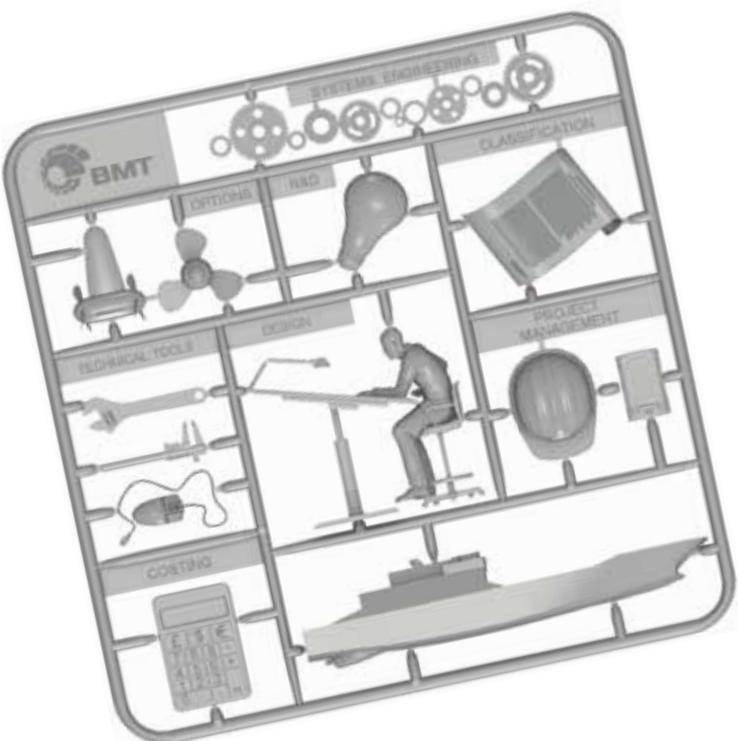
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Devonport urged to build on Bulwark excellence

HMS Bulwark's support period is a feather in the cap for Babcock and staff at Devonport. The ship is pictured during her visit to London last month



WORKERS FROM the MOD and industry involved in the return of *HMS Bulwark* to Fleet duties after an eleven-month support period have been praised by DE&S.

And they have been urged to continue their excellent work to help Devonport further improve its support to in-service warships.

Captain Graeme Little, leader of DE&S' Capital Ships' In Service Ships team, said: "All involved in successful delivery of this project can feel proud of what they have achieved."

"*HMS Bulwark* is an essential element of the post-Strategic Defence Security Review commitment to amphibious and littoral manoeuvre capability."

"The challenge for the support community is now to establish Devonport as the Centre for Amphibious Support Excellence alongside the Amphibious Centre of Specialisation and, in doing so, optimising the support, materiel state and availability of amphibious platforms and surface manoeuvre craft."

He added: "This will enable the MOD and industry to build on what has been achieved during this project, driving benefits and efficiencies into the future support business."

HMS Bulwark completed her

upkeep period on time and on budget, as reported in March's edition of *desider*.

The £30 million support period was a contract awarded under the Surface Ship Support Alliance, the alliance between the MOD, Babcock and BAE Systems and benefited from

experience gained from the earlier work on sister ship *HMS Albion*.

HMS Bulwark's commander Captain Alex Burton said: "Acceptance back into the Fleet marks an important date for *HMS Bulwark* on her path towards regeneration."

Albion is all ready too



ROYAL NAVY flagship *HMS Albion*, above, has passed her sea training and is poised for global operations.

Training tested every capability of the ship and her crew in a multitude of challenging war and humanitarian scenarios by day and at night.

Currently alongside in her base port of Devonport, for light maintenance, *HMS Albion* remains at a state of very high readiness.

NEWSREEL

Environmental courses

FREE environmental courses for DE&S staff are now available with Cranfield University, funded by DE&S' Safety and Environmental Protection. Courses will be at the Defence Academy College of Management and Technology, Shrivenham. Project teams must fund travel and subsistence. Courses available: Project Oriented Environmental Management Systems on 11-15 July & 28 Nov-2 Dec; Environmental Awareness and Compliance in Defence on 21-22 June 11, 5-6 Oct 11 & 2-3 Feb 2012; Sustainable Development in Defence Acquisition on 6-7 Apr & 24-25 Jan 2012. To register interest, contact Peter Browning at desesep-acq-env1@mod.uk Tel 03067982523.

Howard talk

HOWARD Mathers, DE&S' Director of Safety and Engineering, will speak at a seminar at Abbey Wood on counterfeit parts awareness on 1 July in the Central Facilities Building from 10am to 2.30pm. Further information from the Defence Quality Assurance helpline on 03067 932681 or DESSEDQA-Helpline@mod.uk

SDSR seminar

CATE Pye, Director Aerospace, Defence, Security & Resilience at Ernst & Young, will speak on Wednesday 4 May at the Defence Academy seminar on 'Delivering the SDSR' from 1-2pm at Abbey Wood. For places, e-mail admin.cmtf@defenceacademy.mod.uk or tel 9611614828

The F-35 Joint Strike fighter, the UK's next generation combat aircraft, is undergoing rigorous testing at the Patuxent River, Maryland, base – Pax to those who work there – in the US. The UK has a permanent military presence there, providing its own version of ...

MAINTENANCE OPERATIONS at Pax are manned 24 hours a day, six days a week and there is a UK military maintainer present at all times.

The six early maintainer roles are filled by three Royal Navy petty officers and three RAF sergeants, employed alongside Lockheed Martin (LM) personnel on the 'hangar deck' working on the aircraft.

The aircraft's preparation for flight

Below and above: the first CF-1 flight from Fort Worth to Pax
Pictures: David Drais



begins at 6am, with the pre-flight being completed by aircraft maintainers (LM and US and UK military).

Flight Test Instrumentation must then complete a check of the equipment used to capture the flight data, followed by the Pratt and Witney F135 engine team's final inspections. On completion, all of this work must be recorded in the Computerised Maintenance Management System (CMMS).

Two hours before the pilot's 'crew-up' time the aircraft will be refuelled, with

Pax Britannica

Story: PO Junior Cavan,
JSF Integrated Test Force



fuel cooled to 20 degrees Fahrenheit which helps keep the numerous pieces of avionics equipment positioned in the fuel tanks operating within the parameters required during this portion of flight test.

The task requires maintainers to attach the 270V cooling air cart, to enable the aircraft to 'power up' again in time. At this point all maintenance is complete, and will be recorded in CMMS. The aircraft supervisor, LM quality assurance representative and the Flight Test Control Engineer will now complete their required inspections in CMMS, in order to achieve 'blue sky'.

To complete release of the aircraft the oversight process must begin. LM's quality assurance supervisor will perform a visual inspection of all external areas, weapons bay, landing gear wells and cockpit.

An inspection is also carried out in CMMS for maintenance carried out since the previous flight, to ensure that all work and inspections are recorded and completed correctly, including any required functional checks.

To complete the process the Defence Contract Management Agency (DCMA) will complete an independent inspection of the aircraft and CMMS system. When all parties are in agreement that the aircraft is safe to conduct flight operations then 'blue sky' will

be completed in the CMMS system; only at this point can the pilot accept the aircraft.

The pilot will walk and crew-up, running up the aircraft and progressing through a set of test cards to ensure that all systems are working correctly and the test engineers are collecting all the required data fields prior to leaving the chocks.

Preparing the F-35 aircraft for the day's test points is achieved with personnel from LM, US military, US Government, US contractors, UK military, UK contractors, Italian military and manufacturers' representatives on a daily basis.

UK personnel are embedded in the maintenance process, fulfilling the maintenance officer, aircraft supervisor, maintainer and DCMA roles. This enables early insight and input into the day to day operations of the JSF, and will help smooth transition of the F-35 into the Fleet Air Arm and RAF.

Soaraway: the first production F-35



Training is set to help bridge the DE&S skills gap

THE NEW Commercial Skills Strategy is now effective to provide guidance to all DE&S staff and line managers on commercial awareness, skills and professional qualifications.

It sets the baseline and is a serious drive to raise commercial capability.

Publication has been approved by Andrew Manley, Director General Defence Commercial (DGDC), after widespread consultation.

The strategy acknowledges that a competent commercial practitioner needs a blend of core skills, qualifications, experience, and functional competence. Also the wider acquisition community and broader department need a greater degree of commercial awareness.

The plan is to achieve a target of 75 per cent of staff professionally qualified over a four-year period;

which will require around 300 DE&S staff to achieve CIPS Level 4 and 160 to achieve MCIPS (Level 6).

DGDC is helping staff achieve this and every opportunity, and as much flexibility as possible, will be given to study by appropriate routes

From last December Commercial Capability has been working with DE&S Operating Centres to confirm the 'real' training gap, agree training priorities (taking account of business delivery), and agree training targets.

Training providers, Defence Academy/CIPS and Supply Solutions, have already been provided with an indication of overall numbers.

The Strategy can be found on the Defence Intranet.

Information can be obtained from DGDC Commercial Capability at DGDCCC-Enquiries (multiuser).

Integrated Logistic Support training has been updated.

This follows development by DE&S and Industry of the new Integrated Logistic Support standard – Def Stan 00-600 as announced in last August's *Desider*.

To ensure DE&S personnel continue to obtain skills required within the changing logistic world, training, delivered through the College of Management and Technology in the Defence Academy, now reflects the new standard and the accompanying JSP 886 – The Defence Logistics Support Chain Manual.

The review work has been a mammoth task reviewing topics, amending and creating topics and questions.

In addition, the contents of six workshops across 10 days have been changed to take into account new eLearning.

Changes have been undertaken by MOD, industry, CMT and training partners and the exercise has shown excellent example of co-operation between stakeholders.

Dan Smith, Principal Engineer in the Joint Support Chain, said: "In the time that the ILS training modules have been in their current form, we have monitored feedback and have invested significant effort to ensure it meets the needs of delegates.

"Having undertaken the modules myself I continue to find areas where they have expanded my knowledge and given me ideas on how to improve our business, despite having worked in support for a number of years.

"I would commend these courses to anyone working in engineering support, supply and logistics, and project management who wants to broaden their knowledge on support issues."

Manchester makes exit in a Portsmouth ceremony



HMS Manchester at the formal ceremony in Portsmouth

THE END of HMS Manchester's 30-year Royal Navy career has been marked in a formal ceremony at Portsmouth.

The Type 42 destroyer – a veteran of the first Gulf War – has clocked up more than 860,000 nautical miles (1.6 million kilometres) in operations across the world.

She is being decommissioned as the ageing fleet of Type 42s makes way for the new Type 45 destroyers.

Commanding Officer of HMS Manchester, Commander Rex Cox, said: "There is great pride in a destroyer that has served the Navy with distinction and is now ready to pass on the baton to the next generation – the Type 45s."

HMS Manchester was built by Vickers Shipbuilding Group at Barrow-in-Furness, Cumbria, was launched on 24 November 1980, and commissioned into the Royal Navy on 16 December 1982.



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Bastion gets organised

... with more than a little help from the support chain!



Camp Bastion, where support chain staff on Operation Anvil are co-ordinating the re-store of military equipment

CIVILIAN STAFF from Joint Support Chain Services are out on the front line in Camp Bastion managing the re-store of support equipment.

The staff are part of Operation Anvil, the JSCS' support to supply chain tasks which has seen teams deploy to Kosovo, Iraq and the Falklands. So far they have saved more than £12 million for the defence budget.

Civilian teams from sites across the UK have provided a valuable asset to the supply chain.

In February, 14 JSCS staff and a Royal Logistic Corps Warrant Officer deployed to Operation Herrick to manage the re-store of equipment.

As part of the urgent operational surge, huge stocks of equipment, vehicle parts and spares have built up, stored

Op Anvil staff join the fray to manage front line equipment

outside in their original packing crates or containers.

The task for the Anvil team is to carry out stock maintenance, check around 25,000 line items and move them to a storage facility.

Plans to bring all commodities in theatre into one purpose-built facility at

Camp Bastion started last year. Use of an Anvil team to help with the work was an early part of the plan because of their skills.

From warehouse operations, driving, knowledge of logistic IS applications and specialist handling of commodities such as ammunition and vehicles, the team provide experienced, multi-skilled personnel.

Anvil teams will be at Bastion for 16 weeks, moving equipment into a hangar. Pushed into service as a warehouse, with racking supplied by Schaeffer, these hangars are normally used for fast jets or helicopters.

JSCS will also benefit from their operational experience and by streamlining returning stock through the reverse supply chain.

Industry flocks to third support chain event



THE ROLE of joint working was examined in the third Joint MOD/Industry Logistics Conference at Abbey Wood.

The aim of Joint Working – Delivering Logistics Together was to improve effectiveness and efficiency of the Joint Support Chain (JSC) and the wider Defence Support Chain.

It also explored the logistic 'touch points' with industry and how these could be refined, leaned or otherwise improved.

The conference was hosted by Maj Gen Ian Copeland, Director JSC and facilitated by Brig David Martin, Head of Supply Chain Management (SCM) and Through-Life Support.

Delegates discussed joint working initiatives including MJDI and JAMES demonstrated by Log NEC Projects, supply chain and obsolescence management by BAE Systems and there were also representatives from the UK Council for Electronic Business, MOD Partnering Support Group, UK National Codification Bureau, DE&S Log Skills, the Defence Academy and Defence Food Service.

Nearly 40 per cent of the 200 delegates came from the JSC's industry partners. The next conference will be at Abbey Wood on 1 March 2012.

Presentations can be viewed on the JSC SCM intranet site; CD copies from Stuart Adair SPP SCM JSC – tel 030 679 80998.

Helicopters . . . Airworthiness . . . Submarines . . . Helicopters . . . Airworthiness . . . Submarines . . .

CHANGES IN airworthiness management were high on the agenda as DE&S held its first airworthiness symposium.

The event was opened to 180 personnel by Air Marshal Kevin Leeson, DE&S' Chief of Materiel (Air).

The symposium was an opportunity to raise awareness of airworthiness management, following publication of the Nimrod Review, and a forum for DE&S personnel involved in airworthiness to exchange views and expertise.

Air Marshal Timo Anderson, DG of the Military Aviation Authority (MAA), provided the background and context for the formation of the MAA and a progress report on the MAA's major work strands.

The symposium was also the launch day for the DE&S Airworthiness Team.

The symposium reinforced key airworthiness messages and helped embed new principles and changes needed to collectively improve airworthiness management.

Another symposium is in planning and will be advertised on the DE&S website.

Right: Air Marshals Timo Anderson and Kevin Leeson and Group Captain Colin Hickman are pictured at the first airworthiness symposium at Abbey Wood



SUPPLIERS ATTENDED a symposium to hear about the rotary wing landscape post-SDSR and the Government's equipment, support and technology Green Paper.

Pete Worrall, DE&S Director Helicopters outlined challenges the operating centre is facing. These include implementing change before Planning Round 11 had finished, and managing the complexity of cross-Defence Lines of Development programmes.

He also stressed ensuring an adequate level of technical maturity in the future programme while focusing on research and technology investment to deliver greatest capability effect.

Kat Will of DE&S' Programmes and Technology Group, co-ordinating DE&S activity in support of the Green Paper, gave an overview of Government priorities. These included recognising importance of science and technology to future security; identifying critical areas where the UK has or needs an operational advantage and freedom of action for a particular capability; strengthening bilateral international co-operation; enabling smaller companies to fulfil their potential; and giving support to exports within a framework of responsible licensing. The event was also attended by representatives from the Head of Air and Littoral Manoeuvre

Capability, Front Line Commands, Military Aviation Authority and OC Science Gateway.

More information from Louise Tucker, DES-Heli-Comrcal-Ops-S1 on 93510 3517.

DE&S discusses the future



Richard Bowcutt, left, of Rolls-Royce talks to Andrew Avison of DE&S as industry and DE&S discuss fleet support

THE SECOND Joint MOD/industry communications event on the Submarine Enterprise Performance Programme (SEPP) was attended by around 120 key stakeholders to gain an understanding of the programme which supports the Royal Navy's Submarine fleet cost-effectively.

John Hudson, Jason Smith and Dr Dennis Gilbert, managing directors of BAES, Rolls-Royce and Babcock joined Rear Admiral Simon Lister, DE&S Director Submarines, in his commitment to change.

Alan Peter, Head of SEPP, set out the commercial challenges in delivering at least £879 million savings to meet the SDSR baseline.

Andrew Avison spoke about work on benefits delivery and the Joint Programme Office; Mike Owen presented on the Successor Integrated Project Management team; Alasdair Stirling and Babcock's Mike Homer outlined progress on in-service support/flotilla output management while John van Griethuysen, Chief Engineer, outlined progress and activity in engineering and design management areas.

More information can be found on the SEPP intranet page.

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Engineering the MOD's skills

Engineers in DE&S promote their skills to support business outputs. Behind the scenes they encourage the young to view science as a potential career path. DE&S' Land Systems development partner David Diamond found himself helping out with science programme GO4SET in a west country school.

A KEY part of experience in the Land Technical Development Partner function is to volunteer to help in the national initiative for secondary schoolchildren – a big ask for David who has no children of his own.

"I've managed multi-disciplined teams in my time within the MOD but this really stretched my abilities," he said of his time in the classroom.

"Local schools had been tasked with projects related to engineering and technology and had three months in which to deliver. It sounded similar to a land systems urgent operational requirement.

"It felt rather strange going back to school but good that I could now call a teacher by his first name.

"I met the children and teacher once a week for a couple of hours and provided some guidance in the form of my experience as an engineer so that they could design an 'eco classroom'.

"I gave a little help and often stood back in amazement at their abilities and can recall thinking that we can learn

a lot from children's 'can do' attitude." The pupils came up with a 'formidable' report on their research and design. "The CAD drawings and design ideas were commendable and I found myself becoming very proud of each child and their contribution to the report," he said.

"The school did not win, but they and I enjoyed the experience.

"I was reluctant to say farewell to these kids, so I found myself inviting them to the Defence Capability Centre at the Defence Academy so that they could crawl all over the armoured vehicles and tanks."



Schoolchildren on their day out at Shrivernham with, left to right, Anne Owen DA-CMT; Jon Crouch, teacher; Col Phil Robson, Judy Sette, teacher; David Diamond

David's little trip with six children turned into a coachload of two teachers and 21 children and evolved into a half day event of presentations sponsored by DCC staff. "I guess I'm just a soft touch!" he said.

Col Phil Robson, DE&S Land Systems leader, joined David to kick the day off with an address to the children.

David added: "I found this to be a great day out for the children and hopefully an investment for us in the MOD."

David hopes this may become a regular Land TDP sponsored event.



Above: George Manghan, Russell Selwood and Graham Braithwaite

Viking hiking – a touch of snowy peak practice

THREE DEVONPORT police officers are raising funds by completing a new Scandinavian three-mountain hike in the summer starting and ending in Plymouth.

Police constables Graham Braithwaite, Russell Selwood and George Manghan are training to tackle the 5,000-mile, three-week trek up 6,000 metres of the three highest peaks – Galdhoppigen in Norway, Halti in Finland and Kebnekaise in Sweden.

The trio are raising cash for Help for Heroes and Plymouth-based Jeremiah's Journey for bereaved children.

Graham, 42, chose JJ after his first wife Helen died in 2003 of cancer and the charity helped his children Jamie, who is now 17, and Katie, now 16, cope with their loss. He has since married Rosie who is also backing the team.

Graham said: "Both Help for Heroes and Jeremiah's Journey are very worthwhile causes. I am doing this to pay back all that Jeremiah's Journey has done for my family. They have done a fantastic job with my children and I am very motivated to do all I can to help them."

Preparations include training in glacier crevasse rescue techniques and. Fundraising events coming up: Friday 8 April – Horse racing Night at the Mount Pleasant in Plymouth, £5 per person includes a curry.; Saturday 11 June – River cruise £10pp; Friday 29th July – Charity Summer Ball – Holiday Inn £35.

Sports day entries

MOD Sports Day will take place at Bath University on Friday 1 July with entries accepted until 20 May.

Entries are sought for the volleyball, tennis, swimming, rounders, netball, men's and women's football, hockey, cricket, archery and athletics.

Entry forms are available on the Defence Intranet. Further information such as coach travel and car parking, refer to DIN 2011DIN10-11.

Brrrr! W-w-w-windsurfing in the Arctic

HMS DAUNTLESS – on cold weather trials – took part in an unusual charity fundraising when three of its crew windsurfed north of the Arctic Circle.

Commanding Officer Captain Richard Powell, Weapons Engineering Officer Lieutenant Commander Matt Stratton and Warfare Officer Midshipman Tom Forster took the plunge in an unusual event for a warship on trials.

The event took place with HMS *Dauntless* in a deep water anchorage about 70 miles north of Tromsø, Norway's northern city.

Specialist survival gear was needed with air temperatures of minus 20 Centigrade and the sea just above freezing.

The trio managed to surf for around an hour in intermittent snow storms. They expect to raise around £5,000 for the C Group which looks after the welfare of Royal Marines.



Arctic warrior: *HMS Dauntless*, at anchor off Norway during her cold weather trials, provides a backdrop to two of the surfers during a lull in the showers

Community work earns trio their MOD Police awards

THREE WOMEN have picked up Ministry of Defence Police commendations for their contribution towards the community.

Pamela Torrens, police administrator at Coulport, and Debbie Carr, a police administrator at Faslane, were joined by Louise Press, an attendance officer for Argyll and Bute Council, to be presented with their commendations.

The awards were given for the trio's voluntary work with the police's Blue

Light Discos – the regular events held at Helensburgh's Churchill Square which aims to create a safe, alcohol-free environment where kids can have fun.

Commendation were presented by Chief Superintendent Steve Walker, the Divisional Commander of the MOD Police in Scotland.

Also attending were Geoff Urie, Head Teacher of Hermitage Academy, and Helensburgh Councillor Vivian Dance.



Pictured, from left: Councillor Vivian Dance, Hermitage Head Geoff Urie, Pamela Torrens, Louise Press, Debbie Carr, Chief Superintendent Steve Walker and Master at Arms Bryan Worth from the Royal Navy Police



Diamond gets in on the charity trail

NEARLY 2,000 Aberdonians contributed £840 to Type 45 destroyer *Diamond*'s affiliated charity Friends of Anchor during the Type 45 destroyer's visit to the Scottish city.

The charity's spokeswoman Fiona Pearson said it was 'a fantastic sum to raise in just an afternoon.'

Visitors to the ship, affiliated to Aberdeen, were given a demonstration of some of her capabilities.



Youngsters show animal instinct

YOUNGSTERS AT Devonport's Rogers Burrow Nursery have been treated to a menagerie of small animal attractions.

The children enjoyed the visit of 'Animal Man' – Jack Pressman of the Animal Lecture Service – who brought along some unusual creatures for the children to see and touch and to learn a little more about their natural habitat. Star of the show was a cute and fluffy chinchilla.

Nursery Manager Rachel Hewson said the children had been very much looking forward to the visit and added that the visit would be followed up with some project work on the animals they had seen and what they had learned about them.

"The children, parents and staff had all thoroughly enjoyed the visit by the Animal Lecture Service and the opportunity to see some very different animals," she added.

Left: Charlotte and mum Karen get a close encounter with Tyke the Chinchilla.

Framework moves to registered access

CHANGES HAVE been made to accessing the MOD's Acquisition Operating Framework on the internet from the start of this month.

The Framework (AOF) provides the authoritative source of policy and good practice on acquisition for the MOD and industry.

It defines how the MOD conducts, governs and controls defence acquisition.

The AOF is on the internet, in addition to the Defence Intranet, to serve its external audience within the acquisition community.

The Internet version of the AOF will now switch to being provided through registered access at www.mod.uk/aof.

To access the AOF on the internet, people will need to submit a username and password. This change applies to internet access of the AOF only; there is no change to Defence Intranet access.

This change has arisen as part of the Government's ongoing efficiency drive which includes a web rationalisation programme initiated by the Cabinet Office and being led by the Central Office of Information.

Further information and details on how to register are provided at www.mod.uk/aof

Naval base takes a lead in stubbing out the weed



Arresting sight: Naval personnel arrest a giant 'cigarette' as part of National No Smoking Day on 9 March.

Below: the quit smoking team



THE ROYAL Navy led the way in Devonport by staging an 'arrest' of sailors dressed as giant cigarettes for 'crimes against health' as part of National No Smoking Day on 9 March.

A team of naval health professionals, including occupational health, dental nurses, and general nurses gave out information on giving up smoking and how to lead healthier lifestyles.

Leading Naval Nurse Olivia Gracie said health and fitness was essential for the efficiency and effectiveness.

"Today was a brilliant opportunity to promote healthy life styles by stunting up an attention-grabbing event when two sailors dressed as giant fag ends were 'arrested' by the Royal Naval Regulators (police) for crime against health."

She said the event was a success which reached many people who were interested in giving up smoking.

These included crew from the submarine *HMS Torbay* who were offered carbon monoxide testing if they smoked with details on how it was affecting their health.

Electronic partners earn their business rewards

DE&S' WORK with industry in the electronic business environment was well rewarded at a presentation in Bristol.

Optimisation of the Defence Information Infrastructure (DII) project along with business partner Atlas was the overall winner in the second Good Practice Marketplace and Excellence awards organised by the UK Council for Electronic Business.

The project was a 'comprehensive, holistic, business transformation initiative which is breaking new ground, reworking a client-supplier partnership mid-contract while ensuring the continued provision of operationally critical services to the MOD', said the judges.

DII has more than 100,000 user access points serving nearly a quarter of a million users, enabling end-to-end information sharing.

Seven qualifying projects presented their case studies to compete for the awards, giving the judging panel from academia, industry and the MOD a difficult task. Brigadier David Martin of DE&S' Joint Support chain acknowledged the good work on display and how it flowed through into operations, before presenting the awards.

The Generic Vehicle Architecture project, involving a group of organisations including IBM together with the MOD's Customer Support Team (Land), was highly commended. The project allows 'plug and play' of on-board equipment, enhancing interoperability, cost savings and vehicle availability.

DE&S' Bowman and Tactical Communication and Information Systems team's work on the



Pictured, second from left receiving the award is Captain Kevin Wilson RN of DE&S DII project, with, from left Terry Warren (UKCeB), Nick Churchman (Atlas) and Brigadier David Martin.

BUCK portal (Bowman Users Community Knowledge) with General Dynamics UK and Land Command was commended.

Presentations on good practice to 100 delegates came from, among others:

- Quintec Associates and the Royal Navy highlighted collaboration across companies on the complex Human Factors Integration (HFI) challenge for the Queen Elizabeth aircraft carrier project;

- MBDA and the MOD significantly reduced into-service lead times of the Loitering Munitions Project (Fire Shadow) through good

practice collaboration of multiple HFI working groups.

- the MOD and Rolls-Royce collaborated to reuse and enhance the Logistics Coherence Information Architecture on its Definition project, delivering lasting benefits.

Steve Shepherd, UKCeB Executive Director, said: "This event helps build shared understanding, spreads good practices and showcases the positive impact of effective collaboration, making 'winners' of award entrants, sponsors and visitors alike. We are looking forward to organising the third awards in February 2012."

More DE&S staff can manage safely

ANOTHER 19 staff from DE&S have enhanced their skills as part of the Attitude and Behaviour Campaign's (ABC) promotion of health and safety training.

The successful people have been awarded certificates from the Institution of Occupational Health and Safety (IOSH) on managing safely after two further courses organised by DE&S Safety and Engineering's health and safety policy team.

The successful candidates are: Paul Burden, Heron Chisholm, Dean Cooke, Phil Day, Steven Davis, Ishbel Dunn, Jonathan Handysides, Kate Jones, David Myers, Mark O'Hanlon, Steve Parry, Gordon Rafferty, Joanne Smith, Joanna Swinscoe, Niall Tomlins, Phil Watts, Chrissie Wilde, Vivien Wimble and Frankie Yuille.

IOSH Managing Safely is a nationally recognised qualification for people who have to manage safety.

Further information on specialist health and safety training or the Attitudes and Behaviours Campaign from DES SE CESO-OHSE-HS-Office.

Caledonia on the move

HMS CALEDONIA has moved to a new owner within the wider MOD.

The site, at Rosyth, will now be known as MOD Caledonia and will become part of the new Defence Infrastructure Organisation.

The shore establishment provides support to Royal Navy ships in refit at Rosyth dockyard and is home to more than 20 lodger units.



Best DE&S feet forward to help out Ebony

MEMBERS OF DE&S' Helicopter Operating Centre put their best feet forward to raise £790 for Yeovil paralympian Ebony Court.

Ebony competes in sprint events and has begun training for the discus for the 2012 Paralympics.

Money was raised through two 28-mile walks, the Leland and the Liberty Trails from Stourhead to Lyme

Regis over two days. Seven personnel from the SPMAP, Helicopter Engines and Lynx teams took part with five completing both days last November.

Money raised will be used for essential training equipment

Ebony is pictured, left, being presented with the £790 by Nick Fernandes with David Lee, Tony Jupp and Kay Baker.



Terry's comms career signals a deserved Imperial Service Medal

TERRY SCOTT, pictured left, part of Information Systems and Services in DE&S, has been rewarded for his 32 years in the Civil Service with the Imperial Service Medal.

He was working in the Headquarters 42 North West Brigade communications centre in Preston as a comms officer until his retirement last autumn.

Terry enlisted in the Army as a Signalman in 1971 and trained as a data telegraphist.

He was recruited into the Civil Service in 1978 and worked in the Defence Communications Centre in Whitehall, until spending 14 years with the RAF operating communications systems in Carlisle.

In his off duty time he has completed the Great North Run on a number of occasions for charity, the latest last year raising £900 for cancer care.

He is a qualified football referee and and security steward at Blackburn Rovers and Bolton Wanderers.

A LONG-SERVING sailor who has been making naval base facilities tick along smoothly at Devonport has retired after 33 years' service.

Warrant Officer Jeremy (Dicky) Davies was presented with gifts, including a brass clock and barometer from civilian and naval staff.

The 50-year-old's final job at the base involved liaison between ships and the base, meeting their needs before, during and after leaving the docks.

This includes organising for ships to receive supplies, personnel in Plymouth Sound, refuelling and re-ammunitioning, and to organise events on the jetty, such as VIP visits and families united with their loved ones after long deployments overseas.

Highlights of his career included running the final Devonport team in the field gun competition and meeting the Queen twice, in 1999 for the latter field gun event and last year when she was hosted on board *HMS Ocean* in Devonport.

He said: "The best thing about my job was looking after and dealing with families, especially for family reunions on the jetty and decommissioning events."

WO Davies served in *HMS Broadsword* in the Falklands Conflict in 1982 and helped give early warning of the threat to the task group of air-launched missiles from the Argentinians.

Jeremy bids fond farewell to Devonport staff



A fond farewell to WO Jeremy Davies from naval base colleagues at Devonport



Special visitor drops in on Faslane fundraisers

FASLANE'S FIRST Mine Countermeasures Squadron hosted a special visitor (left) – five and a half month old Golden Retriever Xylo – an assist dog with Canine Partners.

Last year 15 of the squadron ran, rowed and cycled more than 13,000 kilometres, the distance from Clyde to Bahrain where they were stationed at the time.

Over 33 days they raised £5,000 for Canine Partners, enough to pay for the first year

of training for an assist dog. On 9 March, puppy trainer Bryony White, Canine Partners' fundraising manager Ronnie Irvine, as well as Tony Gibb, Jacquie Dougan and Mia Spalvieri who have been puppy parents to Xylo, visited the base with trainee Xylo in tow.

Other organisations helped with fundraising, including Babcock (£500), Thales (£500), Divex (£200) and the MOD Police (£200).

Devonport takes recovery position

NEW ACCOMMODATION and a rehabilitation centre for Forces personnel recovering from long-term injuries and illnesses has opened at Devonport.

The 12-bed accommodation, adapted for those with limited mobility, will be used until a specialist recovery unit, funded by Help for Heroes, is completed at Devonport next year to meet increased demand for rehabilitation to give personnel new futures.

The recovery unit will provide accommodation and support current services at Devonport, such as physical, medical and psychological rehabilitation for recovering personnel from all three services with links to the South West – all within a familiar military environment. An interim primary care rehabilitation facility is also being provided until the new one is built.

Vice-Admiral Charles Montgomery, Second Sea Lord, who opened the centre, praised troops who have battled through injury and illness to undergo therapy at Devonport. "They have shown exceptional determination, resilience and bravery which has been proven on the battlefield and these same qualifications have come to the fore to see them through their recovery. They are an inspiration to us all," he said.

The base hosts the Naval Service Recovery Pathway, the provision of multi-discipline services for recovering troops. At its hub is Hasler Company, now in



its second year, which is a military unit specifically for users with long-term issues injuries and illnesses.

Planning permission has been sought for the new-build recovery unit, which will contain 72 beds for service personnel, family bedrooms, classrooms, interview/consulting rooms, communal areas, garden, hydrotherapy and adapted swimming pool.



Top: staff demonstrate the interim facility at Devonport. Above: Simon Cowl of industrial partners Interserve cuts the ribbon with Vice-Admiral Charles Montgomery

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:

2011DIN01-021: Following the Strategic Defence and Security Review last October this instruction outlines a Voluntary Early Release Scheme as a first step towards the MOD achieving the 25,000 civilian staff reductions required by 31 March 2015.

2011DIN04-034: The Air Commodities team, which supports a raft of mechanical and avionic equipment on all existing aircraft along with airfield vehicles and a range of support equipment, has completed its collocation from RAF Weyton to Abbey Wood.

2011DIN04-022: This DIN informs MOD personnel involved in accounting of fuels, lubricants and gases of new forms known as the MOD 7760 series. They will be available from 4 April 2011 from the Joint Support Chain forms bank or through the resupply chain. Official start date of use of the new forms is 6 June 2011.

2011DIN04-019: The Defence Cryptosecurity Authority will be renamed Crypto Services for Defence from 4 April 2011, accurately reflecting its business through communication, processes and services that are available to defence.

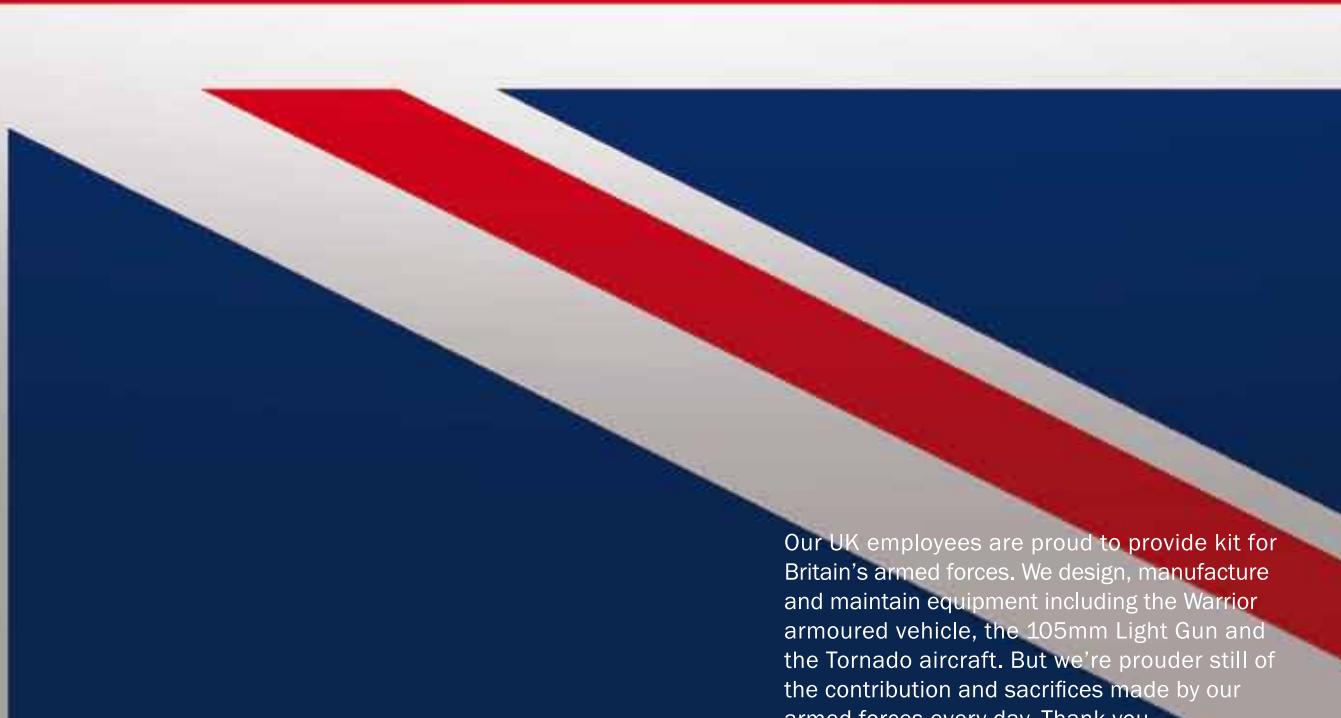
Further information and more details on the latest DINs see:

<http://defenceintranet.diiweb.r.mil.uk/DefenceIntranet/Library/CivilianAndJointService/AtoZ/DinsIndex2011.htm>

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