

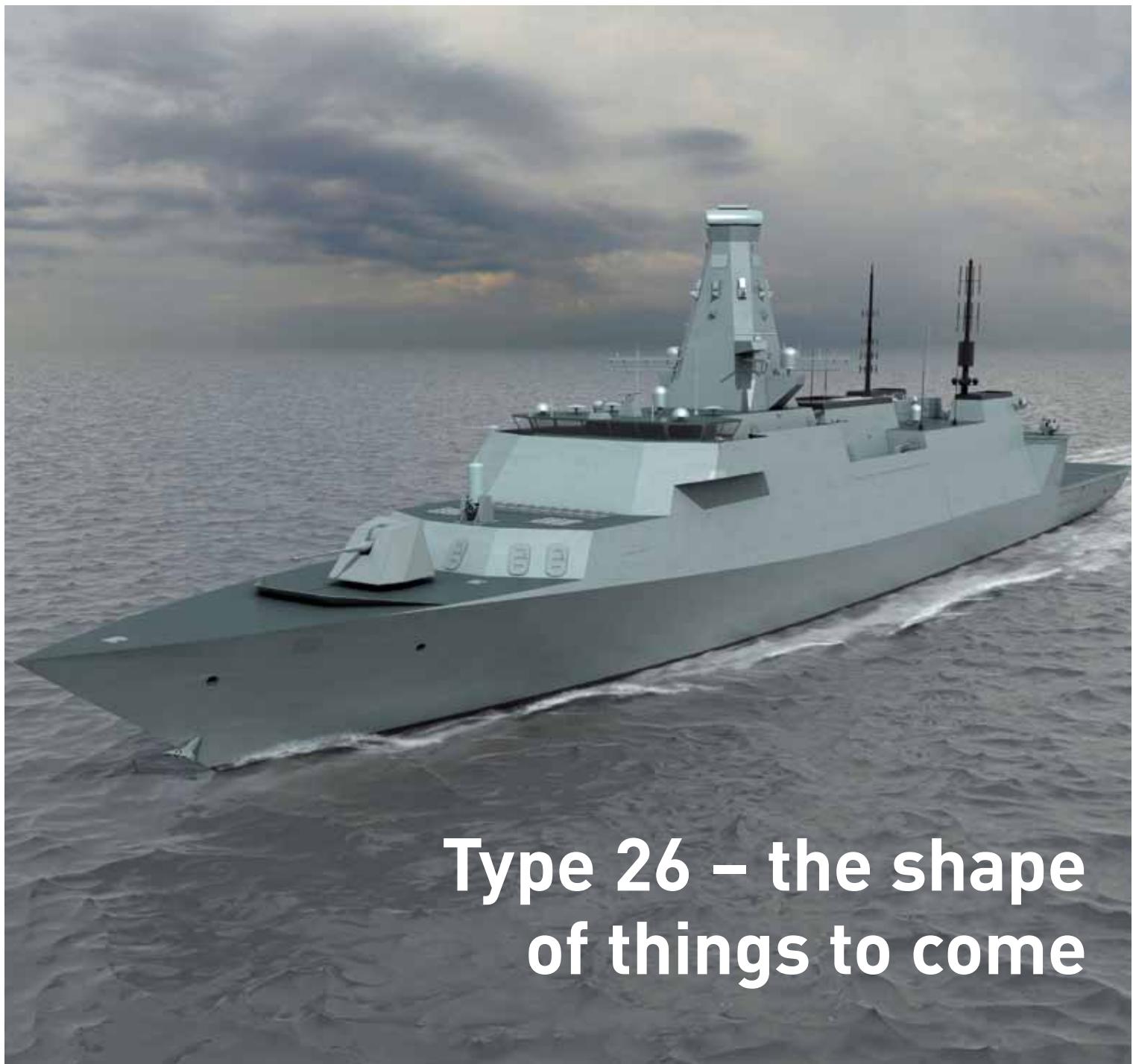
desider

the magazine for defence equipment and support

Sept 2012 Issue 52



MINISTRY OF DEFENCE



Type 26 – the shape of things to come

DE&S at the Olympics [See inside](#)



DE&S helps fight fires



Warthog on the front line



DE&S goes for gold



Rivet Joint makes progress



New deal on repairs

LTPA

T&E begins here

Are we on your radar for T&E?

The Long Term Partnering Agreement (LTPA) is an innovative collaborative approach to provide Test and Evaluation, Training and support services to the MOD.

The LTPA is a framework agreement under which the majority of your fixed costs associated with Test and Evaluation are centrally funded.

If your project has a T&E requirement call now, or visit the website to find out if the costs of your trial are covered under the LTPA.



0800 015 0594
www.LTPA.co.uk

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

QinetiQ

FEATURES

20 Communications at world's greatest show

Information Systems and Services delivered a host of communication projects from providing soldiers with comms to equipping the Police in their Gold Command headquarters, which supported command and control at the London Olympic Games, to make sure all passed off safely

22 Downtime is more comfortable

Thousands of UK Servicemen and women who provided security at the London Olympics spent their evenings and downtime in huge temporary camps provided at short notice by teams from DE&S. There were also temporary facilities at RAF Northolt for those providing emergency security cover

24 Even the post got through!

From fly killer to suntan cream and mail to the ships providing security on the River Thames, DE&S' Logistic Commodities and Services staff made sure London Olympics personnel had all they needed

26 Motorsport backs defence

The motorsport industry argues that the front line soldier has much to gain from the high performance engineering world



cover image

The latest design of the Type 26 Global Combat Ship has been unveiled in a computer generated image, a significant milestone in the development of a programme which will sustain thousands of jobs in the shipbuilding industry

desider

Assistant Head, Public Relations:

Ralph Dunn - 9352 30257 or 0117 9130257
DESSEC-CorpComms-PR-AsstHd@mod.uk

Deputy Editor:

Steve Moore - 9352 30537 or 0117 9130537
stephen.moore544@mod.uk

Distribution Manager:

Dick Naughton - 9352 34342 or 0117 9134342
dessec-corp-busmgr1a@mod.uk

Advertising:

Anthon Linton – Ten Alps Publishing, 1 New Oxford Street, High Holborn, London WC1A 1NU
Tel: +44 (0)20 7657 1819.
Fax: +44 (0)207 7379 7155
anthon.linton@tenalps.com

Printing:



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

© Crown Copyright

This magazine is produced on Cocoon Silk 90gsm which contains 50 per cent recycled and de-inked pulp from post consumer waste and Forest Stewardship Council certified material from well-managed forests.



NEWS

7 Alliance to support Trident

Elements of support to the UK's Trident weapon system will be provided over the next 15 years by the ABL Alliance

11 A test of new ways of working

HMS Grimsby's docking period will provide an early test of new arrangements between DE&S and industry

12 Typhoon sees its potential boosted

Typhoon has reached a significant milestone in extending periods between scheduled maintenance to provide availability and cost benefits

14 New arrangements with DSG

A new commercial arrangement is being developed to cover services provided by the Defence Support Group

17 Warthog eats up the ground

Soldiers in Afghanistan have been praising their new armour after swapping Challenger 2 tanks for Warthogs

18 Fleet to get latest in surveillance

The Royal Navy is to be equipped with the latest in Digital Radar Electronic Surveillance in a contract awarded to Thales UK

31 Defender makes her Portsmouth debut

Arrival of the fifth Type 45 destroyer into Portsmouth has been hailed as a great day for the Royal Navy, DE&S and its industrial partners

32 DE&S keeps the land ranges open

Vital military training on ranges in Germany can continue, thanks to DE&S in providing two new firefighting appliances

SEPTEMBER 2012

desider

Bernard Gray

Chief of Defence Materiel

'We are continuing to consult extensively with the wide range of stakeholders involved in the development of The Materiel Strategy'



I would like to start by welcoming many of you back to work after a well-earned summer break and hope that you are suitably rested and re-invigorated at the start of what is likely to be a busy period between now and Christmas.

Some of you may have read a short piece that I wrote for a national newspaper in late July explaining where we are now with The Materiel Strategy and some of the work that is being done to prepare the ground for future decisions on the next steps.

The content of the article and that of other reports in the media at the same time spurred some interesting debate and raised some legitimate questions. All of this is already being addressed in work currently underway and on which we are continuing to consult extensively with the wide range of stakeholders involved in the development of The Materiel Strategy.

Since the Government decided that the strategic case for DE&S to move to the status of a Government Owned Contractor Operated body was the stronger of the external options, we have been working hard on a value for money analysis to confirm this assessment. We are also developing the Value for Money Benchmark – "DE&S Plus" – that this must be tested against in due course.

No final decisions have been taken and much remains to be done before Ministers will be in a position to take these decisions in 2014.

Continued communication, discussion and evaluation of this work as it progresses is the key to building a strong common understanding, involving both you in DE&S, our wider stakeholders across the MOD and our industry partners, of the issues that DE&S faces.

We have put a great deal

of effort into building this understanding and I believe there is now a widespread acceptance of the need for change.

I would like to see this common understanding built on and extended to cover the work The Materiel Strategy Team will be undertaking in the months and years to come. From the very start of this process, I described The Materiel Strategy as a "team sport" and that is why I believe that communicating what is going on to those who are involved is so important and why the effort going into engagement is being increased.

Clearly much of my focus is on the future management structure of DE&S but I have also been pleased to see positive progress on a number of major projects across the DE&S portfolio. The passage of the Type 26 Global Combat Ship through an important decision point in the assessment phase is the result of a lot of hard work by the project team and its industry partners.

Similarly, the award of a 15-year contract for the support of the Trident Strategic Weapon System is a further testament to commitment and hard work by the project team.

Another example of your work, recounted in the pages of this edition, is the tasking DE&S teams fulfilled to support the hugely successful Olympic Games.

And most importantly, alongside this work DE&S teams continue to support current operations in Afghanistan both through Urgent Operational Requirements and support of every kind to troops and equipment in the field involving a wide range of our project teams.

All of this is hugely important activity and its delivery is an important and continuing tribute to your work in DE&S. Keep up the good work.

Type 26 i



THE LATEST design of the Royal Navy's next generation of warships has been unveiled.

Images show the basic specification of the Type 26 Global Combat Ship (T26 GCS), a significant milestone in the development of this programme which will sustain thousands of jobs in the shipbuilding industry.

The multi-mission warship, which is due to come into service after 2020, will be used by the Royal Navy in combat and counter-piracy operations and to support humanitarian and disaster relief work around the world.

Since 2010, DE&S has been working with BAE Systems to determine the ship's basic capabilities and baseline design.

Now that has been endorsed, the programme can progress to the next part of the assessment phase, which will examine the detailed specifications of the vessel.

With a displacement of around 5,400 tonnes the T26 GCS will be around 148 metres in length and one of the most advanced vessels in the Royal Navy's fleet.

It is expected to feature:

- vertical missile silos capable of housing a range of different weapons;
- a medium calibre gun;
- a hangar to accommodate a Merlin or Wildcat helicopter and a flexible

s brought into focus



T26 GCS – what next?

- The assessment phase for the T26 GCS is expected to be completed around the middle of this decade when the main investment decision will be made. At this point the budget will be confirmed and orders placed.
- The current planning assumption is for the construction of 13 vessels. However, the number of ships to be built will not be confirmed until after the main investment decision.
- The T26 GCS programme offers opportunities for an international partnership with nations. Nations will be offered a long term partnership with the Royal Navy and the UK's shipbuilding and wider defence industry.

mission space for unmanned air, surface and underwater vehicles, or additional boats; and

● the most advanced sensors available to the Fleet.

Minister for Defence Equipment, Support and Technology, Peter Luff, said: "The Type 26 Global Combat Ship will be the backbone of the Royal Navy for decades to come. It is designed to be adaptable and easily upgraded, reacting to threats as they change."

"I am delighted the programme has been endorsed by the investment approvals committee. The build of these

vessels will secure thousands of skilled jobs across the UK, helping to sustain an industrial surface warship capability."

Admiral Sir Mark Stanhope, First Sea Lord, added: "The T26 GCS will be a multi-mission warship designed for joint and multinational operations across the full spectrum of warfare, including complex combat operations, maritime security operations such as counter-piracy, as well as humanitarian and disaster relief work around the world."

"It will be capable of operating independently for significant periods or as part of a task group and will play a major role in the defence of this country for many years."

The milestone is good news for DE&S' Type 26 project team, with members delighted at progress so far.

Nick Willcox, Type 26 GCS Acquisition Deputy Head, said: "Endorsement by the investment approvals committee means we can push forward with developing this new warship for the Royal Navy."

"This success shows the value of our very close working with the contractor and the joint team is now pressing ahead with the ship design, equipment, procurement, development of the build programme and design of the support solution to develop a comprehensive, best value for money and affordable T26 GCS programme for the department and the Royal Navy."

Future generation of warship takes a another step through its assessment phase

NEWSREEL



Jamie flies the flag

AN Abbey Wood naval officer and former gymnast from Kent carried a flag at the Olympic opening ceremony. Lt Jamie Weller, above, of DE&S Ships was one of four from the Royal Navy to be selected for the role. The 32-year-old also acted as the lead flag raiser for gymnastics, trampoline and basketball medal ceremonies. He said: "I got to experience a once-in-a-lifetime opportunity and was honoured to be representing the Royal Navy at the Olympics. It was a fantastic event I will never forget. It is the highlight of my career to date."

Gold medal performance

ARMY, Royal Navy and RAF personnel have been thanked for their efforts in safeguarding the Olympic Games. General Sir David Richards, head of the Armed Forces, said: "Many sailors, soldiers, airmen and marines have delayed time with friends and family to help support the London 2012 Games. They performed their various roles admirably and I am very proud of their professional approach. Together with our athletes we have helped showcase the best of Britain."

□ DE&S at the Olympics: pages 20-25

Consortia partners unveiled

THREE CONSORTA have been chosen with the potential to become the Defence Infrastructure Organisation's private sector business partner.

The consortia are:

- Telereal Trillium/KPMG/Mace
- Serco/DTZ/Bechtel
- Capita/URS/PA Consulting

Long-term partnering with industry may enable DIO to harness the expertise available in the private sector to create a sustainable, efficient and professional organisation at the best cost to the taxpayer.

Defence Secretary Philip Hammond said: "Nineteen months ago DIO embarked on a major internal transformation with the intent of becoming an efficient, world-class supplier of infrastructure, providing the level of service that our Armed Forces deserve, in a way that provides best value for money to the taxpayer."

"This work includes a radical transformation of the business processes and management information systems that underpin the DIO.

"Our search for a Strategic Business Partner is expected to extend the capability of the DIO further by allowing it access to private sector skills and innovation. This is an example of where the private sector can add significant value in working with the public sector through a long-term strategic partnering arrangement.

"In this regard, DIO is at the forefront of a larger transformation across defence. If this type of partnering arrangement proves successful, it offers the potential for further use in other parts of defence."

Queen Elizabeth is better by half!



AROUND HALF of HMS *Queen Elizabeth*, the first of the two carriers for the Royal Navy, is now being worked on in Rosyth.

The heavy lift teams of the Aircraft Carrier Alliance were in action again on 17th August as another section was lowered into place, left.

The 600-tonne CB02b is one of five sections of forward flight deck constructed by Cammell Laird in Merseyside.

It is the fourth section to be lifted into place with the next section – CB02a – due to be lifted into place as *desider* went to press.

As well as machinery spaces and the flight deck, the sections house cabins and recreation areas for the ship's crew.

Mission system shore trial is another carrier success

THE AIRCRAFT Carrier Alliance scored a success last month by completing the first shore trial to integrate elements of the *Queen Elizabeth* class combat and navigation systems.

The trial, conducted at the Maritime Integration and Support Centre, Portsmouth, tested the interfaces between the ship Combat Management System (designed by BAE Systems) and its Integrated Navigation and Bridge System (designed by Northrop Grumman Sperry Marine).

Support was provided by Royal Navy subject matter experts from Navy Command, the Maritime Warfare School and *HMS Dragon*.

This trial was the first in a series of activities to be conducted at Portsmouth and at BAE Cowes that will integrate the real-time elements of the ship's Mission System.

During this year and next, similar activities will take place at Thales UK's communications facility at Crawley and Lyster Building in *HMS Collingwood*, which has been fitted out with *HMS Queen Elizabeth*'s Mission System infrastructure.



Alliance engineers, supported by Royal Navy experts and DE&S' Maritime Combat Systems team, mark the successful integration of the *Queen Elizabeth* class' combat and navigation systems

"This trial represents an exciting first step on the path to integrate all of the complex elements of the Mission System," said Cdr Stephen Roberts, *Queen Elizabeth* class Combat System Manager with DE&S' Maritime Combat Systems team.

"We are very grateful to our Royal Navy subject matter experts who made a vital contribution by offering the latest experience from the front line to help develop the *Queen Elizabeth* class Mission System."

Alliance takes on 15 years of Trident support



ELEMENTS OF support to the UK's Trident weapon system will be provided over the next 15 years by ABL Alliance at the Royal Naval Armament Depot, Coulport and the Strategic Weapon Support Building (SWSB), Faslane – both part of Clyde naval base.

The move follows an MOD review which concluded the most effective way to sustain the experienced workforce for the future was to use an experienced supplier from the private sector.

The Alliance:

- AWE has successfully run the Atomic Weapons Establishment under Government Owned Contractor Operated (GOCO) arrangements since 2000, so this new arrangement is a natural extension of its current role in supporting the nuclear warhead carried by UK Trident missiles. AWE will be prime contractor;
- Babcock carries out all UK major submarine maintenance at Devonport, and already plays a major role in submarine support at Clyde;
- Lockheed Martin UK Strategic Systems is part of the consortium that owns AWE, and has an existing role in providing Strategic Weapon System support in the SWSB and at Coulport.

Nearly 150 MOD civilian posts – specialist SWS industrial and technical grades, warehousing operatives, logistic support services, supervisors and managers – will transfer to ABL Alliance. In addition, 39 Royal Navy posts will be seconded to the Alliance.

The contract has been welcomed by Clyde base

commander, Commodore Mike Wareham. "This was a really challenging project which will underpin Coulport's ability to support the UK deterrent into the future," he said.

"Achieving contract signature is the culmination of detailed planning, strong project management and excellent stakeholder engagement over a number of years.

"From its beginnings in November 2007, the project team performed exceptionally,

finance, commercial and human resources teams, but also working closely with regulators and, most importantly, with the workforce and with trades unions."

He added: "Every project includes its challenges and this has been no exception. I pay tribute to the project team for their hard work and dedication, and commend the many naval base personnel, trades union representatives and other MOD departments who played key roles in achieving contract signature."

Subject to successful completion of further trades union consultation, and on conclusion of a six-month transition phase, Vesting Day is scheduled for next January, which will mark the formal start of the new arrangement.

The MOD will continue to own the Clyde sites, including Coulport, and Naval Base Commander Clyde will retain responsibility for security and activities carried out at Coulport and the SWSB.

The site will continue to be a MOD Nuclear Authorised site, subject to regulation by the Defence Nuclear Safety Regulator, the Office of Nuclear Regulation and other regulatory bodies.

'Every project includes challenges and this has been no exception. I pay tribute to the project team for their hard work and dedication' – Commodore Mike Wareham

NEWSREEL

Science gets a real boost

JONATHAN Lyle, Chief Executive at the Defence Science and Technology Laboratory (Dstl), has launched his role as head of science and engineering professions at the Defence Academy, Shrivenham, bringing together 75 science and engineering professionals from across MOD to develop and champion science and technology skills and careers. Recognising the opportunity to help set standards and influence the direction of science and engineering in MOD through the role of Head of Science and Engineering Professions, the event focused on how best to build and sustain a strong, confident MOD science and engineering profession.

Sub support

INDUSTRIAL support group Pyeroy will provide scaffolding and containment systems around ballistic missile submarine HMS Vengeance during its three-year overhaul at Devonport. The work, worth £1.1 million, follows an earlier contract to support the refit of Trafalgar-class submarine HMS Torbay, also at Devonport.

Service tribute

THE Royal Naval Area Community Organisation (NACO) Volunteer Project, which supports south west military families including those of personnel at Devonport, has been awarded the annual Queen's Award for Voluntary Service.

Airseeker project progresses



US update sees UK on course to receive Rivet Joint next year

Shape of things to come: an RC-135V/W Rivet Joint of the USAF at Greenville, Texas

PHILIP HAMMOND has seen at first hand progress on the build of the UK's first Rivet Joint Signals Intelligence aircraft on a visit to the United States.

The Secretary of State visited the 645th Aeronautical Engineering Systems Squadron (AESS), part of the US Air Force's Big Safari office, co-located with prime contractor L-3 Communications in Greenville, Texas. He witnessed progress on the build of the UK's first Rivet Joint Signals Intelligence aircraft and was also briefed by RAF personnel on the capability the UK is acquiring.

Mr Hammond, accompanied by DE&S' Chief of Materiel (Air), Air Marshal Sir Kevin Leeson, and Will Jesset, Head of Defence Materiel in the British Embassy, Washington, received short briefings from Big Safari and L-3. He was given a tour of the aircraft Big Safari is converting from a KC-135 tanker into the UK's first RC-135W Rivet Joint aircraft.

The aircraft conversion activity began in January 2011 with a detailed survey of the aircraft structure. A number of

aircraft skins have been replaced to deal with corrosion and prepare the aircraft for its service life as an RC-135. The modification from KC to RC standard has entailed removal of the air-to-air refuelling (AAR) boom delivery system and embodiment of an AAR receiver system above the cockpit, and every wire in the aircraft has been replaced.

KC cockpit components have been removed and the glass cockpit that features in the RC-135 is well on its way to being embodied on the aircraft. Extensive mission system racks in the rear cabin are now being installed. The aircraft will be rolling out for painting next January in preparation for an extensive ground and flight test acceptance programme.

The Secretary of State's tour was followed by a visit to a completed USAF RC-135 aircraft currently undergoing acceptance testing before delivery to the 55th Wing at Offutt Air Force Base near Omaha, Nebraska. As with all RC-135 platforms, following four years in USAF service, this aircraft has undergone

extensive depth maintenance and updating of its mission systems, taking 18 months before the aircraft returns to service.

Mr Hammond was briefed by RAF members of the Co-operative Program Office (CPO), which is forming up at Greenville under the authority of the Sustainment & Follow-on Development MoU. This is the means by which the UK will receive the same benefits of support and capability growth enjoyed by the current USAF fleet. Mr Hammond was taken through many of the communications and electronic intelligence capabilities the aircraft delivers, using data from recent operational experience.

The RAF briefing team comprised Sqn Ldr Craig O'Donnell and Master Aircrew Pete Holt, formerly Nimrod R aircrew, who have undertaken training at Offutt and operational deployment on USAF RJ aircraft. This was provided under the auspices of the co-manning MoU between the USAF's Air Combat Command and RAF Air Command, prior to them being posted into the CPO to join the first UK member Gary Minns, formerly with DE&S' Airseeker team and now part of the 645th AECC logistic support team.

Progress on the aircraft build is on schedule, with delivery on track for December next year.

Mr Hammond said: "The level of collaboration between the UK and USA within this programme is exceptional and will ensure that on receipt of the first platform the RAF will have crews ready to operate and maintain this very impressive capability."



Left: Philip Hammond, second from right, and DE&S' Chief of Materiel (Air) Air Marshal Sir Kevin Leeson, third from right, are briefed in the rear cabin of the first UK Rivet Joint

Our UK employees are proud to provide kit for Britain's armed forces. We design, manufacture and maintain fighter jets, armoured vehicles and naval vessels including the Typhoon aircraft, Scimitar light tanks and the Astute Class of submarine. But we're prouder still of the contribution and sacrifices made by our armed forces every day. Thank you.

PROUD TO SUPPORT OUR ARMED FORCES.

MADE IN BRITAIN

BAE SYSTEMS

REAL PRIDE. REAL ADVANTAGE.

NEWSREEL**Gun contract completes**

THE last Royal Naval gun system to be upgraded in a long-term contract with Babcock has been delivered to programme and cost. Thirteen 4.5 inch Mk8 guns have been upgraded to Mod1 standard by Babcock in a seven-year programme to improve safety and reliability and reduce maintenance. The Mod1 gun features new electric drives, power consumption efficiency, reduced overall weight and below-deck space requirements, as well as a computer-based test and diagnostics system.

In partnership

BMT Defence Services will partner IT specialists IPL to support, further develop and enhance DE&S' Business Management Information Systems. BMT and IPL will address known technical update requirements, resolve legacy issues and further improve usability for all users across DE&S, providing an essential precursor to future DE&S Management Information development.

Safe disposal

SCIENTISTS from the Defence Science and Technology Laboratory are to train Iraqi personnel to dispose of partially destroyed chemical munitions and agents amassed during Saddam Hussein's regime. The materials are contained in two sealed bunkers at the old Al Muthanna chemical weapons complex, 80km north-west of Baghdad.



Defence – a team effort in which DE&S plays big part

ON A visit to DE&S headquarters at Abbey Wood on 6th July, Defence Secretary Philip Hammond said: "Defence of our nation is, and always has been, a team effort. The value of our Armed Forces and our defence capability is measured by the way they project power in defence of the UK's interests around the world. To do that job they need a defence structure which supports them in everything they do."

"Much of the work you do here is not as recognised as it should be. For the world outside, defence is about the Armed Forces – then there's the civilian support structure which people don't really understand. When they talk about the MOD they are probably thinking about the work you do in DE&S."

"Much of what is done in defence procurement involves the most complex engineering projects anywhere in this country. The only project which comes close in its skill, scope and complexity is the CrossRail project, a £14 billion engineering challenge."

"DE&S has been a relatively easy target for the media and politicians who have failed to understand the problems. It's much easier to point out problems than propose sensible solutions."

"Our collective challenge is to shift perceptions. I am aware of some of the historical failures which have been laid at the door of defence procurement, some of which are political failures. I can only promise you I will do my best to dissuade my colleagues from making commitments on which we cannot deliver."

Mr Hammond pointed to the success in balancing the MOD's budget as a major step forward and he thanked DE&S staff for their contribution to this work.

"A huge amount of effort has gone into balancing the budget," he said. "The big one for me was sorting out decisions around the aircraft carrier project. We have taken bold decisions which make the project deliverable without posing risks to the defence budget overall. The challenge now is to make sure we put in place the structures and incentives to keep the budget in balance while delivering our outcomes."

Referring to The Materiel Strategy, he said that confronting suppliers on equal terms to obtain value for money from them was a priority.

"It means improving business skills through the organisation to match the best skills the private sector has, encouraging interchange between our organisation and private sector organisations, to allow an exchange of ideas, retaining and recruiting the best people to do the job, rewarding the best performers," he said.

Industry had to recognise that the MOD was changing and that the export market place for defence equipment was changing as export customers became more sophisticated.

"The challenges in the MOD are among the most complex anywhere in the economy. I have been surprised coming to the MOD to find the scale of understanding of these problems. That is hugely encouraging to me. Our Armed Forces will only be effective

if we have a more focused, more professional civilian organisation behind them. I know you will rise to that challenge. We are looking to make DE&S an organisation we can all be proud of which can change people's perceptions."

In a question and answer session Mr Hammond said the reductions in Army numbers announced the previous day merely confirmed what had been set out in the 2010 Strategic Defence and Security Review (SDSR).

"Can the Army do the tasks asked of it in SDSR with 82,000? Yesterday the Chief of the General Staff confirmed that Army 2020 achievable plans are in place and is confident it can deliver its outputs."

"I am confident we are managing the risks, all of which we recognised in SDSR with the gaps in capability which we have accepted and we are actively managing them. One of the things we are getting better at is formulating risk management at the top of the department."

Mr Hammond later toured DE&S' operations facility, escorted by Brigadier Paul Stearns, Head Defence Support Chain Operations and Movements and was then met by Jonathan Barratt, Head of Team Complex Weapons and Julian Knight, team leader on the Beyond Visual Range Air to Air Missile complex weapons for a briefing on the project.

Finally he had lunch with Chief of Defence Materiel Bernard Gray along with DE&S Board members, Operating Centre and Functional Directors and 1-stars involved in the visit.

Lightning II releases first weapon in flight



THE F-35 Lightning II – the short take off and vertical landing variant to be used by the UK – has successfully released its first weapon in flight.

Travelling at 400 knots at an altitude of 4,200 ft, BF-3 released an inert 1,000lb GBU-32 Joint Direct Attack Munition (JDAM) separation weapon over an Atlantic test range.

"While this weapons separation test is just one event in a series of hundreds of flights and thousands of test points that we are executing this year, it does represent a significant entry into a

new phase of testing for the F-35," said Capt Erik Etz, director of test for F-35 naval variants. "The release of a JDAM was the result of extraordinary effort by our team of maintainers, engineers, pilots and others working long hours to deliver F-35 warfighting capability to our international partners."

The release was the first time for any version of the F-35 to conduct an airborne weapon separation, as well as the first from an internal weapons bay for a fighter aircraft designated for the U.S. Marine Corps, the United Kingdom and Italy.

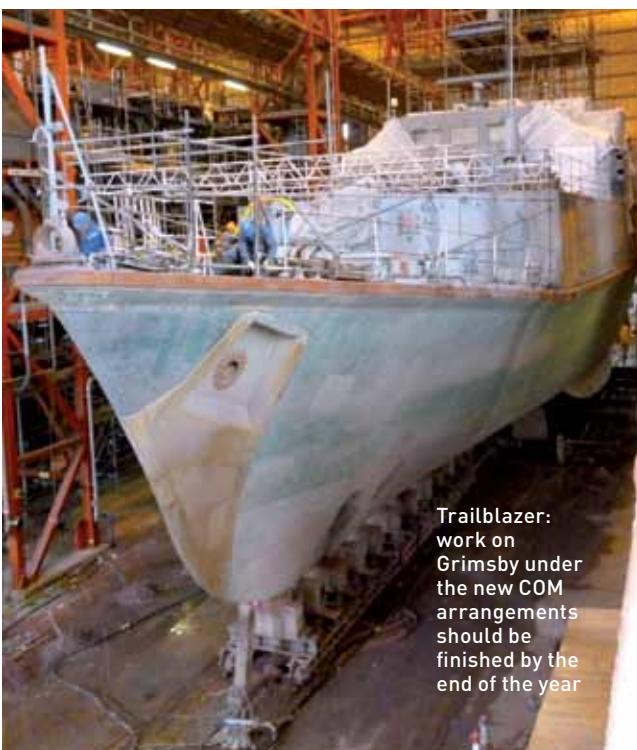
Grimsby is early test for new ways of work

WORK HAS begun on the first *Sandown* class minehunter to be refitted under new arrangements with industry which began last April.

HMS Grimsby is in Babcock's Rosyth yard for a six-month Support Period (Docking) under the Surface Ship Support Alliance (SSSA) Class Output Management (COM) Phase 2 arrangements. The SSSA is an alliance between DE&S, Babcock and BAE Systems.

Included in the work will be a first-of-class replacement of the entire fire detection system, an upgraded high pressure air system, the Defence Information Infrastructure, the Centrix communications system, fresh water embarkation unit (monitoring purification of shore-supplied water), a package to enhance operations in hot climates, and a galley upgrade.

Under the COM structure, the team for each class of vessel is drawn from DE&S, Royal Navy and industry, with greater delegation to industry as tactical decider, with DE&S as strategic decider, on a performance-based 'contracting for availability'



Trailblazer:
work on
Grimsby under
the new COM
arrangements
should be
finished by the
end of the year

basis. Captain Jonathan Fry, leader of DE&S' Frigates and Mine Counter-Measures Vessels, said: "*HMS Grimsby*'s docking period will be a good early test of the Alliance's resolve to deliver a complex package of work to meet the Royal Navy's demanding operational schedule.

"The *Sandown* class forms an essential element of both the security of UK waters and conflict prevention across the

globe, which is why the upgrades being installed in this support period are so important."

Babcock's Mike Weeks added: "The team will draw on its close working relationships and extensive experience, working hard to ensure that this refit is completed safely, to quality and schedule, and at optimum value for money." *HMS Grimsby* is expected to leave Rosyth for sea trials at the end of the year.

NEWSREEL

Foxhound fleet increased

ANOTHER 25 Foxhound vehicles are to be bought by DE&S for patrolling in Afghanistan. The £30 million investment was revealed as personnel from 4th Mechanized Brigade showcased their capability before their six-month deployment on Operation Herrick 17 next month. Minister for Defence Equipment Support and Technology, Peter Luff, said: "Foxhound's cutting edge technology gives our troops the ability to engage with Afghan civilians, as they must, while benefitting from a high level of protection. Personnel from 4th Mechanized Brigade will be among the first to use this outstanding new vehicle. This is another example of how the MOD, having balanced the budget, is now able to confidently spend money on the equipment that our personnel really need."

Quick response

GENERAL Dynamics UK has delivered the first vehicle Health and Usage Monitoring System to the Army. Peter Luff, Minister for Defence Equipment, Support and Technology, accepted the first system 'box', four months after contract signing, while visiting the company's test and evaluation facility at Pershore. The system will monitor on-board systems on operational training vehicles and automatically download data on whether it needs repair or service, simplifying the job of fleet managers.

NEWSREEL**Firms link up on programme**

BAE SYSTEMS and Dassault Aviation have welcomed award of the Future Combat Air System Demonstration Programme Preparation Phase contract. It has been awarded by the UK and French governments and will propose a joint plan to mature and demonstrate critical technology and operational aspects of a future combat air system. Rolls-Royce and Snecma will also work on this contract.

Rolls-Royce and Snecma have also signed a contract with the MOD to undertake studies into the next generation of UK and French combat aircraft engines, through their joint venture, established in 2001.

Craft are back with the Navy

TWO landing craft have completed a support period at Babcock's Devonport yard, undertaken under the Continuous Engineering Support (CES) arrangement which is delivering an increase in availability. The CES arrangement was introduced in 2010 for the long-term support of the Royal Navy's 33 landing craft including those operating from the amphibious capital ships HMS Ocean, Albion and Bulwark.

A-Hoy there!

DOUBLE London Olympic gold medallist Sir Chris Hoy has enjoyed a flight in a Typhoon during a visit to RAF Leuchars. "What a day! A ride in a Typhoon has to be one of the most spectacular experiences I've ever had," he said afterwards.

New deal saves cash and boosts Typhoon potential

TYPHOON HAS reached a significant milestone in extending periods between scheduled maintenance to provide availability and cost benefits.

The Typhoon Type Airworthiness Authority, Gp Capt Simon Ellard, formally accepted recommendations of the Reliability Centred Maintenance Analysis from Duncan Wood (Head of CAMSS – UK Availability), during a briefing at the Typhoon Support Centre at RAF Coningsby.

Gp Capt Ellard said: "The RCM(A) process is a significant enabler to our efforts to extend the maintenance programme for Typhoon and continue to release the potential of the aircraft."

"This step is a clear sign of our progress towards delivering even greater joint benefits by working together with BAE Systems on an enterprise basis."

This milestone enables the BAE Systems team at RAF Coningsby to move to the next phase of work which will culminate in a revised maintenance policy for Typhoon moving from a 400 to 500 flying-hour cycle.

Typhoon has been maintained on a 400-hour cycle since its in-service date. The opportunity to extend this to 500 hours has the potential to deliver increased availability



Gp Capt Simon Ellard, front left, of DE&S' Fast Air Support team, signs the paperwork with Duncan Wood, Wg Cdr Mark Harding, rear left, and Nige Dean (BAE Systems)

of airframes to the front line while driving down the cost of maintenance within the Typhoon Availability Service (TAS) contract.

The reduction to through-life cost of Typhoon as a result of the maintenance schedule change is currently being forecast at £250,000 a month.

Gp Capt Ellard added: "The challenge now for the team is to exploit the opportunity that the analysis has provided and deliver the benefits to the business and the UK front-line in the minimum possible time."

A revised maintenance programme is expected to be introduced from next April.

Team's efficiency earns its reward

THE UK Typhoon Support team has been awarded the Rolls Royce RAF Engineering Efficiency Award.

The honour goes to the joint team of DE&S, the RAF and BAE Systems for improving efficiency and effectiveness of the engineering and logistic support delivered to the RAF.

Neville Adams, UK Availability Director Combat Air Support, said: "This is recognition of all the hard work by DE&S, the RAF and BAE Systems over the last year which has made a substantial improvement to the availability of the RAF's Typhoon Fleet."

The campaign has seen several enablers put in place to improve operating efficiency, with changes in the RAF engineering and logistics areas and the delivery, by BAE Systems and DE&S of projects



directed at improving aircraft and spares availability to the front line.

There has been a 40 per cent increase in the flying rate of the fleet through increased aircraft availability, spares, technical support, and training. By last April the forward available fleet was at 100 per cent, the number of aircraft delayed due to spares reduced by 70 per cent, and the maintenance hours required to generate each flying hour had reduced by 35 per cent.

Future activities are aimed at sustaining and improving this performance and are underpinned by significant improvements in behaviour, culture and co-operation between the various elements of the team.

Air Vice-Marshal Julian Young, left and Neil Humphries of Rolls-Royce, right, present the award to chief air engineer Wg Cdr Shaun Gee

WHAT YOU CAN'T SEE IS A THREAT. WHAT YOU CAN IS A TARGET.

Autumn 2007. Helmand Province. Climate extremes are the norm. Swirling sand. Swirling snow. Flying debris. You need to be ready for anything. Revision Bullet Ant® Goggles give you the flawless optics and powerful protection Revision is known for, combined with a low profile design for optimum comfort and versatility. "Brilliant kit – they're the dog's!... the most effective in the field... gave me great peace of mind in a volatile operational environment."

– WO2 British Infantry serving with U.S. Forces



"The Ants rocked!... no fogging issues... while the vast majority complained of getting dust and grit in their eyes, with my Ants I was unaffected..."

– D.C. Special Operations Command (not pictured)



SAWFLY • BULLET ANT • DESERT LOCUST

BULLET ANT® GOGGLE
NSN 8465-99-743-6585

BE REVISION READY.®

revisionmilitary.com



REVISION.®

NEWSREEL**Pension gets an overhaul**

THE MOD has proposed a new pension scheme for the Armed Forces which is more affordable and sustainable. Service personnel will still not have to make personal contributions, and will still receive a lump sum if they leave the Armed Forces at 40 if they have served the required number of years. The normal pension age will be 60. Changes will not affect accrued rights of those currently serving or the age at which benefits can be drawn. The scheme creates one scheme for all – including Reservists. Further consultation will take place before the new scheme design is finalised.

LFE seminar

ANDREW NICHOLSON from the Atomic Weapons Establishment will present A Lesson in French/UK Collaboration in the Abbey Wood lecture theatre on 17th September, the latest Learning From Experience seminar. Places can be booked on Event Booking on e-solutions.

In the water

ROYAL NAVY minehunter *HMS Chiddingfold* is back in the water after eight months in dry dock for a significant upgrade. The ship has been fitted with new Caterpillar C32 diesel engines – replacing her old Napier Deltics – which will extend her operational life, improve efficiency and reliability and reduce emissions, as reported in *desider* earlier this year.



Maintenance on a Jackal vehicle by DSG, a trading fund owned by the MOD. It provides the capability for through life maintenance, repair, overhaul, upgrade and procurement services for defence equipment across all three services, and maintains and repairs a host of defence equipment in the UK and in support of operations and training overseas

DE&S hunts a new deal with DSG

AN INNOVATIVE New Commercial Arrangement (NCA) is being developed to cover services provided by the Defence Support Group (DSG).

On behalf of all MOD customers, the NCA seeks to deliver an integrated equipment support approach, incentivising customer and supplier to improve performance.

The NCA will replace a series of increasingly obsolete internal commercial agreements, introducing a common set of terms and conditions and better-defined requirements.

The NCA project team has been established within DE&S' Directorate of Land Equipment, but has a pan-MOD remit.

The team includes representatives from across DE&S, the Front Line Commands, DSG and MOD Centre, all of whom have been involved in the most detailed requirements capture exercise ever undertaken for DSG's services.

All MOD customers have been asked to provide robust requirements information, and they will be asked to sign up to a minimum five-year funded

requirement in accordance with their PR12 support funding lines.

The NCA will support the proposed sale of DSG, which was announced in the Strategic Defence and Security Review.

The Business Strategy and Governance team in MOD Centre is examining the precise sale package.

But the NCA will form a key aspect of the sale process, as any eventual buyer will be required to provide services to

MOD as captured by the NCA. Timelines for the NCA project are challenging, with the next step later this year being a DE&S Business Case Review Board.

The project team is currently finalising the customer requirement and the commercial structure itself.

Full customer engagement will be vital and the team welcomes input from interested parties, preferably by e-mail to Comrcl-LEPST6@mod.uk

Science set to take on the IED threat

SCIENTISTS ARE inviting UK industry and academia to showcase their ideas for detecting improvised explosive devices (IEDs).

Experts at the Defence Science and Technology Laboratory (Dstl) are accepting applications to work with them, potentially to take part in a series of IED detection demonstration days between this month and 31st January next year.

Dstl is interested in early concepts through to those at the prototype stage. Industry and academia with the most promising and sufficiently developed submissions will be invited to a Dstl site where they will be tested against a representative threat.

In particular, sensing challenges will focus on concealed IEDs, either worn by a person or hidden in a vehicle, buried by or in the roadside or hidden in a wall, box, bag or another container.

Funding is possible for the most promising concepts.

Final deadline for submissions is 31st October, but interested parties are encouraged to apply as soon as possible, to ensure that consultation over logistics can begin. Application forms can be found on the Dstl website and should be sent to demodays@dstl.gov.uk when complete.

Panasonic recommends Windows® 7.

Panasonic
ideas for life



TOUGHBOOK – THE 21ST CENTURY MILITARY DEVICE

Panasonic Toughbook have been providing market-leading computing solutions to the defence industry for over 20 years. By combining the Panasonic range of fully and semi-rugged computing products with the UK Government's CESG approved Information Assurance products and services, such as Becrypt software encryption or Viasat encrypted hard drives, we are proud to continue supplying secure solutions for a wide range of challenging environments.

From logistics experts and engineers, right through to front-line troops, Panasonic Toughbooks, equipped with Intel® Core™ i5 vPro™ technology, are partnering military professionals at every level and in all environments.

Thanks to supreme ruggedness, compliance with MIL standards, the ability to withstand extreme temperatures, dust and wet conditions, and world-class connectivity, they're truly the military device for the 21st century.

For full product details, visit:
www.toughbook.eu
or call now on 01273 765 114.



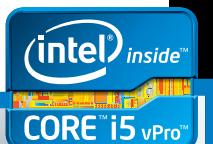
TeamArmy
FUNDING ARMY SPORTS

Panasonic Toughbook, proud sponsor of Team Army and Army Sport

TOUGHBOOK

When it's worth doing better.

Intel, the Intel logo, Intel Core, Intel vPro, Core Inside and vPro Inside are trademarks of Intel Corporation in the U.S. and other countries.
Image: © UK MOD Crown Copyright 2011.



**Protect.
Manage.**

Ring out the old! MOD sites to get new phones

OBsolete TELEPHONE
exchanges are to be replaced at hundreds of MOD sites resulting in new numbers for some.

As part of the changes around 680 telephone exchanges (switches) will be replaced by modern digital equipment.

The old switches are a multitude of types from different manufacturers, each requiring bespoke maintenance and often having bespoke telephone instruments.

Maintaining or replacing these switches and instruments is costly and becoming increasingly difficult.

Changes are part of the Defence Fixed Telecommunications Service (DFTS) Transformation Programme.

The first new switch is to go live soon.

The impact on sites receiving upgrades will depend on what equipment and connections they have. For instance there will be little noticeable difference to the user if they already have a DFTS Dial Code and four-digit extension numbering scheme.

The result will be a modern, more reliable switch which can be remotely managed for better and faster fault diagnosis and full call information logging.

The DFTS Master Update Centre will hold the new numbering information, as will the Operator Assistance Centres.

Sites receiving the new switches are on the DFTS Transformation Programme at: Networks DFTS Transformation Programme

Upgrade contracts take simulators to a new level

DE&S' Flight Simulation and Synthetic Trainers team has awarded contracts worth £12.5 million to CAE for major visual system upgrades on the RAF Hercules C-130J dynamic mission simulators and the Royal Navy Lynx Mk8 full-mission simulator.

As part of a £10 million RAF C-130J Hercules synthetic training equipment upgrade programme, the current visual systems on two C-130J dynamic mission simulators will be replaced with a CAE Medallion-6000 image generator.

The two simulators, which have recently been moved from RAF Lyneham to RAF Brize Norton, were originally delivered in the late 1990s.

New databases will be procured using Common

Database (CDB) format and include provision of matching datasets; this approach will increase value for money to the MOD by enabling re-use in other simulators such as A400M and Lynx.

Team leader Russell Cole said: "It has been a fantastic effort from the team to achieve the demanding contract award date against the uncertainty surrounding PR12 and difficult negotiations.

"The team successfully overcame staff shortages and demonstrated another great example of FsAST providing flight simulation support to operational aircraft."

The Lynx Mk8 Full Mission Simulator at RNAS Yeovilton, has been delivering training since 2000 and a £2.5 million

contract will see its upgrade with the installation of a CAE Medallion-6000 visual system.

As part of the upgrade programme, the legacy image generator will be replaced as well as the upgrade of the visual display system.

New databases will be provided to enhance the Royal Navy's ultra low level operational training capability. The upgrade will be complete next year.

"Speed and flexibility were key to the success of the team's ability to get the Lynx upgrade on contract in time," said Mr Cole.

"Successful delivery of new databases will enable the Royal Navy aircrew to undertake operationally representative synthetic training by April 2013, which will be a huge benefit."



From left: Simon Cox, Lt Col Simon Shephard, Major Steve William, Maj Gen Paul Jaques, Capt David Childs, Wg Cdr Jeremy Porter, Maj Gen Carew Wilks, Lt Col John Young, Kathy Gibbs, Samantha Walker
In front: Chief of the General Staff Sir Peter Wall and Chief of Defence Materiel Bernard Gray

DE&S and the Army occupy centre stage

A KEY document which spells out the business relationship between DE&S and Army HQ for equipment support has been signed at Abbey Wood.

The Joint Business Agreement (JBA) specifies the outputs and services required by the Army as lead user from DE&S and records responsibilities of each organisation to each other.

It covers more than £850 million of equipment support and services provided by DE&S to the Army, including Apache helicopters, Challenger tanks, Bowman radios and SA80 rifles.

It also provides the framework for the supply of more than £400 million of fuel, munitions, rations, medical supplies and clothing.

For the first time it is able to provide

fundamental financial and output information to aid the new in-year management process to drive effectiveness and value for money without compromising on capability.

More than 250 people across DE&S and Army HQ contributed to compiling the JBA which was signed by Chief of Defence Materiel Bernard Gray and Chief of the General Staff General Sir Peter Wall at Abbey Wood on 10th August.

The JBA will be a key element in defining the entire business relationship between DE&S and Army HQ as work to define the Intelligent Customer under the Defence Operating Model enables Army HQ to take full responsibility for its finances from 2013.

Warthog eats up ground on the front line

SOLDIERS in Afghanistan who swapped their Challenger 2 tanks for Warthogs have been praising their new armoured vehicles.

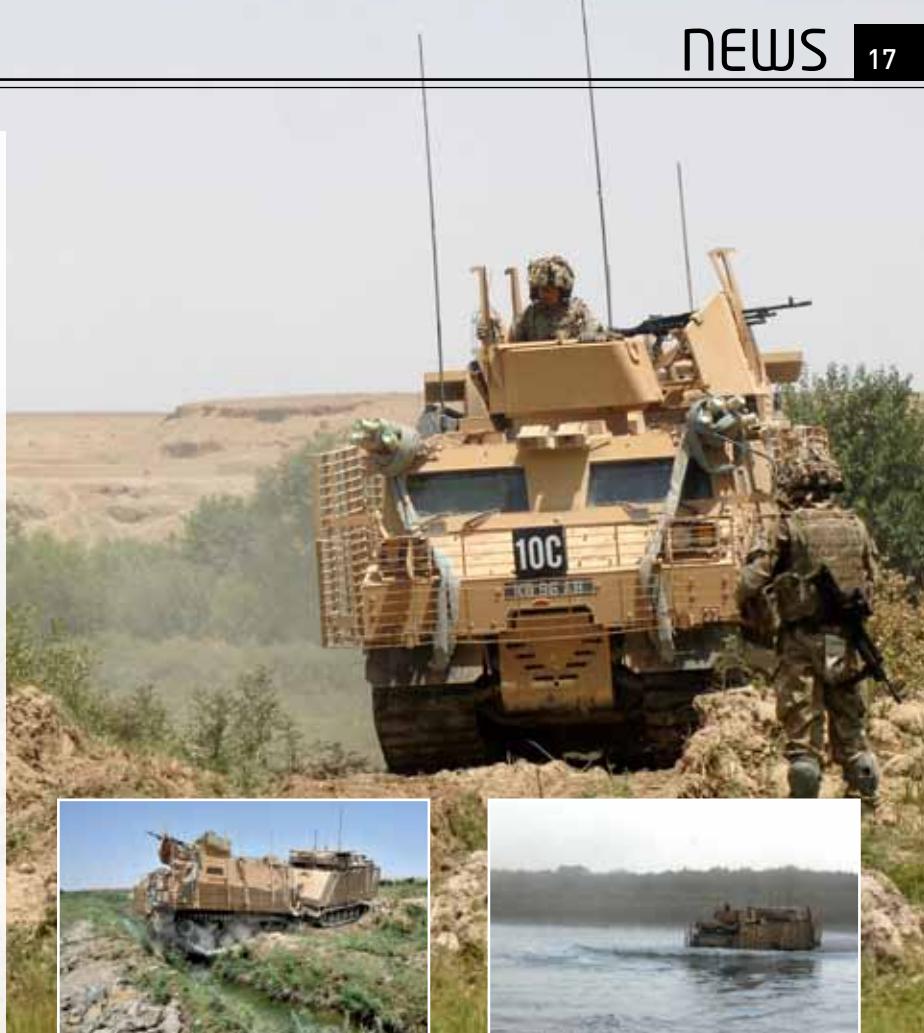
Soldiers and officers from D Squadron, King's Royal Hussars, who are normally based in Tidworth in Wiltshire, have deployed to Afghanistan in Warthogs as a surveillance group, using speed and manoeuvrability to secure areas for large operations.

Captain George Matthews, one of the Troop Leaders in the Squadron, said: "We're all tank soldiers here, so we're used to a lot of maintenance that needs to be done with Challenger 2. Warthog is very good, very reliable. They're the only vehicle that can get over all the difficult ground over here in Afghanistan. They're exceptional."

Phil Tulitt of DE&S' Protected Mobility team said: "Warthog is proving itself to be an extremely capable vehicle and we are pleased to hear it is so well regarded by users on operations."

"My recent theatre visit allowed me to get confirmation of this when I heard directly from front line troops involved in operations that they are confident in the vehicle's abilities and the protection it provides and that it does the job required of it."

"Warthog is a very tough yet nimble armoured vehicle that provides improved protection while dealing with the difficult challenges posed by the terrain and environment of Afghanistan."



www_marshall-ls.com

We now
have a Bristol office
+44 (0)117 344 5138

Agility
Quality
Integrity



Protected Workspaces

- Integrated Workspaces
- Deployable Workspaces
- Infrastructure Workspaces
- Ground Station Workspaces
- Customer Support

Marshall Specialist Vehicles Ltd

The Airport, Newmarket Road, Cambridge CB5 8RX
Tel: +44 (0) 1223 377094 Fax: +44 (0) 1223 373147
info@marshall-ls.com

MSV

MARSHALL SV
PROTECTED WORKSPACE
A Marshall Land Systems Company

Devonport welcomes Graeme

AN ELEVEN-GUN salute has marked Commodore Steve Dearden handing over command of Devonport to incoming Commodore Graeme Little. Departing the base headquarters lined by combined MOD and Babcock teams, Cdre Dearden said: "It's been an absolute honour commanding Devonport for the past two years.

"I have had the support of a fantastic team across the Royal Navy, civilian staff and Babcock through a very busy period and although there are challenges ahead I am confident Devonport has a very bright future. I wish everyone the very best of luck for the future."

Cdre and Mrs Dearden received a further formal send-off in the Fleet Accommodation Centre before enjoying a last trip down the Tamar in a sleek Princess 64, courtesy of Princess Yachts.

Cdre Little said: "Returning to Plymouth with my family has been a long-held ambition and it is the utmost privilege to be doing so in command of the naval base.

"I very much look forward to working with the city and industry partners and to have the opportunity to be part of the next phase of the Devonport story."

Fleet to get the latest in electronic surveillance

THE ROYAL Navy surface fleet is to be equipped with the latest in Digital Radar Electronic Surveillance.

Thales UK has been awarded a £40 million contract by the Underwater and Electronic Warfare team – in DE&S Ships MCS (Maritime Combat Systems) team – to supply digital Radar Electronic Surveillance (RES), featuring digital antennae.

Development of the direct radio frequency (RF) sampling technology and demonstration of a digital antenna for the UAT Mod 2 programme is the culmination of a six-year, multi-million pound research programme.

Type 45 destroyers *HMS Daring* and *HMS Diamond* have entered operational service fitted with new digital antennae as part of the first phase of the programme; UAT Mod 2.0.

Under this programme, advanced technology will now be introduced to the UAT RES equipments fitted across the surface fleet and associated land-based training equipments; UAT Mod 2.1 will deliver capability to Type 45s and UAT Mod 2.3 to the rest of the surface fleet.

The technology provides excellent system performance in the modern dense radar environment. This enables the ship to operate in all operational maritime theatres and provides the Royal Navy with world leading electronic warfare support and emitter identification technology.



From left: Wg Cdr Simon Joy, Commanding Officer Forward Engineering Wing; Wg Cdr Martin Cunningham, Commanding Officer 47 Squadron; Michael Bradley; Tim Rowntree and Gp Capt Nick Cox, leader of DE&S' Hercules TriStar team.

DE&S experiences the highs of low-level flying

LOW LEVEL flying was high on the agenda as DE&S' head of resources visited RAF Brize Norton last month.

Michael Bradley, Director General Resources, was joined by Tim Rowntree, Director Air Support on a visit to 47 Squadron.

The two experienced a flight in a low level RAF C-130J Hercules and saw tactical rough strip landing training in action.

Mr Bradley said: "It was a wonderful experience and I learned a huge amount about the challenges they face every day."

Mr Rowntree added: "The C-130 provides the backbone of our tactical airlift and air drop capability and is delivering the goods in theatre day and night every day of the year, so it was a wonderful opportunity to show Michael the aircraft in action.

"It was also a great opportunity to engage at first hand with the front line forces that DE&S is here to support."

Both went on to see the newly-installed C-130 simulator facility at Brize.

Sea King crews give simulator upgrade the thumbs up

AN UPGRADE to the Thales UK-operated Sea King helicopter simulator at RAF Valley in north Wales has been welcomed by search-and-rescue pilots who train there.

The upgrade has dramatically improved the out-of-the-window visuals for crews, including improved synthetic scenarios for vital training, such as snow landing conditions and operations with night-vision devices.

Flight Lieutenant Paul Wright, the Sea King Simulator Training Liaison Officer, said: "The Sea King upgrade has exceeded all expectations. I have heard many front-line crews commenting

favourably on the quality of the new visual facility.

"Since the end of the project the Sea King Operational Conversion Unit has conducted a feasibility exercise alongside our Thales colleagues to exploit the maximum benefit afforded by, for example; the new snow-landing capability. Of particular note has been the increased fidelity of the night vision goggles view.

"Both aspects will allow us to train students and front-line crews to deal with potentially dangerous flights in a safer manner. In essence, the new visual database will help save lives."



Providing DII(F) support



24/7



365 days a year, worldwide

ATLAS is a consortium of four world-leading IT companies. Together we are delivering the Defence Information Infrastructure (DII) for the Ministry of Defence, the largest, most complex infrastructure rollout in Europe to date.

www.atlasconsortium.info

Communicating at the greatest show on the planet

DE&S' Information Systems and Services delivered a host of communication projects to support command and control and make sure the Games passed off safely

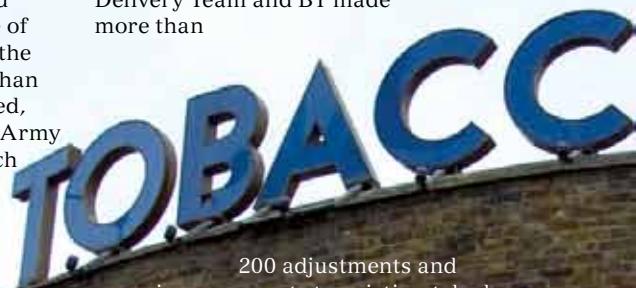
From communications for soldiers at Tobacco Dock to supporting the Police in their Gold Command headquarters, staff at DE&S' Information Systems and Services delivered projects which helped ensure safety and security at the Olympic Games.

For ISS, work began more than a year ago with the communications and information systems requirements capture phase. Much of the planning was anticipatory and relied on the skills and experiences of personnel. The

challenge of delivering a safe and secure event was enormous, particularly with immovable timelines. The spread and diverse nature of locations added to the challenge as more than 90 sites were affected, ranging from Fleet, Army and Air locations such as *HMS President* on the River Thames, RAF Northolt and Police operational level centres like Winfrith Police Station close to Weymouth.

ISS treated all emerging requirements as Urgent Operational Requirements. Programme management was placed within the ISS Ops Plans Team, who normally deal with these requirements. ISS and its Delivery Teams were required to deliver innovative solutions reflecting the tri-service delivery capability of ISS and service delivery partners BT, Paradigm Services, General Dynamics

and Atlas contributed significantly by achieving delivery in challenging and aggressive timeframes. The Networks Delivery Team and BT made more than



200 adjustments and improvements to existing telephony capability to meet requirements.

Nineteen UORs were delivered, all within 100 days, reflecting the pragmatism of delivery teams and accreditors in accepting significantly more risk than would normally be the case in equipment-based projects. Several of these UORs have proved so successful they are moving towards being deployed into core programmes. As an example, Restricted Chat on DII(F) was the mainstay of the Operation Olympics Command and Control process and is now seen as an essential element for future UK operations. In addition, the use of Restricted BlackBerry has reinforced the need to have mobile real-time data



Left: Mayor of London Boris Johnson visited Tobacco Dock to chat to service personnel tasked with Olympic security

at hand for commanders to speed up decision-making. Work will continue after the Games to determine how best to take these forward.

Police Gold Command HQ was supported with the facility to move and exchange data at secret level. This meant developing close working relationships to ensure this vital service was delivered on time with the expected capability. A similar pattern of joint co-operation emerged with delivery of services into New Scotland Yard where, once again,

site. The mix of equipments deployed was a true reflection of contingent planning with satellite communications, direct line of sight and Bowman all delivering capability to support the Air Security Plan and other activities.

Again ISS' teams, Global Operations and Security Control Centre planners and service delivery partners combined to ensure delivery on time and that risks taken to minimise delivery timescales were managed out effectively.

These activities would not have been achieved so successfully if both the Commercial and Finance teams had not combined to meet the demanding timeframes.

In addition the ISS Representative Organisation re-adjusted its patterns to ensure that critical sites were well supported. This included working closely with their deployed Service colleagues to ensure that the deep understanding of sites was shared seamlessly.

Accelerated deployment of significant numbers of servicemen and women just before the Games added another demanding challenge for ISS. Delivered as one of the 19 UORs, Tobacco Dock became home to 3,500 personnel and had to be established with voice and data services up and running inside five days.

During this period, ISS' Delivery and Service Operations teams, together with delivery partners, created a bespoke solution, incorporating delivery of DII(F), printing, Restricted and Secret voice services and video tele-conferencing. It was a significant achievement given that high levels of risk were taken by all involved in providing the resource to deliver such a solution and also the cross-team co-operation that was essential for successful delivery.

Levels of trust and mutual understanding generated internally and externally to ISS will stand everyone in good stead for the future.



Left: an RAF Typhoon refuels at RAF Northolt as part of Exercise Olympic Guardian

DE&S makes

'downtime'



Among kit supplied . . .

FELTHAM BARRACKS/TOBACCO DOCK

- 1 TDA camp (800 bed spaces)
- 10 Trackway rolls
- 7,400 Camp Cots
- 2,495 Camp cot mattresses
- 2,000 Benches
- 1,000 6ft tables
- 1,000 Freestanding mosquito nets
- 700 TDA mattresses
- 500 Folding chairs

RAF NORTHOLT

- 1 Tented camp (250 bed spaces)
- 4 20m rapid erect shelters
- 1 Rapid erect hangar
- 1 Ammunition store
- 2 Helicopter landing sites
- 7 Trackway rolls
- 2,609sq m of rola trac

Other kit

- 15 Tactical Dog Containers [supplied to 104 Sqn, 1 Military Working Dogs used at Catford TA Centre]
- 2 Bomb damage repair patches supplied to 32 Regiment Royal Artillery

At the ready:
a Typhoon
under shelter
at RAF
Northolt

Pictures:
Pete Gowing

Logistic
Commodities and
Services at the
Olympics
Pages 24 and 25

Thousands of UK servicemen and women who provided security at the London Olympics spent their evenings and 'downtime' in huge temporary camps, provided at short notice by teams from DE&S.

A fully air-conditioned camp was built at Feltham in south west London by DE&S' Expeditionary Campaign Infrastructure (ECI) team as its major contribution to Operation Olympics. There was also a series of aircraft shelters required to house Typhoon aircraft deployed as part of the security operation at RAF Northolt.

The Temporary Deployed Accommodation for 800 personnel at Feltham was similar to that provided by DE&S in Afghanistan, where there are already 16 such camps in Gereshk, Lashkar Gah and Camp Bastion. It provides fully air-conditioned shelters for regular activities carried out by the military on operations including sleeping accommodation, ablutions, workshops, dining areas, kitchens, offices, storage spaces and fitness areas.

Along with the camp comes all its infrastructure including fuel storage and distribution, power generation, electricity distribution, firefighting equipment, potable and waste water storage, treatment and distribution, and welfare facilities in the shape of kitchens, offices, storage and fitness areas.

The ECI team started planning for the Games last Christmas after the request to provide accommodation for officers, soldiers, aircraft, ammunition and dogs at two London sites, Feltham and RAF Northolt.

Lt Col Huw Parker, the team's head of operations, and output manager Richard Artus, worked with the Military Olympic works group to set up the camp – known as TDA Camp 605 – at Feltham. "To set the camp up 104 ISO containers were needed to transport the camp from Bicester to Feltham," said Major Andy Parker, SO2 operations at ECI. "Commercial lorries



more comfortable

were able to carry two containers per vehicle, so that was 52 lorry loads. It took about a week for our contractors Kellogg, Brown and Root to unload the containers at Feltham."

ECI had to make sure that the camp was fully operational – most of the camp was up and running by the end of May – and that there were enough containers to move equipment when needed.

"We had to make sure that, even though we are heavily involved in an upgrade programme for our deployed camps on Operation Herrick, we and our contractors still had the manpower available to support the Olympic task," said Major Parker.

"We used proactive spares support to the deployed camp, authorising KBR to make best use of spares and equipment to ensure that the camp runs at its best to support those troops billeted there."

The team also had to deal with some late demands, thanks to a surge in the number of military personnel deployed to the security operation in July. Feltham would be dealing with another 300 people.

"There were demands for 5,000 camp cots, another 500 chairs, 1,000 mosquito nets for those who were at Tobacco Dock so that personnel could have some privacy, and another 2,195 camp cot mattresses," said Maj Parker. "Most of these last minute requests were authorised and satisfied inside 48 hours."

At RAF Northolt the team's Technical Working Environment section led by John Neilan and Modular Domestic Accommodation led by Dylan Morris was tasked to provide accommodation for 250 people, plus four 20-metre wide aircraft shelters – Rapid Erect Shelters – and an Environmental Conditioned Ammunition Storage Shelter.

These buildings allowed the Typhoons

to be stored and maintained in an environmentally controlled environment. It meant the aircraft could be fully armed and kept ready for any emergency. The shelter could also hold extra ammunition and missiles if the aircraft needed to be re-armed. All the buildings were erected by 5001 Squadron from RAF Wittering.

"We helped ourselves in completing all these tasks by anticipating many of the requirements," said Maj Parker, who continued earlier work by WO1 Gareth Martin.

"Output Managers were flexible and able to respond and react, even though we are still supporting Operation Herrick. We were able to quickly identify the requirement, confirm stockholdings and co-ordinate the required response to transport the capability to site. There was constant communication between us, the Front Line Commands and the users which meant there were constant updates on progress, availability of equipment, and identification of alternatives where necessary.

"Working with our suppliers and manufacturers meant we could amend delivery schedules to meet short notice deadlines while co-ordination between us and Logistic Commodities and Services meant the equipment was at the right place at the right time in the right condition."

Team leader Colonel Doug Gibson said: "While this is not part of our day-to-day business – we are here to support deployed troops on operations – it was good to be able to do our bit for such a successful Olympic Games." The equipment is due to be dismantled by the end of this month.



The temporary camp at Feltham, with its electricity generators in the foreground. Above: DE&S accommodation for the troops at Feltham



And the post got through too!

From fly killer to suntan cream, tents and more... Logistic Commodities and Services staff made sure the post got through too!

Fly killer, suntan cream and fuel were among the hundreds of items provided by DE&S for the duration of the Olympic Games – and the post got through too!

DE&S' Logistic Commodities and Services had the task of providing large quantities of equipment to support the thousands of troops on Operation Olympics.

Store items issued included tents, clothing, beds, operational ration packs, force protection equipment and specialist flooring for the tented areas, vital as the rain bucketed down before and during the first few days of competition.

As the weather improved the demands came in for suntan cream and fly killer.

Logistics Commodities and Services' Operations staff were closely involved in the planning phase of the operation. But they handled the swift changes of plan in their stride as considerable quantities of extra kit had to be deployed in the week leading up to the Games' Opening Ceremony.

Over the 12-week period Operation Olympic, LCS stats show:

- 8,360 demands received and issued
- 225,518 items picked, packed and dispatched
- total value of the items was £3,809,789.52



Send mail to the ships on the River Thames – DE&S' Logistic ensure it was all in the right place, when it was needed

British Forces Post Office activated temporary Operation Olympic BFPO numbers with the Royal Mail to provide official mail, private mail and e-bluey postal support to the military personnel based at Olympic military locations at Feltham, Hainault and the temporary base at Tobacco Dock, the former shopping centre which became home to thousands of servicemen and women close to Olympic Park.

By the close of Operation Olympics, Feltham, Hainault and Tobacco Dock had seen 119 bags of mail delivered. *HMS Ocean*, moored on the River Thames for the duration of the security operation, had welcomed 49 bags of mail, with 25 bags going to support vessel *RFA Mounts Bay* in Portland Harbour during Olympic events.

"I am really proud of the team at BFPO," said Colonel Stephen Heron. "Their involvement in the planning for the Olympic support meant that we had a credible plan for the couriers and the mail. When it came to executing the plan, the whole workforce pulled out all the stops to deliver the best possible service."

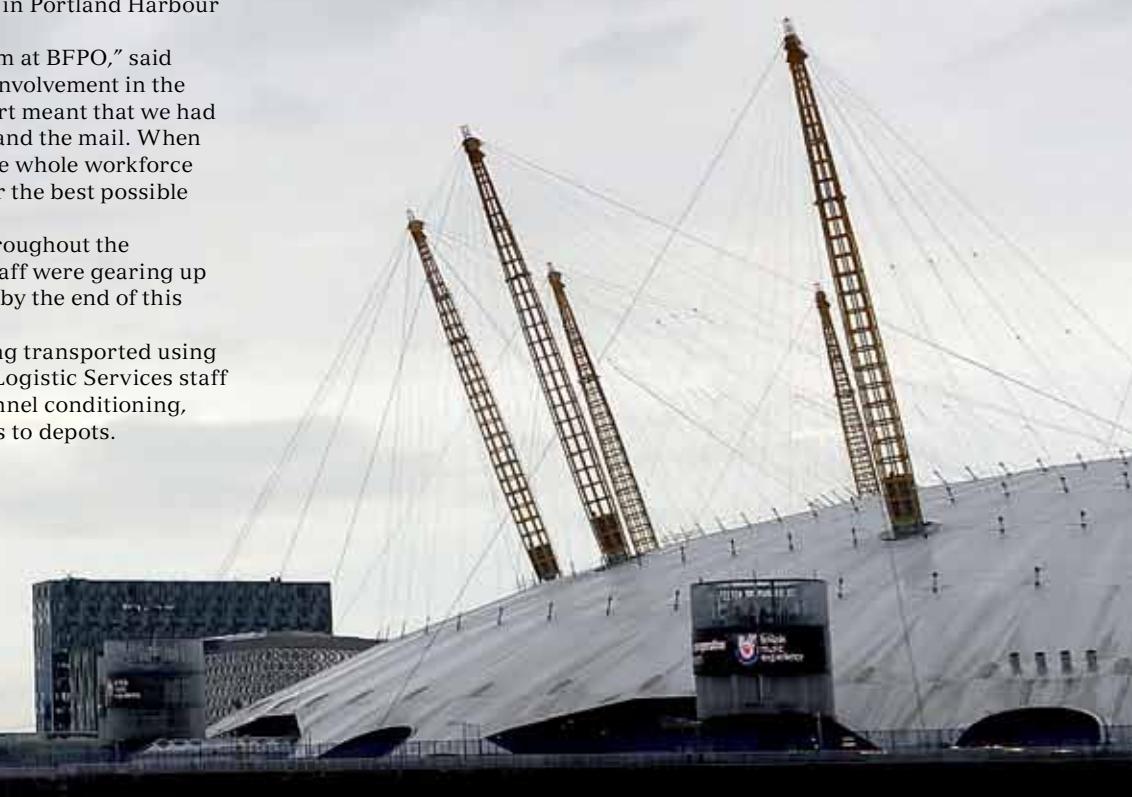
Postal support continued throughout the Paralympic Games while LCS staff were gearing up to complete the return of stores by the end of this month.

All returning stores are being transported using Logistic Services vehicles with Logistic Services staff and three attached Army personnel conditioning, accounting and returning stores to depots.

Main picture: *HMS Ocean* on the River Thames off Greenwich Arena provided security as well as a home for servicemen and women during the Games

Below: Accommodation for service personnel at Tobacco Dock, with a host of kit provided by teams at DE&S

Bottom left: service personnel were widely praised for their treatment of the public during the Games. Equipment from beds and mattresses to sun cream and fly killer was needed during their deployment



Motorsport helps defence find

Motorsport Industry Association chief executive Chris Aylett argues the front line soldier has much to gain from the high performance engineering world

For the Armed Forces, technological advances can be a matter of life or death.

To maximise the effectiveness of soldiers in theatre, defence suppliers do their best to deliver the right equipment, quickly, at the most competitive price. This ethos applies particularly to urgent operational requirements (UORs). Our soldiers depend on having the latest technology at their disposal. Best practice in supply chain logistics, innovation in lightweight engineering, and experience in the field are all paramount to delivering what is needed.

UK high performance engineering motorsport suppliers have much to offer in terms of innovative technology which they constantly develop, world class engineering capability and process improvement. These come from a race proven 'can do on time' attitude that delivers real, robust and timely value to the front line. Motorsport has developed an innate culture of on-time delivery, whatever the obstacle or challenge.

A car must appear 'on the grid', somewhere in the world, at a precise time and to the agreed technical specification. No race has ever been held up for delivery of a part! Failure to do so is not tolerated, and is rewarded by the immediate loss of future business - 'don't waste time calling us on Monday with an excuse, you will be a past-supplier by then!'

These strict motorsport disciplines are the perfect example of UORs - the car, or a newly improved part, will be delivered on time, at the agreed cost, to the highest engineering standard, come what may.

The Forces need ever more agile,



highly protected vehicles, capable of operating in diverse environments at different periods throughout the vehicle's extended working life. Utility becomes more crucial as budgets are cut, requiring suppliers to build flexibility into innovative technology.

The motorsport supply chain is 'fast on its feet' and flexible, well experienced in meeting constantly changing demands for new innovations from customers, and resolving problems to keep their cars winning. A race season in Formula One, involves just 36 hours of flat out racing in two hour increments all over the world. During this period, more than 85 per cent of the car's parts and design is constantly changed and improved, always on time and never failing to take its place on the grid, every two hours.

Motorsport suppliers have earned a privileged position, right at the sharp end of global high performance engineering. They can bring this unique experience to provide strategic input, and innovative sustainable solutions, to the defence sector. These UK-based suppliers bring a new, separate, yet complementary bank of expertise to resolve complex problems in defence. The Strategic Defence and Security Review creates a more stable environment in which motorsport suppliers can join and thrive in the defence supply chain.

Constant requirement for innovative technologies requires ongoing investment in research and development, an area in which motorsport excels. This high performance engineering industry spends more than 35 per cent of its annual turnover on R&D, an

unrivalled ratio in UK industry, higher even than either the pharmaceutical or IT industries. This financial commitment to developing new solutions and technology, together with a highly skilled, flexible, hard-working and well-motivated workforce, makes the British motorsport sector the world leader it has become.

The unique business cluster of engineering companies, based in Motorsport Valley UK, is determined to engage more effectively with the defence supply chain.

After just a few years of effort, we already see examples where the motorsport supply chain is delivering solutions to defence problems. The Foxhound patrol vehicle, for example, a British design using UK companies for 90 per cent of its manufacture - many of which are from motorsport.

These are clearly challenging times in defence, but such challenges create opportunities. The new defence supply chain will need to work harder, faster, more cost effectively, and with more flexibility than ever before. I am confident this plays to the genuine strengths of the UK motorsport engineering sector. Our 'can do on time' attitude to resolve complex problems quickly, and never-ending investment in innovation, meets many of these challenges. We consistently prove publicly we are the best in the world at meeting the tough engineering challenges of motorsport. Our front line soldiers deserve nothing less.'

Picture: Mark Hawke



the right formula

And the MOD is keen to exploit leading edge skills too

MOTORSPORT IS one of the few high tech industries where the UK is comprehensively world-beating.

An audience of stars from the motorsport world heard Peter Luff, Minister for Defence Equipment, Support and Technology praise their contribution to defence during the Motorsport Industry Association's Parliamentary Summer Reception at the House of Lords.

"Technological advantage born in the UK continues to deliver race wins and championships around the world, season after season, under the flag of almost every nationality," said Mr Luff.

"It supports tens of thousands of high value jobs here in the UK and puts billions of pounds into the economy."

"It used to be the case, that where the military led the civilian world followed. But more than ever this is a trend that is reversing."

"I am pleased to say that Defence is harnessing the technological strides being made in motorsport like never before."

"Foxhound is a UK design and many of the companies involved in its production are UK based."

"This is only possible because British companies enable us to exploit state of the art technologies in areas such as machining and composites."

"Foxhound has been designed to withstand a direct strike from an Improvised Explosive Device and, not only keep those inside safe, but be able to drive away on just three wheels."



"It was Ricardo who was responsible for the original concept and has been instrumental in its design and manufacture.

"Indeed, it was an ex-Formula One design engineer who was responsible for the vehicle pod, using materials more commonly found on the Grand Prix circuit.

"Elsewhere, Lifeline Fire & Safety Systems provide the innovative fire suppression systems to the engine and internal compartment.

"We have also had similar success with other MIA members on important projects.

"For instance, Alcon Components, who have used their extensive motorsport

experience to provide brakes for an upgraded Jackal armoured vehicle.

"The NAR group have drawn on their Paris-Dakar experience to design a new dust proof cooling system for the Panther, Mastiff and Ridgback vehicles.

"Motorsport has made many other contributions to defence – in airframes and radars for example. They are making a very real difference to our personnel in Afghanistan today."

"Shared access to leading edge, high performance engineering will, I have no doubt, bring direct benefit back into defence."



Full spectrum of maritime defence and security capabilities on display

DSEI – the world-leading defence and security event – is recognised by defence procurement agencies around the world as a milestone opportunity to evaluate the full spectrum of maritime defence and security products, technologies and equipment, from the latest warships and craft design to advanced new systems for surveillance, communication, weapons, sensors and navigation.

DSEI 2011, organised by Clarion Events and staged at ExCeL London last September, hosted a record number of naval suppliers, with 589 companies focusing on the maritime sector. In total the 2011 exhibition featured 1,391 exhibiting companies representing 46 countries and included 30 national pavilions.

The global prime contractors and shipbuilders were present in force as too were the smaller developers of specialised technologies and solutions. Together they presented a comprehensive showcase of capabilities to meet current and emerging threats to maritime security, from international conflict to piracy, terrorism and organised crime.

Demonstration of anti-piracy operation

Countering piracy was the theme of the daily waterborne demonstrations which were staged in front of a specially built grandstand on the dockside, adjacent to the exhibition halls. Called Operation Vision, the exercise included the revolutionary GARC from Nautilus and UAVs demonstrating their surveillance payload on a large display screen. Longstanding DSEI exhibitor, Northrop Grumman, took the opportunity to showcase its Maritime Tactical Information system (MTIS). Waterborne demonstrations also saw the first appearance of a hovercraft at DSEI, the Griffon Hoverwork 2400TD.

Moored alongside the docks was an impressive array of visiting warships. It included the UK Royal Navy Type 45 destroyer, HMS Dauntless, together with the Royal Navy's OPV, HMS Tyne; the Norwegian Navy's

Advertising feature

Skjold Class HNoMS *Storm*; the Federal German Navy's K130 Class corvette, *FGS Braunschweig*; and the Dutch hydrographic survey vessel, *HNLMS Snellus*. The visiting vessels also provided an important platform for exhibitors to showcase new equipment and competing construction techniques.

Solutions to operational and budgetary challenges

Inside the halls, Cassidian's next-generation TRS-4D shipborne surveillance and target acquisition radar made its DSEI debut, while the Autonomous Surface Vehicles stand was used to showcase the company's C-Target naval drones. French exhibitor HGH Systèmes Infrarouges displayed the Vigiscan, which claimed new levels of surveillance technology to covertly detect and track potentially hostile targets. HGH has been selected by the French

Navy to supply Vigiscan in its operation against global piracy.

Also making its DSEI debut was the US Maritime Pavilion. Sponsored by the United States Navy League, the Pavilion featured US companies demonstrating vital and inventive marine capabilities. The success of this new venture has resulted in the Navy League planning a larger pavilion for 2013. The close relationship between the Navy League and DSEI was further cemented, with the appointment of Clarion Events as the organisers of NLUS's renowned Sea Air Space exhibition, which will be staged in Washington, 8-10th of April 2013 (www.seairspace.org).

Building on the success of the waterborne demonstrations at DSEI 2011, next year's show will feature an expanded marina and in depth scenarios, covering current and future threats to maritime security and warfare. This will provide exhibitors with a unique opportunity to demonstrate their related products, technologies and services in the environment they were designed to be used and in front of an international and potential export market.



Then and now: HMS *Dauntless* is pictured in Cape Town this summer during mid-deployment maintenance while, below, she sails under the M25 at Dartford on the way to DSEI 2011



The rapidly advancing capabilities offered by unmanned surface and underwater vehicles to the maritime sector will also play a prominent part in the demonstrations.

Reflecting the increased emphasis of global defence strategies towards maritime security issues, DSEI's dockside location is ideal for the display and demonstration of existing and future maritime capabilities.

DSEI will be held at ExCeL London from 10-13th September 2013. www.dsei.co.uk



Pictures:
BAE
Systems

The steelwork structure for the command deck module of the fifth Astute class submarine – to be called Anson – has been delivered to the giant build facility in Barrow by BAE Systems.

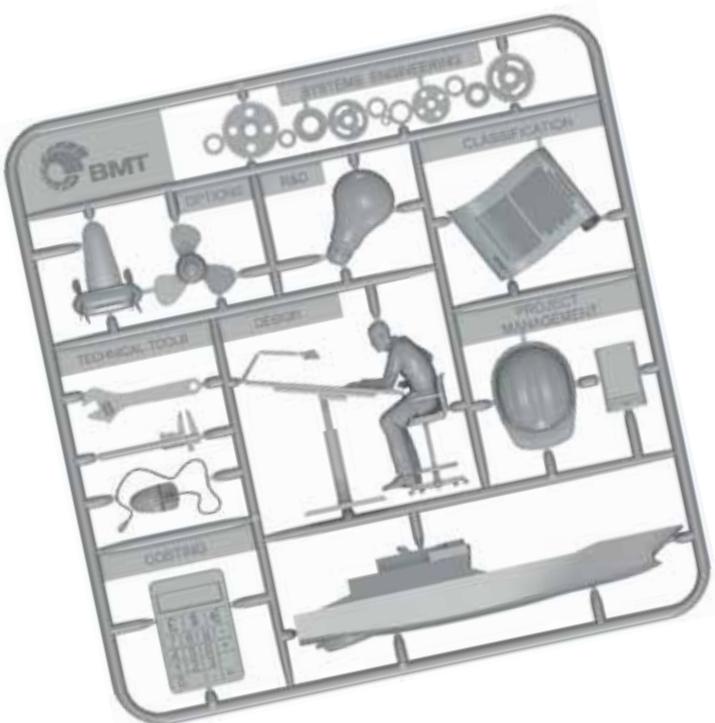
The 80-tonne structure will eventually house accommodation for the Royal Navy crew, including the Commanding Officer's cabin, mess facilities, galley, laundry and wardroom, as well as the submarine's main control room.

It has now taken its place in the Devonshire Dock Hall having been constructed in the shipyard's main steelwork and fabrication facility, the New Assembly Shop.

Anson is the fifth of seven Astute submarines.



Making a warship needn't be a battle



When it comes to the nation's security, you need outstanding engineering partners with the highest levels of experience, integrity and creative thinking.

BMT has all these, which is why we've worked with Government departments and defence agencies, major defence and industrial contractors in the UK and overseas since 1985.

We don't just design warships, auxiliaries and submarines, we also provide you with a watertight business case, ongoing support and valuable peace of mind.

So when you decide to work with BMT, you'll be putting together a highly successful partnership.

email our warship specialist Andy Kimber at akimber@bmtdsl.co.uk or visit www.bmtdsl.co.uk



BMT Defence Services

"Where will our knowledge take you?"

A TWO-YEAR demonstration programme to give UK Forces means to better exploit tactical data and information has come to a successful end.

The Link 22 Technical Demonstrator Programme ended with a trial at Portsdown Technology Park using BAE Systems and IBM data link processors installed in the Type 45 destroyer and Type 23 frigate test rigs on site.

The programme and joint trial were a collaboration between the Situational Awareness, Command and Control team, BAES, IBM and QinetiQ.

The Surface Maritime Link 22 is designed to replace the L11 to help forces exploit tactical information to satisfy information exchange requirements.

It operates beyond the limitations of line of sight transmissions and will be a key enabler to joint operations.

There is approval to fit to Type 45, Type 23 and the *Queen Elizabeth* class ships.

Fitting to Merlin and Wildcat maritime helicopters is also under investigation.

Link 22 has been developed by a seven-nation consortium and is being brought into service by allies including the US, France, Italy and Germany. Main Gate is scheduled for mid-2013 and the first ships should be fitted with Link 22 by around the end of 2014.

Over the two days of the trial operators from Navy Command as well as training policy and delivery staff from Maritime Warfare School in *HMS Collingwood* provided valuable feedback to the team after a demonstration using production equipment and software and live over-the-air radio transmissions.

Link trials come to a successful end



Link 22, a collaborative effort between Situation Awareness Command and Control delivery team, BAES and IBM staff at Portsdown Technology Park

Warfare trainer passes 1,000 mark in first year

A WARFARE operator training system is celebrating its first year of operation.

The Maritime Composite Training System (MCTS), up and running last August, ensures individuals and teams of sailors have the knowledge and confidence to operate and fight their ships at sea.

Commodore Mike Mansergh, Commodore Maritime Warfare School and Commodore Surface Stream, said: "Significant progress has been made in a short timescale. I am delighted that we have built on the early successes enhancing and developing the MCTS system in a number of areas and am confident that the courses being delivered by BAE Systems are delivering better skilled maritime operators."

"The effort and commitment shown by a range of dedicated and professional people across BAE Systems, the MOD and Royal Navy is commendable."

MCTS is a £108 million investment by DE&S comprising the initial training capability and its operation until July 2018 with the Royal Navy providing students and instructors.

MCTS is providing training at the Maritime Warfare School, *HMS Collingwood* in Portsmouth



Screen test: MCTS has already prepared Royal Navy personnel to operate and fight their ships at sea

and at Devonport. A total of 292 training courses have been delivered across 85 disciplines in the last year providing training for more than 1,000 personnel.

Instructors have achieved an impressive 97 per cent pass rate for students who will now enter the front line of operations for the Royal Navy.

Additionally 330 team training events have taken place to provide more than 3,000 operator

training days across all the major warships. Many sailors, trained in the two MCTS facilities, are now serving aboard ships including those operating in the Gulf and the South Atlantic.

Work is already in hand to consider training for sailors who will join the *Queen Elizabeth* class aircraft carriers, and the Type 26 Global Combat Ship now being developed and planned to deploy on operations in the 2020s.

Defender makes her Portsmouth debut



Another proud day for DE&S Ships, the Royal Navy and industry

ARRIVAL OF the fifth Type 45 destroyer into Portsmouth to join the Royal Navy has been hailed as a great day for DE&S and its partners.

The Royal Navy's newest Type 45 destroyer, 7,500-tonne *Defender*, arrived at her new home at the end of July for formal acceptance by the Navy from shipbuilder BAE Systems Maritime.

She will now undergo sea trials before being ready for operations next year.

Her arrival was witnessed by DE&S' Head of Ship Support (Alliance), Commodore John Newell, who formally accepted the vessel on DE&S' behalf.

He said: "Entry into Portsmouth of this very powerful and advanced warship is a great day for the Royal Navy and also for the Destroyers project team and our industry partners who ensured this magnificent vessel was shipshape and ready to be accepted from BAE Systems.

"*Defender* is a welcome addition to the fleet and when she enters service she will help ensure that the Royal Navy can react to any defence challenges anywhere in the world."

His words were echoed by Minister for Defence, Equipment, Support and Technology Peter Luff. "This latest addition to our fleet of destroyers marks the remarkable progress being made on the Type 45 programme," he said.

Defender, together with her five sister vessels, will form a formidable fleet and ensure that the Royal Navy remains a powerful maritime force on the world stage."

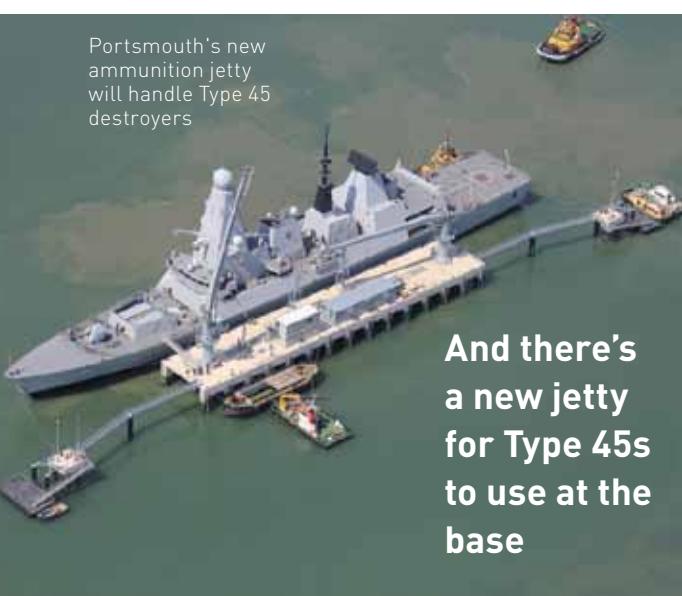
Defender was launched at the BAE Systems' Govan yard in Glasgow in October 2009 and left the Clyde for the final time on 21st July. The final vessel in the fleet, *Duncan*, is due to undertake her first set of sea trials later this year to be accepted into service in 2014.

BAE'S' Type 45 director Paul Rafferty said he was proud of the progress in delivering the ships. He added: "Our teams have worked hard to incorporate all lessons learned from the first four ships to ensure *Defender* is the most advanced Type 45 destroyer we have delivered to date."



Commodore John Newell accepts *Defender* from Paul Rafferty of BAE Systems

Portsmouth's new ammunition jetty will handle Type 45 destroyers



And there's a new jetty for Type 45s to use at the base

WORK ON a new £18 million jetty in Portsmouth Harbour where Royal Navy warships will load up with ammunition has just been completed.

The new Upper Harbour Ammunition Facility will replace the existing jetty which was built in 1929 and is not large enough to accommodate the Type 45 destroyers.

VolkerStevin Marine has spent the last ten months building the jetty and has handed it over to the MOD.

Captain Iain Greenlees, who has overseen the project, said: "The completion of this vital new facility is another milestone in the history of the base."

"Being able to ammunition ships in their base port is a key element in getting them ready for operations around the world. Critically this facility will be able to load ammunition on the Type 45 destroyers and this significant investment in the base will then go on

to support all the Navy's destroyers, frigates and patrol boats for the next 50 years."

The facility – which also includes two hydraulic cranes and mooring pontoons – measures 85 metres by 15 metres and can accommodate ships up to 10,000 tonnes. It can be used in winds of up to force six.

Paul Simmonds of the Defence Infrastructure Organisation added: "This has been a complex project due to the nature of the requirement, the environment and additional levels of regulation required for explosives facilities. The fact that the jetty has been completed on time and within budget is testament to the excellent collaborative approach taken between VolkerStevin Marine, DIO and naval base staff."

The new jetty is scheduled to be used for the first time this month when the old facility will be demolished.

Advertisement**Joining forces****The benefits of a good partnership**

Today's military needs to rely upon experts. In the British Army alone there are over 220 different specialisms, without which essential tasks and duties could not be performed.

But what does real expertise mean? Perhaps the best definition is the right combination of skill, knowledge and capability.

One of the ways that Interserve brings this expertise to the military is through carefully selected partnerships that work together to provide integrated support solutions that deliver value and improve efficiencies.

A good partnership means that you are guaranteed the right support at the right time. Yet, one size doesn't fit all so forming a joint venture with a good partner also enables the provision of bespoke solutions, tailored to fit the requirements of any support services contract.

With this 'joint forces' approach Interserve can bring in the right expertise to deliver the best solution, either through capability or geographic footprint. This ensures that whatever and wherever the project, comprehensive service support is always provided.

**DE&S workshop aims to get into the minds of suppliers**

HOW TO improve presentation of DE&S requirements and briefings to industry will be the focus of an Abbey Wood workshop later this month.

Paul Davis of Sigma will be the guest speaker on how industry receives information from DE&S.

This will help to end bid tender submissions that fail to meet DE&S expectations, do not answer questions asked in the document, or present

confusing options that were not requested.

The interactive event is on Wednesday 19th September from noon to 1.30pm in Abbey Wood's SI Suites.

It is organised by MOD CIPS-SIG, a partnership between the MOD and the Chartered Institute of Purchasing and Supply.

Places are available through Event Booking.



New fire appliances get down to work

DE&S helps keep land ranges open for business

VITAL MILITARY training on ranges in Germany can continue, thanks to the work of a DE&S team in providing two new firefighting appliances.

The modified MAN Support Vehicles replace two old Bedford eight-tonners that have served the ranges and training areas of Sennelager for more than 20 years. Without fire cover, training is prohibited.

They are six-tonne flatbed trucks, fitted with a specialist top hamper holding more than 4,000 litres of water and an integral fire pump.

Two people will crew the vehicles, a driver and an operator who fights the fire from a rear platform. The vehicles also have a 'pump and roll' capability which means they can fight fires while on the move.

"This capability is not

generally available on standard fire appliances and is therefore invaluable when dealing with wild land fires such as those experienced at Sennelager," said project engineer Daniel Errington of DE&S' Specialist and Logistic Vehicles team, part of General Support Group.

"German law requires that training within Sennelager must have the attendance of firefighting equipment and, should this be unavailable, training must cease."

"This would prevent operational training and impact on the ability of the user to deploy on operations in addition to the fulfilment of wider user requirements."

The local Defence Fire Service had tried to extend the life of the Bedford appliances but the project team began work to find two vehicles that were in

service that could be modified to fulfil the role instead of procuring replacement vehicles that did not possess the pump and roll facility.

Modifications by the team to the chosen vehicles included two-tone warning horns, electrical interfaces, warning lights integrated within the vehicle chassis in addition to the vehicle cab, and an independent radio.

Special A frames were fitted to take the refurbished top hampers from the Bedford trucks. A final touch of red paint was added. To meet Sennelager's training schedule both vehicles had to be completed by last September, which was achieved.

Mr Errington added: "Although this is but one highly successful project delivered by the team, it was with great pleasure we learned that the two vehicles were accepted into service and were a large benefit to the users which improved their Standard Operating Procedures."

A blessing for the new vehicles, an old German Fire Service custom, has taken place to allow them to begin work.

Mobile testing in a van

Contract will see new satellite comms in Royal Navy surface and submarine fleets



Above right: HMS St Albans will be among the ships supported by the new contract

Right: the contract is sealed by STS managing director Richard Papanicolaou and Networks assistant head Wg Cdr Peter Dart flanked by staff from DE&S' Networks team and STS



A FIVE-YEAR contract will support the Ultra High Frequency satellite communications terminals used across the Royal Navy's surface and submarine fleets.

During the £5 million support contract – which began on 1st July – Gosport-based STS Defence will also introduce a new terminal into service.

UHF Satcom is a secure maritime telecommunications system which operates in nearly 30 Royal Navy vessels.

The new equipment will use the latest technology so the Royal Navy can use the latest UHF waveforms when they are introduced which enable more efficient use of available UHF channels.

Andrew Chattaway, UHF Satcom project manager with DE&S' Networks team, said: "This represents a different way of working whereby STS provides support as a partially managed service using MOD assets.

"It is anticipated this approach will empower STS to provide a more comprehensive, reactive and streamlined service while also retaining flexibility.

"This will be achieved by also building on the trust and openness that STS have demonstrated within their tender response and previous contracts."

STS says the contract represents a significant win for the company's engineering

services team and further demonstrates their value to the MOD and the Royal Navy.

Alan Mackinnon, STS Defence Engineering Services Business Manager, said: "We are delighted to be awarded this contract and look forward to continuing the excellent relationship we have with the MOD to deliver high-quality capabilities and services to meet their needs and the needs of our Armed Forces."

As new equipment is installed onto ships and submarines it will be tested via a mobile reference set in a van parked in the dockyard which will negate the need to use valuable satellite air time while any potential faults are bottomed out.

Advertisement

Small is beautiful

The MOD has much to gain from partnering with trusted experts from the small to medium enterprise (SME) sector, if it picks those with the right experience and attitude.

SMEs comprise of a group of experts who are specialists in their niche, for example, in airworthiness. These small teams are highly motivated, knowledgeable and really get under the skin of their client's business problems.

They work closely alongside customer teams, helping them to find a solution that works on a day-to-day basis, rather than 'dropping in' and giving off a 'them and us' feel. They know the MOD intimately and because they have smaller overheads and better utilisation of their own resources, they are frequently able to offer better value for money.

For more information visit: www.tlmnexus.com

The SME that brings you **RESOLVE®** and **APPROVE®/ FORESIGHT®**



Nottingham to host next Armed Forces Day

NOTTINGHAM will host Armed Forces Day 2013.

The event on Saturday 29th June will be the fifth following the success of Plymouth, which hosted this year's Day, attended by around 60,000 people.

Armed Forces Day is part of a week-long celebration in June, with the national event held on the Saturday.

Minister for Defence Personnel,

Welfare and Veterans, Andrew Robathan, said: "The success of the Olympics is just the latest example showcasing the adaptability of our Armed Forces and the reassurance that they bring to the public.

"The men and women from the Royal Navy, Army and Royal Air Force deliver security and resilience for the benefit of us all and it is fitting that we show our support."

Team tops the bill with electronic warfare trophy

DEFENCE GENERAL Munition's (DGM) Air Countermeasures Team has been awarded the Smallwood Electronic Warfare Trophy

The award went to DGM for the role the Air Countermeasures Team played in enhancing UK air countermeasures in the Infra Red and Radio Frequency spectrum for many years.

This has included supporting UK operations in Iraq, Afghanistan and Libya as well as assisting other Nato nations operating in support of ISAF.

The award noted the clear and strong leadership and direction the

Air Countermeasures Team has taken, including innovative delivery to bring new flare technology into service. This ensured protection for deployed RAF and Nato fixed and rotary wing aircraft was matched to the assessed threats and which otherwise could have seen the UK's air platforms operating with obsolete flares.

The Smallwood Trophy was instigated in 1975 by the then Commander-in-Chief Strike Command, Air Chief Marshal Sir Denis Smallwood to acknowledge the importance of Electronic Warfare (EW).

The award is also supported by the

Association of Old Crows and Mr David Peck presented the Air Countermeasures Team with £500, subsequently donated by the team to the British Limbless Ex Service Men's Association

The Association of Old Crows owes its name to the World War Two allied electronic countermeasures operators who were tasked to disrupt enemy communications and radars under the codename 'Raven'.

The Association is an international professional body serving defence, industry and academia through advocacy and educational forums in EW and related areas.

Right: a selection of day and night sights fitted to the SA80 rifle, on show at Urbex 12



DE&S sets its sights on future technology

A SMALL arms anglesight to explore shooting round corners is among commercial off the shelf equipment for the dismounted soldier being explored by DE&S for use in complex terrain.

Trials, known as Urbex 12, on close combat equipment were run by Director Technical with support from the Infantry Trials and Development Unit and QinetiQ to identify novel, developmental and cutting edge technologies and elevate these to support current and future operational requirements.

Key themes for this year's trials were:

- Enhanced capability options for weapon and sighting systems,
- Future technologies relevant to dismounted soldier awareness and communications,
- Advanced and novel dismounted load carriage systems.

All the equipment was down-selected through the trials process after a progressive series of demonstrations, tests and trials. Of around 230 systems submitted by industry, 89 were taken forward for further review of fit, function and form by the relevant

stakeholders.

Forty-seven systems that passed this initial review were then tested in a realistic environment to evaluate the system performance and to see how it affects soldier performance.

Of these, 24 were taken forward for higher level, vignette-based capability assessment.

The trials programme was a resounding success in that it helped identify a number of systems with potential to be exploited further in the near future – notably an infantry weapon anglesight – to be taken forward for immediate follow up action.

The small arms anglesight, although selected for trialling to explore round-the-corner shooting capability, was identified by trials staff as a useful training aid.

The system, mounted behind the weapon sight, duplicates the firer's view at 90 degrees to the axis of the weapon. This has the potential to allow a range instructor to see what the firer sees when aiming down range.

It is envisaged this will allow a steeper learning curve for troops training on firing ranges which will lead to better marksmanship with reduced expenditure on ammunition, potentially saving the MOD money.



Urbex 2012 showcases commercial off the shelf kit



Dress for success – MOD quality takes on a fashionable look

CHANGES IN military fashion down the ages helped launch this year's MOD Quality Awards at Abbey Wood.

The theme was 'Military fashion changes over time, but the importance of quality doesn't'. People were encouraged to find out about the scheme and to view examples of uniforms their ancestors might have worn.

Defence Quality Assurance hopes the scheme will build on last year's success when eight of the nominations proved successful.

The award is open to all MOD

personnel, service and civilian, regardless of whether their main role is quality related. It seeks to recognise and reward those whose 'quality approach' to their everyday jobs has resulted in significant benefit for the MOD.

Awards have been extended this year to include industrial partners. They can be nominated by MOD personnel or their own teams or individuals for an award where they have made a significant contribution to an MOD contract.

Nominations for this year's awards need to be submitted by 30th November.

Licence to skill – support scheme passes century

A QUALIFICATION to help upskill those working in support has seen more than 100 DE&S staff achieve the licence.

The Integrated Logistics Support (ILS) licence scheme – e-learning, a practitioner package and classroom workshops – was introduced in November 2007.

A Level 1 licence was originally introduced but changes encouraged delegates to complete the entire blended learning package before being awarded the licence at Level 2 standard.

The first Level 2 licence was awarded in June 2010 but increased emphasis in upskilling as a result of the Supply Support Skills Audit last year has seen a significant rise in the achievement of this licence. The number has risen sharply in the last 12 months to reach 101 by the end of July.

Targets are now in place for all staff in job code 302 to undertake at least some ILS training. Half of staff at C2 equivalent and above are to achieve the Level 2 licence by next March and 80 per cent by March 2014. Staff below C2 equivalent should complete the e-learning awareness package.

Dan Smith, Principal Engineer in Joint Support Chain, said: "It is extremely encouraging to see the pace at which licenses are being awarded is increasing, but there is no room for complacency."

"Despite ILS being the most relevant qualification for people working in support related posts we still lack the levels of licensing in, say, project management."

"I strongly encourage all staff of all disciplines to consider embarking on the scheme to learn this as a new skill or to refresh their understanding of an important methodology."



Major General Ian Copeland, centre, Director Joint Support Chain with Simon Griffiths, right, of the International Guns, Missiles and Rockets team, who received the 100th ILS Level 2 licence, and Warrant Officer Andrew Cathro, of the SSIT Land team who received the 101st.



❑ Nearly £150 has been raised by the entertainments committee of DE&S' Air Defence and Air Traffic Systems (ADATS) delivery team at RAF Henlow from a bake-off to raise money for the RAF Benevolent Fund.

With other events the total came to £400 which has been presented to the fund by team leader Gp Capt Richard James.

Commercial looks to the future

A COMMERCIAL Alumni event hosted by Director Commercial Les Mosco is being held in Abbey Wood's CFB lecture theatre and SI suites on 2nd November between 9am and 1pm.

Aimed at the wider commercial community of DE&S, the focus of the event will be on Defence Transformation and the impact on the MOD and front line staff.

Guest speakers and associated market stalls will allow interactive discussion on the challenges and opportunities such changes will bring.

The event will also include graduation of the 2010 Defence Commercial Graduate Programme.

Places are available through Events Booking. Contact Jacqueline Shaw on Abbey Wood 82473 for more details.

Swim set to go annual

A SUCCESSFUL swim by a DE&S team last year will become an annual event for ABF The Soldiers' Charity.

Last December 27 civilian and military personnel, many from Combat Tracks Group, took part in the swim at Filton Sports Centre in Bristol.

The aim was to swim 75 kms and raise £5,000. The first goal was smashed with a swim of 131 kms; the second goal proved more difficult but the team eventually raised £4,000.

This year's swim will be at Filton on 13th October, with a target of 215 kms and £6,000.

If you are interested in either taking part in the swim or The Soldiers' Charity, contact Michael Bell on Abbey Wood 71252.

Tony takes on his new champion's role

TONY GRAHAM, Director Ships at DE&S, is the new Champion for the Bath and Bristol Women's Network (BBWN).

The BBWN is part of a wider system of networks aiming to provide opportunities for military and civilian women to share their experience, work-related opportunities and information.

It provides a supportive environment for women to meet, a forum for identifying issues and solutions through a range of events.

The BBWN facilitates personal support and provides for members the opportunity to hear from role models.

External evidence indicates that the network also provides excellent personal development opportunities. Additionally it helps to identify and explore solutions to equality issues experienced by women.

The BBWN is involved with other women's networks throughout the country, which is helping to create a 'virtual' MOD

Women's Network. The BBWN and other networks have been very effective in increasing the confidence of women throughout the MOD.

Tony said: "I am very proud to be able to champion the development of women within DE&S as a supporter of the BBWN.

"DE&S seeks a professional and confident workforce. Anything we can do to encourage people to develop themselves and others is of great benefit to the whole organisation.

"I would encourage anyone to get involved with people issues to ensure DE&S continues to move forward. After all, the business is all about people and how people deliver."

Tony Graham takes over the role from Tim Rowntree, Director Air Support, who championed the BBWN for the past two years. The BBWN annual meeting will be in January.

Further information on the BBNW at DES HRPLans-BBWN (Multiuser).

David heads for the roof of Africa

THE CHALLENGE of climbing Mount Kilimanjaro will be taken on by David Mitchell next month to raise money for a number of charities.

David, of the Defence Information Services team, will set off on 15th October on a seven-day climb to the summit and back.

He has been raising funds for charities including CLIC (Cancer and Leukaemia in Children) and Leukaemia Research, as well as the children's playroom at Bath's Royal United Hospital and the Paediatric Intensive Care Unit at Bristol Children's Hospital.

The charity push is called KATCH (Kilimanjaro Adventure Towards Children's Hospital - Bristol). David and friends have a target of £40,000. <http://www.justgiving.com/katch>



Corsham goes to Bradford: from left, Tim Rikards (Society captain), Chris Mountain (Vega), Andy Wilson (Society officer in charge), and Paul Clayton (treasurer).

Right: Neil Bain (Head of Operations, Vega) presents the champion trophy to Simon Brewer



Simon stays steady to retain his title

STEADY PLAY from Simon Brewer saw him retain MOD Corsham Golf Society's summer championships at Cumberwell Park.

Simon completed his afternoon with a creditable 77 for a gross total of 157 over 36 holes at the course near Bradford on Avon, ten ahead of Dave Appleyard, who fell away late on but stayed in contention to finish with a gross 167.

Third gross went to Tim Rickards, handicap 14, with a total of 178. David Price won the best net trophy and Mike Bryden the best Stableford trophy.

Staff from sponsors Vega joined 36 Society members with all competitors leaving with at least one trophy, golf umbrella, golf towel or a sleeve of golf balls, courtesy of the sponsors.

The Society is open to any serving or retired member of the services with an affiliation to the Corsham site. Competitors on the day were drawn from Corsham, Colerne, Abbey Wood and other locations.



Pictures:
Tony
Tanner



Corsham stages its own Olympics

CORSHAM staff took part in their own Olympics to raise nearly £1,000 for a series of charities

The Corsham Olympic Challenge took place on 25th July with 36 military and civilian competitors completing a set number of rowing, cycling and running kilometres.

Competitors were given targets in each discipline and allocated a time on a specific machine.

Cpl Scott Henly from the gym took part and was on hand to provide advice and support while Jules Pearson was official adjudicator.

At the end of the day the distances were collated with all targets exceeded. Competitors completed 86.46 km on the rowing, 642.3 km cycling and 173.34 km running.

Money will go to Scotty's Little Soldiers (60 per cent), ABF The Soldier's Charity, RAF Benevolent Fund, Royal Naval Benevolent Fund, and Civil Service Fund (10 per cent each).

DINs - released this month

Defence Instructions and Notices (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:

2012DIN04-113: This advertises the existence of a pan-MOD DE&S ISS commercial arrangement to provide maintenance and repair services for non Defence Information Infrastructure computing, network and audio visual systems. The contract was recently recompeted and awarded to Hewlett Packard in continuation of previous contracts which had existed since 2004. It consolidates maintenance requirements, thus negating the need for separate, stand alone contracts and enables the MOD to negotiate best value for money.

2012DIN04-111: Following the end of the previous service contract in June, interim arrangements for refractive vision correction for aircrew have been put in place. They will last until a new long-term arrangement is in place.

2012DIN05-028: The Information Coherence Authority for Defence has developed a Defence Reference Data Architecture. The DRDA is a new capability providing a coherent view of authoritative reference data giving users a better understanding of defence data and standards and how these interoperate with related capabilities.

Further information and more details on the latest DINs see:

<http://defenceintranet.diiweb.r.mil.uk/DefenceIntranet/Library/CivilianAndJointService/AtoZ/DinsIndex2012.htm>

**LATEST DSRA
LOTTERY WINNERS**

£10,000: Kenneth Haddy (Bicester).
£5,000: Judith Young (Bristol). **£2,000:** Lee Tucker (Salisbury).
£1,000: Nigel Johnston (Bristol). **£500:** Lee Hardy (Norfolk).
£300: Rachel Wilson (Newcastle), Simon Bond (Gloucestershire), R Pender (Vector), John McArthur (Andover).
£200: Neil Jackson (Hereford), Peter Harwood (Dstl), Robert Murray (Bath), Alan Baker (Salisbury), Dale Humphreys (Bristol), Fritz Waldron (Bideford), Laura McManus (Bristol), Janet Mills (Northolt), Geraint Parry (Corsham), Simon Wild (BAE), Sarah Clayton (Upavon). **£100:** Jennifer Wright (RAF Aldergrove), Neil Martin (RAF Mildenhall), Dean Gordon (Thiepval Barracks), Michele Steele (Telford), Richard Setchell (Corsham), Kevin Larkin (RAF Halton), Clair Clifford (Cranwell), Michael Webb (Blandford), Gary Cashman (Newport), Michael Demetriou (Portsmouth), Paul Schoenrock (Donnington), Christopher Hardy (Wiltshire), Peter Richards (Telford), Robert Lane (BAE), Anthony Corcoran (Cheadle Hulme).

Abbey Wood drives up its engineering skills

ABBEY WOOD apprentices will be driving up their skill levels when they compete in a national final in Birmingham in November.

Sean Garry and Mike Barnes took part in the industrial electronics regional final of the WorldSkills UK competition in Bristol.

The contest rewards talented apprentices who have shown their skills at completing a series of practical tasks in various engineering disciplines.

Sean and Mike were joined by Cameron Lockhead and Richard Carlile in the regional final organised by the City of Bristol College's Faculty of Transport and Engineering Technologies which delivers engineering training alongside industrial partners including DE&S at Abbey Wood.

The quartet took part in tasks including electronic assembly, construction, testing and measurement and programming.

Sean and Mike, who will compete at the National Exhibition Centre in Birmingham, received certificates of recognition at a celebration evening at the college accompanied by one of their apprenticeship development managers Dick Pirie.

Sean also received special recognition for his scores in the competition and a cash gift from Protocol recruitment agency.

Jozef Jones will also be heading off to Birmingham after impressing in the Computer-Aided Design section.



Birmingham-bound: Sean Garry, above, and Mike Barnes, above right. Right: Cameron Lockhead



From left: Keiran McGreevy – performance assessor from Brunel Gordano Training; Nathan Kerrigan – Phase 1 Apprentice; Paul Webster – tutor, City College Plymouth; Steven Buckle – Phase 1 Apprentice; Capt Chris Saxby, Devonport; Adam Burbidge – Phase 1 Apprentice; Chris Warn – MOD Apprentice Development Manager, Engineering Skills Development Team; Stuart Redford – Phase 1 Apprentice; Paul Gilbert – MOD Senior Apprentice Development Manager, Engineering Skills Development Team. Other apprentices not pictured are: Kris Curtis, Emma Quigley, Bart Smorag, Doug Stemberge, Tom Street and Matt Williams.

Devonport apprentices get set for work

TECHNICIAN APPRENTICES are taking up their engineering placements at Devonport after studying at City College, Plymouth.

The ten Phase 1 apprentices have been doing a national diploma and have been trained in either mechanical or constructive fields.

They put these skills to good use to design, produce, test and bring into service a self-propelled vehicle to budget and on time.

Superintendent Fleet Maintenance, Captain Chris Saxby, members of the Apprentice Management Team, the training assessment team and the college tutors were on hand to see the final competition.

Stuart Redford (pictured second from right), a former Babcock employee, was declared the winner.

Apprentice Development Manager Chris Warn said: "The level of engineering knowledge demonstrated, by the variety of designs and complexity of some projects was very pleasing."

"Each apprentice gained a great deal from this project: understanding the issues in running a small project, conducting an investment appraisal and choosing the right option."

"Some projects had to be changed during manufacture, some struggled under test conditions, but all apprentices will take away valuable, positive lessons. They are all looking forward to taking their enthusiasm into their Devonport placements."

Support earns host of medals

Staff, reservists and contractors are all honoured for their work backing the Forces at home and abroad



Above: Chief of Materiel (Fleet), Vice Admiral Andrew Mathews, centre, presents medals to members of DE&S' Salvage and Marine Operations team in a ceremony at Abbey Wood, from left, Morgyn Davies, Angie Wiltshire, Mark Hunter and James Ward



Picture: Phil Cook

Pictured above: leader of DFFS, Group Captain Andrew Killey, presents Mrs Powrie with her medal, watched by her husband Keith, other family members and current and former employees of the DFFS.

Contractors' operational work earns DE&S respect

FOUR CONTRACTORS from Atlas have been awarded their Operational Service Medal clasp 'Afghanistan' for support to operations.

Major General Tim Inshaw, Director Information Systems and Services, presented awards to Andy Smith, Stuart Fortune, Kevin Ingle and Duncan Simpson.

He said: "It is a pleasure

and a privilege to present these awards. It is really important that we celebrate success and mark the achievements of individuals of whom we are very proud."

The four received medals for service on communications and information systems hosting mission systems essential to operations.

Andy Smith said: "We're

proud to work alongside the Forces and, as a former member of the Forces having spent time in theatre, I feel the Atlas team makes a valuable contribution to the overall effort in Afghanistan, as the work we do ultimately helps to save lives."

Atlas is a consortium made up of Hewlett-Packard, Fujitsu, Logica and Cassidian.

DE&S' CHIEF of Materiel (Fleet) has presented medals to staff from the Salvage and Marine Operations (SANMO) team at Abbey Wood.

Mrs Angie Wiltshire was presented with the Imperial Service Medal by Vice Admiral Andrew Mathews for her service over 30 years with the MOD, the final three as part of SANMO.

She expressed her gratitude for the excitement and enjoyment the last three years had provided and her admiration for the commitment of staff to operational capability.

The other small group represented the 13 SANMO retained grades who qualified for the Queen's Diamond Jubilee Medal for more than five years 'operational service'.

Although they were only a few of the many in receipt of the medal, this group differed in that they are all civilians but also Sponsored Reserves (SR). All had served previously with the military or emergency services and have been operating as part of the SANMO SR unit since 2007.

Sponsored Reserves deliver niche technical skills into the combat environment to support warfighting. Their skills are either so specialist or limited in applicability that delivering them with military staff is not effective.

However, civilians directly supporting combat activity would be deemed 'illegal combatants'. The SR concept places technical specialists in uniform as military reservists, for specific activities in direct support of regular forces.

Vice Admiral Mathews said that it was now regularly the case that he was presenting operational medals to a mixed community of military and civilian staff who are increasingly operating in a forward deployed joint environment.

In many respects it is a precursor to the Total Support Force Concept to deliver a balanced, resilient and fully integrated force structure comprising regular and reserve forces, contractors and civilians.

MORE THAN AN AIRCRAFT, A FORCE FOR THE UK'S ECONOMIC GROWTH.



F-35
LIGHTNING II

The F-35 Lightning II isn't just a cutting-edge aircraft. It also demonstrates the power of collaboration. Today, a host of UK companies are playing their part in developing and building this next-generation fighter. The F-35 is truly an export programme creating thousands of jobs throughout the country with more than 120 suppliers engaged in the programme – contributing to UK industrial and economic development. It's enhancing the UK's ability to compete in the global technology marketplace. F-35 Lightning II. Delivering prosperity and security.



UNITED KINGDOM

THE F-35 LIGHTNING II TEAM

NORTHROP GRUMMAN BAE SYSTEMS PRATT & WHITNEY
LOCKHEED MARTIN



Scan to learn more.