

desider

Apr/May 10 Issue 24



the magazine for defence equipment and support



MINISTRY OF DEFENCE



Next generation power display

Latest DE&S organisation chart and PACE supplement [See inside](#)



Parc
life



Chain
gang



Dress for
success



Welcome
home



Keeping
on track



cover image

Astute and Dauntless, two of the most advanced naval vessels in the world, are pictured together for the first time as they undergo sea trials off the coast of Scotland. The meeting came within days of the first-of-class submarine's first successful diving tests.

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A virtual world based on war gaming technology is helping to train soldiers for real-life situations they may encounter in Afghanistan. The programme went on show at Abbey Wood in front of an appreciative and inquisitive audience.



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Portsmouth has become the fifth UK shipyard to start work on building the country's two new aircraft carriers. Steel cutting has begun in BAE Systems Surface Ships' yard close to where the Queen Elizabeth class ships will make their home.



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An officer from DE&S is providing engineering advice in the Arabian Gulf.



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General Sir Kevin O'Donoghue Chief of Defence Materiel



'We will enter a likely defence review as an adaptive and forward-looking organisation and one which has already embraced change.'

I DID not think I would be writing this foreword for *desider* but as you are probably aware I was asked by PUS to continue as CDM until later this year and I look forward to the challenges that are to come.

The immediate focus over the coming months, outside our main effort of support to operations in Afghanistan, will be a likely defence review, which will determine the fundamental longer-term direction of the Department and, thereby, of DE&S. We will enter any such review as an adaptive and forward-looking organisation and one which has already embraced change. We are halfway through PACE, our four-year change programme, and recently this has been reinvigorated with the incorporation into it of elements of the Defence Acquisition Reform Programme (DARP). This is allowing us, for example, to explore how we can capture the cost of DE&S manpower directly employed in developing and delivering equipment and support to the front line and other customers so that it can be funded as part of the equipment or service, rather than as an overhead.

DARP has also resulted in the new Terms of Business Agreement (ToBA) that clarifies roles across MOD for those involved in the acquisition process and which was launched on 26 April. I would urge DE&S staff to become familiar with the ToBA, and challenge other parts of the acquisition system if they do not act within this agreement.

And our readiness as individuals to grip change is already delivering results in our performance. We have again met the target for Key User Requirements and, for the first time in three years, we have also met the target for minimising project slippage. On cost, while programming decisions outside our control mean that we have not met the Departmental target for all projects, across 44 projects we have delivered the required cost control against a challenging target.

Looking to our future, Collocation, with its economic and organisational benefits, is progressing extremely well. The new builds at Abbey Wood

and Corsham are well on the way to completion with Oak Building at Abbey Wood North on track for completion early this summer. Moves from Wyton to Abbey Wood have now started in earnest with the bulk due to complete by early 2011. Next on the horizon are moves of elements of the Helicopters teams based at RNAS Yeovilton and the Bath teams to Abbey Wood, both due during 2011. The final closure and sale of the DE&S Caversfield site at Bicester resulted in a substantial receipt and running cost savings. I look to everyone to help the Collocation process move along as smoothly as possible and to take advantage of the considerable support available. Our highest priority is the maintenance of safe and professional working, throughout all this.

Alongside planning our future we continue to tackle the problems we face everyday. DSCOM demonstrated great agility and flexibility when confronted with the effects of April's volcanic eruption. With the Relief in Place of 11 Bde by 4 Bde just passing its half-way point the loss of all air lines of communication from the UK was felt keenly and DSCOM responded with novel and imaginative plans formulated in close liaison with PJHQ, to permit the recovery of more than 650 returning troops stranded. The combination of chartered aircraft, civilian coaches, civilian ferries, Naval vessels and RAF air transport aircraft provided the passengers with a long and ultimately successful journey home.

Finally, at the end of the last parliament there were a number of announcements about future equipment which clarified the position across a range of important equipment and support programmes. These announcements, which are covered elsewhere in *desider*, included work on future Astute class submarines and on Complex Weapons programmes, the go ahead for a new Light Protected Patrol Vehicle and for the demonstration phase of the Scout Vehicle and further good news on the replacement for Nimrod R1, and support for Tornado engines, Hawk aircraft and the RN surface and submarine fleet.

Your April/May *desider*

This edition of *desider* combines news from April and May, including announcements made in late March and early April.



NEWSREEL

Company backs Puma

ENGINEERING consultancy Frazer-Nash has been awarded a further contract to support the MOD in the upgrade programme for the Puma Helicopter. Working with the prime contractor, Eurocopter, Frazer-Nash is developing a safety case and aircraft loss model for the helicopter as part of the Puma Life Extension Programme. The Puma HC2 is expected to replace the current Puma HC1 from 2012, as the Puma continues in service until 2022.

Event backs co-operation

CHIEF of Defence Materiel, General Sir Kevin O'Donoghue joined 20 UK and 40 Turkish companies at a joint defence industry co-operation event in Ankara organised by UK Trade and Investment Defence and Security Organisation. UK and Turkish delegates made a presentation of their business units to better understand the areas of co-operation. Sir Kevin witnessed a Memorandum of Understanding between Thales UK and weapon systems company Aselsan.

Contract keeps Afghan campaign well on track

ARMoured VEHICLES in Afghanistan will be kept on track after DE&S extended the contract to provide metal tracks for the vehicles run on.

Astrum (UK) based in County Durham has secured a £30 million, two-year extension to their contract with DE&S to supply tracks to all heavy, medium and light Armoured Fighting Vehicles (AFV), including the Combat Vehicle Reconnaissance (Tracked), Warrior and Trojan which are currently on operations in Afghanistan.

Other track systems supplied by Astrum under this agreement include tracks for the Challenger 2 tank, the armoured engineer vehicle Titan and the armoured personnel carrier FV430 including the up-armoured and upgraded Bulldog variant.

The deal will secure 100 jobs in the company's defence design and manufacturing side of the business.

Andy McGrellis, Combat Track Group Systems leader at DE&S, said: "The award of this contract to Astrum (UK) will enable DE&S to secure the supply of AFV track and associated items for the next two years in support

of current operations and land forces' pre-deployment training and exercises."

Tracked vehicles are in contact with a larger surface area than would generally be the case with wheeled vehicles.

As a result, tracks exert a lower pressure on the ground, enabling vehicles to be used on soft and uneven ground as they are less likely to get stuck.

Astrum managing director Phil Kite said: "Winning this contract is a major boost for the business and is a well deserved reward for the hard work of all our employees."

Keeping tracked armoured vehicles ready to do their job. A new contract extension with Astrum UK will maintain the metal tracks on a number of assets, including the Challenger 2, above left, Warrior, above, and Bulldog, left

"Over the last few years we have continually demonstrated that we can deliver quality products, on time, at competitive prices.

"The award of this major contract was built on this success and the determination of the business to be the best at what we do."

The contract has an option for a third and fourth year at around £15 million per year. The existing contract was originally signed in March 2005, has run for a period of five years, and was due to expire on 31 March 2010 prior to agreement of this extension.

Tornado engine support is guaranteed

ROLLS-ROYCE will continue to support the RAF's fleet of Tornado aircraft in a contract worth £690 million.

Under the terms of the new RB199 Operational Contract for Engine Transformation (ROCET2), which runs until 2025, Rolls-Royce will provide the RAF with a guaranteed level of availability for its RB199 engines, spares and ground support equipment.

The new agreement includes additional support elements, such as the development of engine health monitoring techniques designed to improve operational capability.

Rolls-Royce has been contracted to support the RAF's RB199 engine fleet since December 2005.

Rolls-Royce undertakes all aspects of RB199 engine support, including the provision of replacement engines to meet customer demands, and technical support both on-base and from the Rolls-Royce Operations Centre in Bristol.

New generation in harness

Picture: BAE Systems



Above: *Dauntless* and *Astute* cut a dash against a Scottish backdrop as they offer a rare opportunity to be pictured together on sea trials in the firth of Clyde.
Right: *Astute* surfaces after a successful dive



Astute class all set to earn full commitment

INITIAL BUILD work is to begin on Boat 5 of the Astute class.

This will include the first phases of building the submarine's hull and systems. Work has already started on building the nuclear propulsion plant.

Relevant orders will be placed as soon as possible, subject to successful contractual discussions with suppliers.

And the MOD has also decided to proceed with long-lead procurement activities for Boat 6.

Work already started on Boat 5

This precedes the initial build work, and is intended to ensure that certain key items are ordered in good time to be delivered when they are needed.

Decisions on placing orders for Boat 7 – the final build – will be made when they are needed to support timely delivery of

the submarine. Limited work has already started on the reactor core for Boat 7.

The class will be the most advanced submarines to serve with the Royal Navy and, on current plans, seven boats will be bought.

Good progress continues to be made on Boats 2–5 – *Ambush*, *Artful*, *Audacious* and *Agamemnon* – which are all being built at BAE Systems Submarine Solutions' yard in Barrow-in-Furness.

More equipment announcements – round-up, page 18

Dauntless and Astute share sea trials

ASTUTE and *Dauntless*, two of the most advanced naval vessels in the world, have met for the first time.

Dauntless, the second of the Royal Navy's Type 45 destroyers, and *Astute*, the first-of-class nuclear powered attack submarine, combined on sea trials in the firth of Clyde.

The meeting came within days of *Astute*'s first successful diving tests. The submarine arrived at her operational base of Faslane on the Clyde from BAE Systems' Barrow yard last November and is currently undergoing more sea trials ahead of her acceptance into service.

Dauntless was handed over to the MOD by BAE Systems last December and will be commissioned into the Royal Navy in June.

NEWSREEL**Typhoon costs unveiled**

THE cost of deploying Typhoon aircraft to the Falkland Islands is £1.56 million, according to figures released to Parliament. A further £416,000 was allocated for one-off infrastructure costs at the Mount Pleasant base for the changeover from Tornado F3 to Typhoon. Additionally the cost of returning the Tornado F3 airframes to the UK was £800,000. Typhoon took over the Falklands Quick Reaction Alert role last September.

Subs' role

THE next review on women serving in Royal Navy submarines will take place later this year. Women are currently excluded because of potential risk to an unborn foetus from contaminants in the submarines' atmosphere. The Institute of Naval Medicine is conducting research on the levels of risk, results of which will inform the next review.

Public to give their views

PUBLIC consultation on the submarine dismantling project is planned this year. The project is considering sites for initial dismantling of out-of-service submarines and interim storage of the resulting intermediate level radioactive waste.

Carrier stats

AT the start of the year 93 sub-contracts had been placed by the Aircraft Carrier Alliance to support the build of the two Queen Elizabeth Class Aircraft Carriers, it was announced in Parliament.

Up, up and away!



Main picture: Watchkeeper takes off from Parc Aberporth. Right: UK Reaper marks a milestone.

Watchkeeper makes maiden UK flight while Reaper passes 10,000 hours



WATCHKEEPER HAS passed another major milestone with its maiden UK flight.

The 20-minute flight from the Parc Aberporth West Wales Unmanned Air Vehicle Centre – managed by QinetiQ – is a big step forward in the long-term programme to demonstrate that the Watchkeeper system meets the robust safety and airworthiness criteria required to fly UAVs initially on ranges and segregated airspace in the UK.

Watchkeeper will provide enhanced capability to enable commanders to detect and track targets for many hours without the need to deploy troops into potentially sensitive or dangerous areas.

The system is capable of rapid deployment and operations anywhere in the world and will support the information requirements of all three services.

DE&S' Unmanned Air Systems team Watchkeeper programme manager Stephen Waller said: "The first UK flight of Watchkeeper is an important landmark in this vital programme."

"This achievement is thanks to the hard work by the teams from the MOD and Thales UK, QinetiQ, UTACS and Elbit.

"Watchkeeper is a world-class technology and will save the lives of British Forces on operations."

Alex Dorrian of Thales UK

said: "2010 is an important year for the programme as it will also see the opening of the Watchkeeper training facility in Larkhill, and continuation of field trials at Parc Aberporth."

Reaper scythes through the 10,000-hour mark

THE UK Reaper remotely piloted aircraft programme has now provided more than 10,000 hours of cover for UK and coalition forces in Afghanistan since 2007.

From November 2009 the system has been supporting operations 24 hours a day with increases in capability planned for later this year.

Jonathan Barratt, leader of DE&S' Unmanned Air Systems team, said: "I am delighted this significant landmark has been achieved which reinforces the great importance of this battle winning capability."

"We will continue to work closely with our US allies in providing Reaper to meet the changing needs of the front line for as long as necessary."

Reaper is flown by the RAF's 39 Squadron via satellite from a UK operations facility at Creech Air Force Base in the Nevada desert.

Since May 2008 the system has been armed with Hellfire missiles and laser guided bombs.

Reaper is being procured and supported via a Foreign Military Sales case with the US Government. The main contractor to USAF is GA-ASI.

In the UK, the Reaper programme is managed by the DE&S Unmanned Air Systems team together with teams within DE&S Information Systems and Services and Director Weapons who provide expertise and support on UK communications infrastructure and weapons safety respectively.



The Lightning II in STOVL mode
Picture: Lockheed Martin

Joint Strike Fighter makes vertical landing

THE FIRST vertical landing of the Lockheed Martin F-35B Lightning II aircraft has taken place.

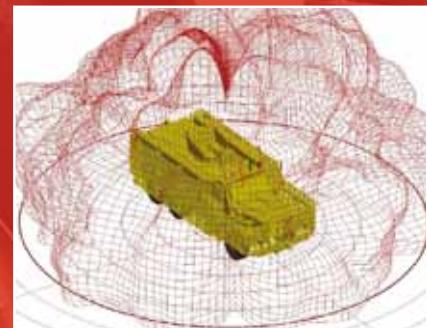
Rolls-Royce's Lift System is the technology that enables short take off and vertical landing (STOVL) operations for the Lightning II Joint Strike Fighter.

The successful flight test took place in late March at the Naval Air Test Center, Patuxent River, Maryland.

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NEWSREEL**Ambush hosts a VIP visit**

LADY Anne Soar, wife of Commander-in-Chief Fleet, Admiral Sir Trevor Soar, has visited *Ambush* to see the submarine she will sponsor.

The second-in-class *Astute* boat is under construction at BAE Systems in Barrow-in-Furness.

Every Royal Navy warship has a female sponsor who has personal ties with the vessel throughout its operational life.

BAE Managing Director John Hudson gave a presentation on the shipyard and a run-down on the progress of *Ambush* in build.

New chief

ABERDEEN-based engineering services company Imes has appointed Fred Chadwick as its new chief executive. Imes and subsidiary Buchan Inspection offer a range of engineering services including assurance of lifting, handling and other safety critical equipment to marine contractors, those in the energy sector along with the MOD and Royal Navy.

A400M costs

COST so far to the MOD of the A400M programme has been £843 million from the Capital Departmental Expenditure Limit and £5 million from the Resource Departmental Expenditure Limit, according to figures released in Parliament. This money has been spent on aircraft development and production activities.

Defence spend

ABOUT 2.6 per cent of UK gross domestic product was spent on defence in 2008-09, according to Parliamentary figures.

Ships and subs targeted in 15-year Babcock deal

ENGINEERING SUPPORT to the Royal Navy's major warships and nuclear powered submarines has been guaranteed by a 15-year agreement with Babcock.

The Terms of Business Agreement (ToBA) confirms the company as a key partner of DE&S in the maritime sector, joining BAE Systems Surface Ships who signed an agreement with DE&S last year.

ToBA will cement the company's position as the MOD's lead industrial partner for engineering support to in-service submarines and the foremost provider of major refits for warships and submarines;

Babcock will also be preferred supplier for engineering and other site services for base-ported and visiting surface warships and submarines at Devonport and Faslane.

The company will also be technical advisor to the MOD on the initial phases of development of solutions for dismantling of submarines.

The contract secures value for money for the MOD by guaranteeing at least £1.2 billion of efficiency savings over the duration of the contract.

DE&S Director Submarines Rear Admiral Simon Lister said: "ToBA is a key component of the Maritime Change Programme and an important first step in the Submarine Enterprise Performance Programme.



UK Apache passes Herrick milestone

THE UK Apache helicopter fleet reached the landmark of 20,000 flying hours in support of Operation Herrick at the end of February.

This represents a quarter of the flying hours of the whole fleet, which stands at around 80,000 hours.

This landmark has been achieved in less than four years, Apache having first deployed on Operation Herrick in May 2006, three years ahead of the originally anticipated timescale.

Pictured above: an Apache AH64D helicopter from 3 Army Air Corps soars over the Arizona Desert in the USA while taking part in Exercise Crimson Eagle.

We have invested heavily in modernising the Royal Navy and the support that Babcock delivers to the Fleet is crucial to maintaining these defence assets.

"The contract will deliver substantial savings to the MOD while improving performance and developing a closer

partnering approach for our future relationship with Babcock Marine."

Peter Rogers, Babcock's Chief Executive added: "Finalisation of this agreement confirms Babcock's long term strategic role and it will deliver significant benefits to both parties over the 15-year period."

MRA4 is just what the doctor ordered!

DE&S' Chief Operating Officer has given his seal of approval to progress on the Nimrod MRA4 programme.

Dr Andrew Tyler saw the advanced state of the aircraft being produced at Woodford and flew on the first production aircraft, an experience that left him impressed with the capability the RAF can look forward to.

"For me, with any military equipment it's all about the proof of the pudding being in the eating, and there's no substitute for actually going and flying the product," he said.

"That's my first time flying in the MRA4, and I have to tell you that it's an absolutely exhilarating experience and wonderful to see how the whole aircraft has come together now."

"My impressions of the overall programme are after all these years of hard work and development activities, all of a sudden we've got what really looks like a capability fit for the customer."

■ First aircraft delivered to the RAF – page 23



Impressed: Andrew Tyler, DE&S' Chief Operating Officer, takes a look at the Nimrod MRA4 project

Ascod on track to give Army more armour



A CONTRACT for the Specialist Vehicle programme demonstration phase for a new fleet of medium-weight armoured fighting vehicles has been announced.

The first tranche of the programme should deliver around 600 vehicles to the front line, with the possibility of further purchases in the future.

This will include development of Scout, the principal reconnaissance vehicle that will replace the Scimitar vehicle currently in Afghanistan.

DE&S has chosen General Dynamics UK's Ascod tracked vehicle as the design for the demonstration phase of the competition.

Ascod is the latest generation of a proven European design which has been significantly redesigned by General Dynamics' UK engineering team.

The Specialist Vehicle fleet will provide improved protection against a wide range of threats and bring significant benefits to the Army, including greater firepower, longer range sensors and sighting systems and a higher level of reliability.

Under General Dynamics'

GD UK's Ascod will lead the demonstration phase of the SV programme

proposals around 70 per cent of the work on this vehicle would take place in the UK.

Dr Sandy Wilson, managing director of GD UK, said: "We offered the best integrated solution, the best growth potential over the 30-year life of the vehicle, the best value for money for the British taxpayer and the best deal for the UK industrial base.

"The Ascod programme is British to its bootstraps, delivering a military off-the-shelf vehicle with British design by British engineers to the British

Army while safeguarding or creating 10,600 jobs for British workers," he added.

Chief of Defence Materiel General Sir Kevin O'Donoghue said: "This is an important step in the Specialist Vehicle programme. The Scout is one of the Army's highest equipment priorities and will be the cornerstone of its reconnaissance capability.

"To have reached this point in a complex programme so soon after the assessment phase began in summer 2008 reflects highly on the DE&S staff involved."

Upgrade progress

COMPETITORS FOR the Warrior Capability Sustainment Programme have been asked to 'revise and confirm' their bids.

BAE Systems Global Combat Systems and Lockheed Martin UK have tendered, significantly to increase Warrior's capabilities and extending its out of service date to 2035.

Modifications to Warrior will continue to be provided on Warrior through Urgent Operational Requirements.

GD pledges host of new jobs

NEW JOBS will be secured or created all over the country for the duration of the SV programme, particularly in south Wales where General Dynamics UK is based, according to the company.

GD UK has sub-contracted Lockheed Martin UK Insys to produce the turret of the Scout variant of Ascod SV, and will transfer full rate production of the entire programme to the Defence Support Group in Donnington, ensuring the majority of Ascod production happens in the UK.

More protection for troops in Snatch replacement

REPLACEMENTS FOR the Snatch Land Rovers in Afghanistan have moved a step nearer with the launch of an Urgent Operational Requirement procurement for an initial buy of a minimum of 200 Light Protected Patrol Vehicles.

DE&S is conducting evaluations into two bespoke vehicles developed by industry,

specifically tailored to the requirement.

It comes on top of substantial investment in protected vehicles over the last few years – since 2006 around 1,800 protected mobility vehicles have been bought at a cost of more than £1.7 billion.

The Light Protected Patrol Vehicle programme is looking to procure up to 400

vehicles but, until the military requirement has been refined, the initial order will be 200, with options for the remainder. The Lightweight Protected Patrol Vehicle will provide enhanced survivability from buried and side attack from blast and ballistic threats while conducting patrol and force protection tasks.

NEWSREEL**Firms team up for bid**

NATS Services, Thales UK and VT Group have signed an agreement under the name Aquila Air Traffic Management Services to bid for the MOD's Joint Military Air Traffic Services (JMATS) programme.

The programme will deliver enhanced capability and significant through-life cost savings in military air traffic management at MOD-operated airbases and flying ranges in the UK and overseas and an out of area capability to support expeditionary air operations.

Hermes milestone

THE UK Hermes 450 fleet of unmanned air vehicles has now flown more than 30,000 operational hours – around 2,000 sorties – providing Intelligence, Surveillance, Target Acquisition and Reconnaissance support to UK forces on current operations. Hermes will eventually be phased out as Watchkeeper, which has made its maiden UK flight, nears readiness to deliver front line capability.

Radar deal signed

SELEX Galileo has received a £19 million Active Electronically Scanned Array (AESA) radar technology demonstrator programme contract from the MOD. It includes build of a first of type AESA radar providing increased capability compared to conventional AESA fire control radar systems.

New contract helps keep land vehicles up to speed

DEVELOPMENT OF a high efficiency, two-speed transmission with active clutch control to fit to a vehicle alternator, has been secured thanks to a £200,000 contract awarded by DE&S.

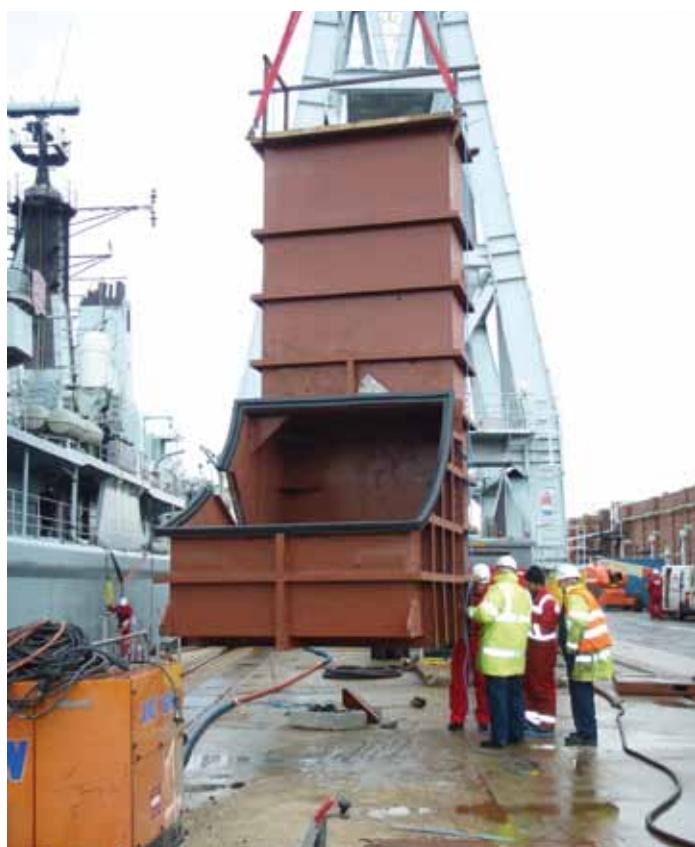
With the increasing demands on land vehicles which are often used in adverse conditions, extra electrical power is needed.

The two-speed transmission, which can be integrated on to current military vehicle alternators, will primarily provide increased electrical power at low engine speeds, as well as providing more electrical power at higher speeds.

Awarded to Warwickshire-based transmission specialists Antonov, in partnership with Prestolite based in Middlesex, the contract, which has a 50 per cent commercial contribution, will ensure the development of the transmission technology until the end of this year.

Jim McMenemy, DE&S' Programmes and Technology Group project manager for the task, said: "DE&S is pleased to be working with Antonov on this project which will see us move forward in the provision of more electric power for military vehicles."

Antonov's Executive Chairman Dr Jos Haag added: "We are very happy that we have won this contract with DE&S as they are an important player in the market. It is another development in the area of two-speed and three-speed technologies where we are already quite active and successful."



Above: work starts on *HMS Gloucester*'s bilge keel repairs

Gloucester repair work cracks on

HMS GLOUCESTER has successfully had her port and starboard bilge keels repaired underwater.

UMC International were contracted to do the work after an underwater survey revealed cracks in each of the bilge keels.

HMS Gloucester's programme did not allow for docking so the repair method chosen adopted the use of a man entry surface piercing cofferdam – the most cost effective option.

The cofferdam was initially held in position using chain blocks, and brackets were then welded to the hull to react against the upward buoyant forces that would result once the cofferdam was drained.

Draining the cofferdam forced the lower section against the hull making a seal and a completely dry environment. Repairs were carried out as if the ship was in a dry dock.

DE&S is aiming to do more in-water maintenance and repair as it saves money and has programme benefits.

DE&S joins industry in putting on the best

ARMOURED VEHICLES, counter-Improvised Explosive Device robots, Unmanned Aerial Vehicles (UAVs) and blood transport units – much of it procured and supported by DE&S – were all on display to mark National Science and Engineering Week.

The event at Yeomanry House in London was organised by the MOD and Defence Industries Council.

Industry exhibitors joined Forces personnel including 29 EOD and Search Group and RAF UAV

specialists, who have combined ground technology and UAVs in Afghanistan.

Exhibitors included Amsafe, BAE Systems, Defence Science and Technology Laboratory, Fenton Pharma, Finmeccanica, Force Protection, General Dynamics, Milsys, NAR Group, Northrop Grumman, Ovikom, Oviks, Prometheus, QinetiQ, Raytheon, Supacat, Cobham, Thales UK, Universal Engineering, Vestguard.



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Vanguard chart display approved

INSTALLATION OF the newest version of the Royal Navy's standard naval warship electronic chart display and information system (WECDIS) on Vanguard class submarines has been approved by the MOD.

HMS Vengeance has been fitted with WECDIS and the latest software. Final approval for the Vanguard submarines was granted following certification testing by Lockheed Martin UK at Havant, and software developers, Offshore Systems International of Vancouver.

WECDIS is now the standard system across the Navy's fleet of surface ships and submarines, using hardware provided by Kelvin Hughes and software by Offshore Systems International, installed by Babcock. The newest WECDIS version of software for submarines will enhance the vessels' ability to plan and navigate.

This is the second class of Navy submarine to be fitted with WECDIS, *HMS Torbay* being the first in 2008.

To date, 65 Royal Navy surface ships, submarines and 16 P2000 fast patrol boats have been equipped with Lockheed Martin's WECDIS navigation system, and 95 per cent have completed the Royal Navy's digital accreditation process to use WECDIS as an aid to navigation.

Armour scores another success

Osprey and Mk 7 helmet saves life in grenade attack

A SOLDIER from the Coldstream Guards in Afghanistan has praised his new helmet and body armour which probably saved his life when a grenade bounced off his head.

Lance Sergeant Richard French, 28, was manning a radio in Babaji during a grenade attack.

He dived to the floor a split second before the grenade exploded.

LSgt French said that he and his men have gained a new found respect for their Mark 7 combat helmets and Osprey body armour:

"I could have been killed. We were all wearing our helmets and body armour because we had some indirect fire earlier on. It was just as well," he said.



Lance Sergeant Richard French with the armour that saved his life

"The new helmet and body-armour probably saved my life."

The only visible wounds he had were a few scratches on his face caused by flying dirt and stones.

LSgt French has been in the Army for 10 years and in that time has only spent one full year in the UK not on operations.

He has served two tours of Northern Ireland, one in Iraq, and this is his third deployment to Afghanistan.

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Triumph makes T-boat history

HMS Triumph passes Plymouth Hoe on her way out of Devonport



THE FINAL refit and refuel to be undertaken on a Trafalgar class submarine has taken place in Devonport.

Nuclear-powered *HMS Triumph* has sailed after a four-year Long Overhaul Period (Refuel) (LOPR) which has cost nearly £300 million.

More than 1,000 personnel have spent more than 2.75 million hours on the refit, including Babcock employees, submarine staff, DE&S staff and various external contractors.

The refit has included significant capability improvements, as well as reactor refuelling, refurbishment work on all submarine systems, and addressing considerable emergent repair work.

Capability improvements have included installation of the latest sonar 2076 bow, flank and towed array systems, and upgrade for Tomahawk land attack cruise missile systems.

Also included is a new internal fibre optic computer systems

network and enhanced satellite communications system.

An additional ballast pump has been installed to aid rapid deballasting, and a number of safety improvements incorporated to fire fighting and escape capabilities.

More than 75,000 items of equipment have been overhauled

Babcock submarine operations director at Devonport, Gavin Leckie, said: "The significant safety and capability improvements undertaken during this substantial overhaul programme have fully equipped the submarine for her next commission."

Superintendent Submarines, Captain Mike Robinson, added: "Despite this being the last Trafalgar Class submarine LOPR the project has had to overcome some significant emergent technical challenges and this has required close co-operation between the MOD and Babcock."

HMS Triumph will complete three months of sea trials before returning to the Fleet for operational duties.



Capability will help reduce 'blue on blue' incidents

A NEW computer-based capability to store and retrieve, on demand, up-to-the-minute friendly force information for pilots and battlefield commanders may only be months away.

The Combat Identification Server (CIoS) technology demonstrator programme aims to provide UK, allied and coalition combatants with the best possible information on friendly ground forces' positions.

CIoS will increase operational effectiveness, reduce air-to-ground response times, and reduce risk of 'blue on blue' incidents.

"To provide a practical capability of greatest utility across the battlefield, CIoS needs to hold information from as wide a range of allied datalinks and data networks as possible" said David Hayles of DE&S' Tactical Datalink Delivery team.

"And the compiled picture must be able to be distributed to the people who need it in a tight time frame with a high standard of fidelity and confidence in its completeness."

CIoS will provide locations of friendly forces nearest to the position specified by the requesting unit.

Advantages of CIoS are that information will only be sent when it is demanded by a requesting unit and all requesting units will receive the latest picture available from the server.

The technology demonstrator programme has focused on close air support but technology is applicable to a wide range of operational scenarios.

Work began on the combat identification server as part of the team's research programme just over a year ago with a prime contract awarded to General Dynamics UK, leading an

industry team with Rockwell Collins UK and QinetiQ.

One of the stipulations in CIoS' development was that no changes would be required of the requesting platforms to be able to interact with the server, maximising utility and exploitability.

CIoS capability demonstrations are expected to be completed in July with a live trial later in the year. An operationally deployable version of CIoS could be available within 12 months.

"The CIoS concept has been successfully brought to reality in a rapid and cost-effective programme through DE&S' first application of the Dynamic System Development Method of project management. This level of success has been the result of a committed, proactive and flexible approach by both DE&S and its industry partners," said Mr Hayles.

NEWSREEL

Forces earn a pay rise

PERSONNEL in the Armed Forces were awarded a two per cent pay rise from 1 April.

The operational allowance to deployed personnel rises to £2,640 over a standard six-month tour, up from £2,380. A Private soldier deploying on their first operation will receive basic pay between £17,015-£26,405, plus £2,640 tax free Operational Allowance over a six-month tour and a minimum of £1,218 in longer separation allowance.

Lapel figures

AS at 19 February 2010, 770,324 veterans' lapel badges had been issued to former members of the forces and their dependants since introduction in April 2004.

Survey time

THE next survey for readers of *desideris* is due to be published in our June edition.

Aircraft protection takes on a co-ordinated look

THE NEXT generation of aircraft self defence has come closer with a new approach to defensive aids.

A £20 million contract has been signed with Selex Galileo for the Common Defensive Aid System Technology Demonstrator Programme (CDAS TDP).

The right defensive aid system for an aircraft is an essential item for deploying to theatre. However, the UK currently has a wide variety of systems in service, bought from different suppliers for different platforms and over a period that goes back in some cases to the 1980s.

Continuing to support this wide range of different equipment is difficult and would not give the best value for money in the future.

Systems have traditionally been added to aircraft piecemeal, complete with their own individual controls and displays to meet the requirements of the day.

Crews must then absorb information from several different sources at once and respond appropriately to what may be a complex scenario. Threats have to be prioritised, ensuring a counter to one does not make the aircraft more vulnerable to another. Hence the



A Chinook deploys defensive aids in an operational zone.

need for a new approach.

CDAS TDP will be a three-year project, managed by DE&S' Air Sensor Systems and Platform Protection team and delivered by Selex Galileo alongside partners BAE Systems, QinetiQ and Thales UK.

The programme will demonstrate the benefits of integrating a system through a central controller that can coordinate operation of the various sensors and countermeasures, all interacting through standardised interfaces to maximise overall protection and using centralised display and control.

The programme will start with basic lab rig demonstrations

and work up to flight trials run jointly by Selex and the Defence Science and Technology Laboratories.

Ultimately it should be possible for a CDAS aircraft to be fitted with any combination of common system types, as required to carry out its role.

Also, new or upgraded systems will be added cheaply and easily, as long as they conform to the standardised interfaces.

CDAS will thus give an aircraft a truly flexible defensive system that can be tailored to meet a commander's operational need, will be easier for the crew to operate and give them much enhanced protection.



Top: *Dauntless* and *Daring* get together off Portsmouth.

Above: Rear Admiral Bob Love, DE&S Director Ships, left, introduces the charter with Alan Johnston, head of BAE Systems Surface Ships

Thales signs up to support too

THALES UK has secured a six-ship, seven-year support contract for the Type 45 destroyers' fully integrated communications system (FICS).

The multi-million pound contract requires Thales to guarantee the availability of the communications systems fitted to the ships.

The contract, awarded to Thales by BAE Systems Surface Ships, covers all internal and external communications systems and will run until 2016. In addition to providing support to the vessels themselves, Thales will also provide support for a single shore-based reference system.

To be undertaken from Thales UK's Crawley site, the contract will be delivered in two stages: mobilisation; and in-service support. Both of these elements have already begun in support of *HMS Daring*.

A Thales spokesman said the contract represents a move away from traditional 'spares and repairs' oriented support contracts, to a service-based model, where Thales would be responsible for system availability.

It represents a new and innovative, cost-effective approach to providing support to the Royal Navy and builds on Thales' status as one of the leading partners to DE&S on a number of support programmes.

Daring and *Dauntless* (and their sisters) face the future

T45 charter heralds a revolution in warship support

SIGNING OF the Type 45 support charter between DE&S and industry in late February marks a significant milestone in the transformation of the maritime defence sector, according to senior figures at DE&S and BAE Systems Surface Ships

In a first for front line Royal Navy ships, BAE Systems will act as the class output manager for the Type 45 class, taking the successful approach adopted to support the River Class vessels to the next level and applying it to a highly capable, complex class of warships.

This will simplify support to DE&S, with BAE Systems acting as a single point of contact, co-ordinating all aspects of ship support.

This includes maintenance, supply chain and design management, as well as planning and optimising support to the ships.

However, the collaborative working doesn't end there – it extends into the supply chain with key industry partners Converteam, Thales, Raytheon, Northrop Grumman Sperry Marine, Rolls Royce, Ultra and BAE Systems Insysy all signing up

to the support charter to provide an innovative support agreement.

The 'complex equipment' sub-contracts with each of the industry partners are let on a contracting for availability basis, with payment largely determined by the performance and usage of equipment, providing the MOD with a 'volume control' to forecast and control costs based on ship usage.

Ultimately, this approach will deliver both improved ship availability for the Royal Navy and lower through life support costs, which is essential to enable all to meet the future challenges.

Alan Johnston, managing director of BAE Systems Surface Ships, said: "The Type 45 represents a significant step forward in innovation and capability for the Royal Navy and as such demands an equally innovative support solution."

"The support charter is important in achieving this and represents a step change in how we all work together through long-term partnering agreements to meet our common goals of transforming the UK maritime industry."

NEWSREEL**DE&S appoints new Fellows**

FIVE new Fellows - David Camm, Francis Parkinson, Geraint Swann-Price, Craig Hoing and Kevin Thomas have been appointed to the DE&S Specialist Fellowship Scheme which rewards civilian and military staff who need to maintain world class levels of expertise in their fields.

To date 35 have been invited to join. The next round of nominations will be later in the year and details will be published in a DE&S HR Information Notice.

A list of DE&S Fellows, including their specialisms, is on the defence intranet on the HR team page.

Work begins

WORK has begun at RNAS Culdrose to pave the way for new support equipment and buildings as part of the transition to the Military Flying Training Scheme. 750 Naval Air Squadron will be retiring their Jetstream T2 aircraft next year and replacing them with King Air 350 ERs.

Steve moves in

COMMODORE Steve Brunton took up the post of DE&S Head of Destroyers on 26 April, responsible for the Type 45 Destroyer programme. Cdre Brunton was Head of Above Water Capability where he was Capability Sponsor for Type 45.

Reds suited

LIVINGSTON-based W. L. Gore & Associates (UK) will supply the Red Arrows display team with Goretex garments, the company has announced.

Type 26 vessel is now under starter's orders

Future Surface Combatant reaches a crucial phase

THE NEXT generation combat ships for the Royal Navy have moved a step closer with the announcement of a contract with BAE Systems for the programme's assessment phase.

The Type 26 Combat Ship is likely to be the first ship from the Future Surface Combatant programme to come forward for approval.

BAE Systems has been awarded a four-year £127 million contract by DE&S to take forward the programme to replace the existing Type 22 and Type 23 frigates.

Type 26 will deliver a versatile, affordable capability that can be easily upgraded to ensure it remains at the cutting edge throughout its service life.

BAE Systems will work in a joint team with DE&S to assess options from the initial concept design to develop a detailed specification ready for manufacture.

First Sea Lord Admiral Sir Mark Stanhope said: "You simply



Future power: what the first variant of the Type 26 frigate may look like

cannot have a credible Navy without frigates, and the Type 26 will form the backbone of the Royal Navy's surface combatant force alongside the new Type 45 destroyers.

"This assessment phase will play a critical part in ensuring that the necessary capabilities identified during the Defence Review are incorporated into the Type 26 design."

Alan Johnston, Managing Director of BAE Systems Surface Ships, said: "This is an exciting step in a programme that is hugely important for the Royal Navy and the whole of the UK maritime industry.

"Type 26 is a key component in sustaining a surface warship capability in UK industry as

agreed under the Terms of Business Agreement we signed with the MOD last year.

"Working in close partnership with the MOD and industry will help to reduce risk and deliver better value for UK taxpayers. It represents a real step change in procurement for defence."

An 80-strong joint team has already been set up in Bristol and this will rise to 300 over the next four years.

The first of the new class is due to enter service around the start of the next decade and by the 2030s around half of front line Royal Navy personnel are expected to operate on either a Type 26 or the second variant to be developed under this programme.

Bang goes another DE&S contract!

AN EXTENDED deal for smoke grenades and pyrotechnics for use by British troops in training has been signed.

The munitions will provide smokescreen cover on operations, flare markers for parachutists landing in difficult environments and in pre-deployment training to simulate battle conditions, including weapon fire and explosions.

The contract extension, worth just under £40 million, with Chemring Defence UK in Derbyshire, will supply a range of 52 general munitions, including signal flares and battle noise simulators for use on operations in Afghanistan

and in pre-deployment training.

DE&S' Defence General Munitions leader Colonel Andy Gibson said: "Security of supply of general munitions is vital to support current operations and the training for them."

"Our extended partnering agreement with Chemring will provide security of supply of critical munitions to Front Line Commands and operational theatres and to meet training needs for at least five years."

"Over the last seven years, Chemring Defence have proved that they can deliver a wide range of pyrotechnics on time and at a fair price and we are pleased to be able to continue

this partnering relationship".

Mike Helme of Chemring Europe, added: "Chemring welcomes this agreement with the MOD which facilitates our long term planning and underpins development and maintenance of critical UK capabilities in line with the MOD's Defence Industrial and Technology Strategies."

The original agreement with Chemring was established in June 2003 and the renewal extends it for five more years with an option to extend by another two years.

The contract should deliver savings and benefits of around £5 million.



Transport on the way to keep UK forces more agile

TWENTY AGILE equipment trailers are ready for tank transporter units on the front line to help them cope with difficult terrain.

DE&S' General Support Vehicles team has achieved another major Urgent Operational Requirement (UOR) milestone with the delivery of the new Improved Mobility Trailer (IMT) at a cost of around £3 million.

The trailers, pictured above and right, have been designed to be towed by the Heavy Equipment Transporter (HET) and will carry a maximum 45 tonnes on 'off road' terrain.

Each trailer is 14.5 metres long by 3.5 metres wide and has ramps and winch rope guides to allow recovery of vehicles using the HET winching system.

DE&S' General Support Vehicles has contracted with HET provider KBR (Fastrax) and, after extensive trials, the Broshuis trailer was chosen as the best transporter which could be acquired in the tight timescale.

The overall design of the trailer provides ground troops with a simple, robust and easy to maintain platform without any loss of performance or mobility.

The HET IMT will predominately be used by Royal Logistic Corps drivers on operations worldwide. It has been fitted with a suspension system designed to cope with challenging off road conditions.

Delivery of the trailers started last November and were completed at the end of February.

Dr Jonathan Cook, leader of General Support Vehicles, said: "This achievement is another example of the team's success in delivering vital high quality equipment and support to the front line troops in compressed timelines."



Company provides a watertight case



THE 1430 Peli Protector Case, left, has been chosen as the preferred container for divers' signal flares.

The cases are designed to replace metal ammunition boxes which could be corroded by seawater.

The Peli 1430 case is watertight, crushproof and corrosion proof. However it was not approved for transporting explosives so has passed rigorous testing to be the first plastic case approved to carry these explosives.

DE&S' General Munitions has bought 250 cases to transport and store flares. The 1430 case features a flip lid giving easy access to the gear inside.

It has dual-action easy open latches, automatic pressure purge valve and stainless steel padlock protectors.

A SERIES of contracts and agreements has been announced towards the next generation of aircraft and air-launched weapons.

Announcements include:

- **three new aircraft from the US to replace the Nimrod R1;**

- **maintenance contract for Hawk T Mk2 aircraft – the advanced jet trainer;**

- **progress towards delivery of 22 new Chinook helicopters;**

- **an agreement for the RAF's future A400M transport aircraft.**



A400M: deliveries of the aircraft to the RAF have been revised in an agreement with Airbus Military

AIRBUS MILITARY will deliver not less than 22 A400M of their heavy lift transport aircraft following an agreement with the MOD.

The heads of terms agreement, to provide basis of a formal contract amendment, will see the UK's contribution to a price increase achieved by a reduction from the original contracted number of 25 with anticipated delivery of the first aircraft in 2014 and expected in-service date a year later.

The MOD has placed a £120 million contract for the in-service support of the Hawk T Mark2 trainer with BAE Systems.

The in-service date of the aircraft was achieved in February and, under the contract, BAE Systems will provide contracted logistic support to cover on-base maintenance, fleet management, spares

management and re-provisioning, repair and all other activities needed to provide the required aircraft availability up to March 2014.

The contract is expected to sustain approximately 100 jobs at BAE Systems and its subcontractors Babcock Defence Division and Rolls Royce, all at RAF Valley.

On 23 March, a contract worth \$96 million was signed with Boeing for initial design and manufacture work for the 22 new Chinook helicopters announced last December.

This work protects the critical path to delivery of the first 10 aircraft in 2012 and 2013

These new airframes will increase the current 46 strong fleet giving a total fleet of 70 Chinooks later in the decade.

Although a relatively small contract, it is a key milestone towards the new aircraft.

Air Chief Marshal Sir Stephen Dalton, said: "The commitments are good news for the Royal Air Force.

"The RAF's air transport fleet is essential in supporting operations anywhere in the world, and the airlift capability offered by the A400M will allow us to move large items of essential military equipment – including attack helicopters and heavy vehicles such as Mastiff – directly into the battle zone.

"The Chinook helicopters have proved highly effective during operations over the last 30 years, just as they are in Afghanistan today.

"This contract will allow them to continue to provide battle winning air power on the frontline, while the contract for the Hawk T Mk 2 will enable us to support the aircraft training future fast jet pilots for the RAF."

Rivet Joint to be the new Nimrod R1

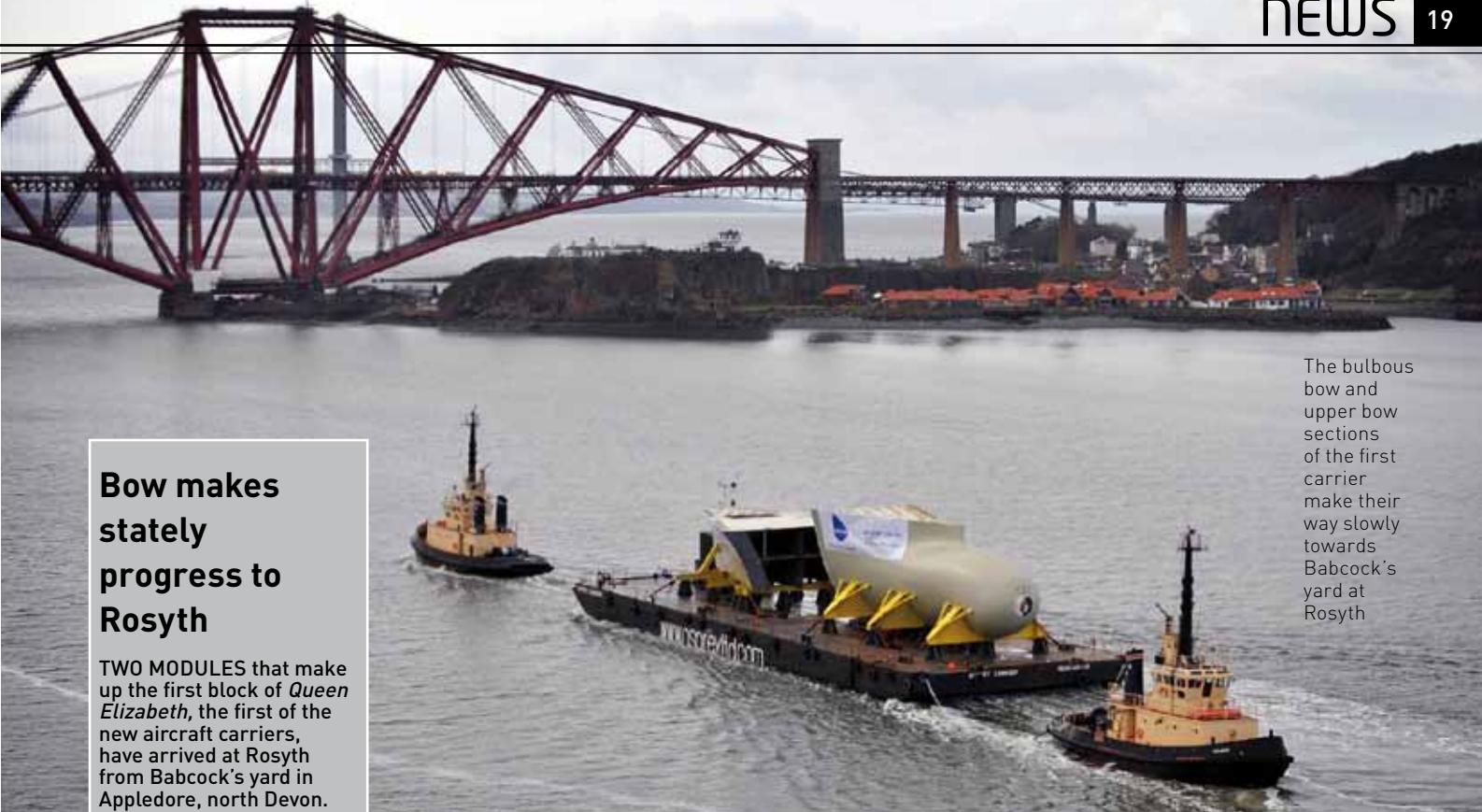
THREE NEW aircraft – known as Rivet Joint – are to be bought from the US Government to replace the Nimrod R1 which retires from service next year.

The aircraft and their associated training and ground systems will sustain the UK's airborne signals intelligence capability. The RC-135 Rivet Joint aircraft is based on the Boeing 707 design and has a similar airframe to the RAF's E-3D Sentry aircraft which operate out of RAF Waddington.

An extensive assessment phase considered a number of proposals, including developing a new mission system and fitting it either to the Nimrod R1 airframe or a new modified MRA4 airframe.

Buying the system – an off the shelf product where the aircraft comes complete with mission system – from the US was identified as the most cost-effective solution.

The aircraft conduct an essential role in communications relay, electronic surveillance and related tasks.



Bow makes stately progress to Rosyth

TWO MODULES that make up the first block of *Queen Elizabeth*, the first of the new aircraft carriers, have arrived at Rosyth from Babcock's yard in Appledore, north Devon.

The two modules – the bulbous bow, which is similar in size to the front of a submarine, and the upper bow section – weigh around 400 tonnes.

Final assembly of the carriers will be in Rosyth's No 1 dock, the largest dry dock in the UK.

Aircraft Carrier Alliance programme director Geoff Searle said: "Watching the arrival of *Queen Elizabeth*'s bow as it sailed under the Forth bridges was an amazing sight."

"I am delighted that Babcock has achieved this first major milestone on time and on budget and I have every confidence that right across the ACA we will continue to see the same level of achievement."

DE&S' Chief of Materiel Fleet, Vice Admiral Andrew Mathews, added: "Seeing these sections, which are only a small part of the ship, makes the overall scale of the carriers clear."

"It was important from the start of the project to achieve maximum efficiency using new construction techniques.

"For example, the 'block integration' method has allowed us to build the ship in many locations simultaneously, reducing the time it takes to construct."

"It has the added advantage of spreading the economic benefits widely across the country."

The bulbous bow and upper bow sections of the first carrier make their way slowly towards Babcock's yard at Rosyth

Future carriers – 'the hearts are now beating'

ROLLS-ROYCE has completed the first propeller and successful testing of the first MT30 gas turbine for the UK's new aircraft carriers.

The propeller, almost seven metres in diameter and weighing 33 tonnes, has completed acceptance tests at the Rolls-Royce facility in Kristinehamn, Sweden.

The Kamewa adjustable bolted propeller is made from nickel aluminium bronze and features five blades mounted on a central hub – there will be two on each carrier.

Rolls-Royce is also supplying shaft lines to link each of the vessels' propellers with the power source.

Each propeller will deliver around 50,000 horse-power – the highest power Kamewa propeller ever developed by Rolls-Royce.

The first of four MT30s for the two 65,000 tonne vessels also passed a programme of tests at the Rolls-Royce Marine test facility in Bristol, where the gas turbine was operated across a range of load conditions up to the maximum power output of 36 megawatts.



Propped up: the first propeller is completed. Picture: Rolls-Royce

Rolls-Royce is part of a 'sub-alliance' team of Thales, Converteam and L-3 and has responsibility for delivery of the power and propulsion system.

Tony Graham, head of Capital Ships at DE&S, said: "The heart of the ship is now beating. These engines will breathe life into the steel hull and are another demonstration of the progress being made."

Richard Dingley of Rolls-Royce said: "The delivery of

these two major components is a significant achievement.

"The gas turbines will, through an innovative electrical system, provide the power to turn the propellers and drive these huge vessels through the water at speeds of up to 25 knots.

"We are proud to be involved in the development of these vessels, working alongside our partners in the Aircraft Carrier Alliance to supply mission-critical technology and systems."

And Portsmouth makes five: pages 40 and 41

Complex Weapons – the future

A NEW partnering agreement has been signed with MBDA UK to deliver the next phase of the MOD's acquisition and support of Complex Weapons.

The partnering agreement includes a £330 million contract for development and manufacture of two of the six assessment phase launch projects, which will provide further capability for the British Army and RAF, and follow on assessment on a further two of the projects, including a local area air defence capability, initially for the Royal Navy.

Under the initial contract, work is underway on development and manufacture of the Fire Shadow Loitering Munition to provide the Army with a precision weapon system with 'man-in-the-loop' discrimination for the attack of mobile targets and, using a development of the current UOR Dual Mode Brimstone weapon, the second element of the Selective Precision Effects at Range (SPEAR) programme for use on Harrier and Tornado aircraft.

Further assessment phase work will be undertaken on later SPEAR variants, and on the Future Local Area Air Defence System (FLAADS) initially for the Royal Navy's frigates.

DE&S Head of Weapons Programmes, Brigadier Peter Fox, said: "The agreement offers more capability for our money and provides us with greater agility to meet increasingly demanding and dynamic operational requirements."

"For industry, partnering provides a clearer insight into the MoD's requirements and enables stable planning on a longer term basis."

MBDA UK's Managing Director Steve Wadey added: "MBDA will work together with the MOD to transform the way these weapons are supplied and supported to deliver the best equipment to the front line, best value for money to the taxpayer and sustain a healthy UK industrial base."



MBDA will help develop the Fire Shadow Loitering Munition
Picture: MBDA



Right: the deal is signed – back, from left, Steve Wadey (MBDA), Alan Nicholl (DE&S Director, Weapons); front: Richard Smart (DE&S head, Surface Attack), Mary Shoobridge (DE&S Weapons Commercial Head), Keith Garden, Andy Thorpe (both MBDA).

Picture: Darren Setter

Towels and torches next in soldiers' 'black bag'

Report: Hannah Swingler

TROOPS DEPLOYED to Afghanistan this spring will receive a boost to their personal kit with the introduction of innovative quick drying towels and head torches.

New microfibre towels will replace standard issue traditional bath towels normally supplied to those on operations to improve comfort for troops operating in remote, austere bases.

The towels, produced by Irish firm Cooneen Watts and Stone, are thinner than an average towel making them easier to store and carry.

They are designed to absorb more than seven times their weight in water and have the ability to dry faster than cotton, making them more suitable for use on the front line, especially

Personal kit always reviewed to make life easier on the front line

during the colder months in Afghanistan.

New, more compact, head and hand torches have also been supplied to replace the standard torches.

The new torches, supplied by BCB International and produced by Gerber & Silva, have been introduced following requests from the front line to reduce the size of some of the kit provided.

Colonel Matthew Tresidder,

Chief of Staff for DE&S' Defence Clothing team, said: "The welfare of our troops is paramount and we are constantly listening to feedback and reviewing personal kit provided to see how we can make life on the front line that little bit easier."

"I hope these changes will further prove our commitment to providing our troops with what they need when they need it."

The torches and towels will be issued to all military personnel deployed to Afghanistan and are the latest additions to their personal kit bags, commonly referred to as the Black Bag.

The Black Bag consists of more than 100 items which covers all personal operational clothing and equipment needed for life in theatre.

F-35

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NORTHROP GRUMMAN BAE SYSTEMS PRATT & WHITNEY GE ROLLS-ROYCE FIGHTER ENGINE TEAM

LOCKHEED MARTIN

NEWSREEL

**Racing to the rescue**

PORT of Spain (above), the offshore patrol vessel built by BAE Systems with support expertise from DE&S for the Trinidad and Tobago Coast Guard, has rescued a 49-year-old fisherman during the ship's sea trials off the south coast. The man's boat began taking on water two miles off the Isle of Wight. He jumped into a life raft and was spotted by the crew of *Port of Spain* who raced to the rescue.

Forces figures on the up

UK Armed Forces are currently at 98.7 per cent of their full-time trained strength. This is up from 97.2 per cent a year ago and shows a continued upward trend in recruitment and retention. 24,010 new recruits joined regular forces in the 12 months to 31 December 2009, an increase of 10.1 per cent. The number of people leaving has fallen by 16.7 per cent. As at 1 January 2010, the full-time trained strength was 176,330 against a target of 178,740.

Exit MR2

ALL 11 Nimrod MR2 aircraft left service at the end of March after nearly 40 years, to be replaced from next year by nine MRA 4 aircraft. The MR2's departure from service was marked by a ceremony at Kinloss.

DE&S targets diesel fuel reductions

DE&S IS working with engineering company Cosworth to reduce fuel consumption of UK Forces' diesel powered static generators in Afghanistan.

Cosworth engineers are measuring improvements that can be made to the fuel efficiency of these devices, using a refurbished generator provided by KBR.

Matt Whittington, technical manager for DE&S' Expeditionary Campaign Infrastructure team, said: "The team is aiming to save 50 per cent of the fuel consumed

by deployed infrastructure within Afghanistan by April 2013.

"The target will reduce the logistics burden of shipping fuel, meaning UK armed forces can be more agile, and less personnel are put at risk protecting fuel convoys."

"The Cosworth task is part of an overall programme which is looking to improve equipment efficiency and investigate new technology."

The project is one of a number in which Cosworth engineers are working alongside teams to address

requirements for high performance mechanical and electronic technologies that can improve efficiency and simplify logistics.

Tim Routsis, Chief Executive of Cosworth, said: "We are delighted to be using our technical know-how to assist in attempts to reduce the amount of fuel used in theatre, and thereby save lives. It is encouraging to see how the MOD is recognising the value provided by businesses like Cosworth and we're looking forward to announcing more developments."

Montrose proves its new system will be a success

COMMAND SYSTEM DNA2 is now operational on the Royal Navy's Type 23 frigates, following the successful completion of its naval weapon sea trial on *HMS Montrose*.

The new system, central to a frigate's fighting capability against air, surface and underwater threats, is also installed on a land-based test site at Portsmouth.

BAE Systems Insysite continues to deliver the programme against a tight schedule. The second ship, *HMS Westminster*, has been fitted (see right) while the third ship, *HMS Argyll*, is currently being fitted. Further installation is planned to start later this year.

The programme is updating the Type 23 command system with a modern hardware architecture.

DNA2 is a key component of a converged command system that aims to deploy common product technologies across the fleet, including Type 23 frigates, Type 45 destroyers, *RFA Argus* and Queen Elizabeth class aircraft carriers, bringing significant benefits in support, training and future capability growth.

Mike Salisbury, DE&S Head of Fleetwide Combat Management Systems, said: "It is expensive to keep the old systems serviceable and difficult



Westminster – on time, on budget

HMS Westminster has left Babcock at Devonport on time, within budget, and with increased sustainability and fighting capability after her eight-month upkeep.

The Type 23 frigate, pictured above leaving Devonport, has been fitted with the new DNA2 command system along with a mid-life update to its Sea Wolf tracking, guidance and weapon management systems.

DE&S' project contract manager Peter Mercier said: "This has been a very busy period in which we have successfully delivered a significant increase in the capability of *HMS Westminster*, and made her the most capable Type 23 frigate in the fleet. The partnership team has also delivered habitability upgrades to improve living conditions for ship's staff, and carried out extensive deep maintenance to equipment and systems."

"This has all been delivered as part of a fleet timeliness trial for upkeeps, and the project achieved every significant milestone on time, with the majority being delivered early."

to introduce new capability as the systems get even older.

"We are trying to bring about the convergence to a single family of command systems.

"Big savings can be made converging on newer common equipment across the Fleet so

producing common software packages and interfaces will reduce the cost of integration."

He added: "We are a long way down that convergence road now with similar systems on Type 45, *RFA Argus*, *HMS Clyde* and now the Type 23s."



Homeward bound: troops on *HMS Albion*, main picture, while, above, they disembark in the UK, followed by holidaymakers rescued from Santander, left

DSCOM Ops erupts into action

THE NEW Defence Support Chain Operations and Movements (DSCOM) Operations Room moved into action on 15 April when the Eyjafjallajokull volcano brought European air traffic to a standstill.

Permanent Joint Headquarters (PJHQ) directed the temporary suspension of Operation Herrick's Relief in Place (RiP) to do everything possible to recover more than 650 personnel – including five returning for compassionate reasons – who had started their journey home from

Air shutdown sees personnel working hard to bring home stranded troops

Afghanistan and were stranded in Cyprus or the UAE.

Fortunately two civilian aircraft already operating the RiP schedule were unaffected by the airspace closure. A joint

team saw Bordeaux airport in France identified by Airlift Ops, while spaces on ferry sailings between Caen and Portsmouth were found by Sealift Ops, and the challenge of securing coaches late on a Friday evening from Bordeaux to Caen was met using the Royal Navy contract normally used for supporting ships abroad.

The first tranche of 224 passengers left Akrotiri early on 17 April and arrived in Portsmouth 24 hours later. While the success of 'round one' buoyed up the DSCOM

team, some had considerable onwards journeys (1 Scots had a further 12 hours by coach to Edinburgh).

When the ash cloud closed Bordeaux airport, however, the team had to find an alternative and switched operations to the military/civilian airport in Zaragoza in north-east Spain.

For the second run, 451 passengers left Akrotiri on two aircraft (one of which was chartered in the middle of the night by the charter team) on 19 April. Coaches, from the same company used in Bordeaux moved the troops to Santander where a temporary holding facility was set up.

Excellent liaison work with PJHQ and Fleet Ops introduced *HMS Albion*, whose captain and ship's company were delighted to help 440 servicemen and 280 stranded civilians home.

With the subsequent passage and arrival in Portsmouth on 21 April extensively covered by the world's media the DSCOM team enjoyed a well-earned sense of achievement.

Over the following days a plan was put in place to use northern Spain as the hub for airlift fed by road and sealift.

This alternate line of communication for movement of troops and materiel, in both directions, remains in place should further closures of airspace occur.

RAF takes on first Nimrod MRA4

THE FIRST of the new Nimrods has been delivered to the RAF.

The Maritime Reconnaissance and Attack aircraft (MRA4) – numbered PA04 – was accepted by the MOD at a ceremony at the BAE Systems' plant in Woodford.

MRA4 is a world-class maritime patrol aircraft, which will be a vital component of the UK defence capability for the 21st Century.

It will fulfil a number of roles including anti-submarine and anti-ship warfare, maritime reconnaissance and intelligence collection, and search and rescue.

Air Commodore Peter Ewen, head of DE&S' Nimrod team, said: "This is the culmination of an enormous amount of effort by the Nimrod project team and our colleagues in industry."

"By any measure, this is a fine piece of equipment and the team involved should be

rightly proud of being part of this successful delivery."

PA04 will initially be used for training RAF pilots who will then act as trainers for further air crews. The second MRA4 (PA05) is scheduled for acceptance very soon.



Nimrod MRA4 – a step up in capability

Pictures: ESA-CNES
ArianeSpace



The fourth in a series of satellites for MOD use will soon be in orbit, part of a £3.5 billion programme to benefit personnel on operations



Above: Skynet 5C is ready to blast off into space at the beginning of its journey

Right: a completed satellite is made ready for transport

The fourth Skynet satellite to be used by the MOD will be launched into space in two years' time. The satellite -Skynet 5D - will further enhance military communications in a new £400 million contract, falling within the overall cost of the £3.5 billion programme.

The satellite is roughly three times the length of a double decker bus when its panels are deployed and will be launched in 2013 to play a key role. It will also be used to provide the telephone and internet welfare support facilities for service personnel on operations.

The contract will involve the manufacture, launch, test and operation of Skynet 5D, and the extension of the Skynet 5

Skynet – where there is NOT the limit

contract by two years until 2022.

The build of Skynet 5D will directly create around 100 new jobs, mainly at EADS Astrium's sites in Portsmouth and Stevenage. It will also sustain approximately 800 jobs at these sites and at Paradigm's Hawthorn site in Corsham.

Darrell Midgley, DE&S' Information Systems and Services Networks head, said: "The demand for satellite communications is growing faster than originally predicted.

"To ensure that future operations will continue to have access to the vital communications they may need, the MOD has decided to make arrangements to take advantage of the services that a fourth satellite in the Paradigm's Skynet constellation would provide."

The three current Skynet satellites are operating extremely successfully in support of UK operations.

Eric Béranger Chief Executive of Astrium Services added: "The Skynet 5 programme was a pioneering step in the provision of milsatcoms via a commercial operator. In the past six years we have met the exacting requirements of the UK MOD, but have provided a comprehensive and flexible service to allied nations worldwide.

"The demand for a fourth Skynet 5 satellite demonstrates the growing global demand for the services we can offer and proves that we have successfully implemented a truly innovative approach to milsatcom procurement."

Paradigm are the owners and operators of the satellites and provide the service to the MOD. The company is also able to market any capacity which is unused by the MOD under the third party sales element of the deal.

Malcolm Peto, Director of Paradigm said: "The contract extension for 5D is testament to the strong working partnership we have with the MOD. Since the inception

of the Skynet 5 programme we have been fully committed to providing them with the highest standard of service that has the flexibility, security and reliability they require.

"Skynet 5D demonstrates the success of this programme from both an industrial and military perspective, enabling us to consolidate the service delivery to the MOD and also to expand the communication capabilities we can offer on a worldwide basis."

Other companies involved are Serco, Logica, EADS Astrium and EADS Defence and Security. Paradigm's parent company is EADS (European Aeronautic Defence and Space).

in the sky



Above: a completed previous Skynet 5 satellite at the EADS/Astrium facility at Stevenage is made ready for transport to the launch vehicle
Left: a Skynet 5 satellite in orbit

A new era in military communications

THE SKYNET 5 satellites are based on Astrium's highly successful Eurostar E3000 series. When the current Skynet 5 constellation became fully operational in 2008 it was the start of a new era in military communications, using some of the most complex Milsatcom satellites ever built.

Since 2003, the groundbreaking Skynet 5 programme has provided the UK with a suite of highly robust, reliable and secure military communications services, supporting operations in Iraq, Afghanistan and the Balkans.

The programme began by using the legacy Skynet 4 satellites, augmenting them with a fully refurbished ground network before launching the Skynet 5A, 5B, and 5C satellites in 2007 and 2008.

The Skynet 5 system, including the satellites and ground segment, was designed and built by Astrium. The 5D payload is

already complete, having been built as a risk reduction of the existing programme ahead of any potential requirement for a fourth Skynet 5 satellite, and work will now begin to complete the 5D satellite, in time for a scheduled launch in 2013.

The Skynet 5 satellites have the highest powered X-band transponders in orbit, a highly flexible uplink beam configuration, coupled with a world leading anti-jamming antenna to ensure that the constellation is extremely effective against hostile or non-hostile interference. All the downlink beams are fully steerable and the whole payload is optimised to maximise performance for small, rapidly deployable satellite ground terminals on land, sea or air.

The Skynet 5 programme has been a huge operational success for the UK, and has reduced or removed many of the technical and service risks, while ensuring

secure satcoms to UK forces and the best value for money for the taxpayer. Over the past six years, the continued success of the programme has acted as a catalyst for an increase in satcoms usage and the introduction of a fourth satellite will satisfy these increasing future capacity requirements.

The extra capacity will ensure that British and allied troops have instant access to the necessary communication resources when and where needed most.

Paradigm can address the needs of a growing international market. Since 2003, Paradigm has supported the satcom requirements of NATO, the USA, Australia, Belgium, Canada, France, Germany, the Netherlands and Portugal. The Czech Republic, Slovenia and Norway have recently signed up to have access to Paradigm's Skynet capacity.

Lean, green fighting machine

The MOD's Sustainable Procurement Strategy builds on 'the process whereby organisations meet their needs for goods, services, works and utilities in a way that achieves value for money on a whole life basis in terms of generating benefits to the organisation, but also to society and the economy, while minimising damage to the environment'

Sustainable Procurement Task Force – June 2006

HMS Ark Royal approaches Faslane on a visit earlier this year

THE MOD has published its Sustainable Procurement Strategy to look at ways where the Armed Forces and their equipment can become greener.

For example, improving energy efficiency of equipment would reduce supply convoys required in theatre, reducing operational risks to troops. It could also reduce through-life costs of equipment. Areas where energy efficiency has been or will be achieved include:

- Painting the hull of *HMS Ark Royal* with a hydrodynamic paint, which reduces friction through water. This allows her to sail faster and has improved energy efficiency by nine per cent;
- Engine upgrade of Puma helicopters, which will improve energy efficiency by 25 per cent while providing a 35 per cent power boost to the aircraft;

Options are being explored for running diesel generators more efficiently and using waste heat from generators for water and space heating in operational accommodation.

Sustainability objectives are being embedded in the early stages of Joint Combat Aircraft acquisition, and improvements should be noticed in logistic support, synthetic training, engine longevity and reduced emissions. Work is also underway to identify scarce resources which are essential for manufacturing defence equipment.

The strategy supports the Defence Acquisition Reform Programme and aims to embed the principles of sustainable development in the MOD's acquisition processes. It involves assessing whether equipment could be adapted to meet the

challenges of climate change and reducing the use of fossil fuels and the balance between the environmental, economic and social impacts of sustainable development, while also maintaining and, where possible, improving operational sustainability.

Iain Brookes, the MOD's Head of Sustainable Procurement, said: "The UK National Security Strategy identified climate change as potentially the greatest challenge to global stability and, therefore, national security. It also emphasised that competition for energy is a global challenge in its own right.

"We therefore need to embed sustainable procurement practices in our acquisition processes to reduce the risk to delivering defence capability in the long term."

Trojan – new workhorse saving front line lives



The latest workhorse for the forces – page 30
Python shows its venom – pages 28 and 29

'It takes your breath away. You feel the vehicle rock, and you are in awe of what has just happened. You see the flash, hear the bang and then feel the shock wave' – Staff Sergeant Mark Eastley of 30 Armoured Engineer Squadron.

Python – the latest weapon in countering the threat of the Improvised Explosive Device – made a stunning debut in Afghanistan. Hannah Swingler looks at a system which could prove crucial in saving the lives of UK personnel

A rocket system which allows troops to clear areas of explosive devices to provide safe passage for military vehicles has been fired for the first time in Afghanistan.

The Anti-Tank Mine Clearance System, or Python as it is commonly known, has been used for the first time

by Royal Engineers, based north of Patrol Base Wahid, who cleared a river bed of improvised explosive devices (IEDs).

Python, which is a trailer-mounted, rocket-propelled mine-clearing system pulled behind the Trojan armoured engineer tank, works by firing a long hose packed with explosives onto an area

Left and top: Python explodes in a massive fireball after being fired from Trojan during a demonstration at Warminster. The Royal Engineers fired the weapon in Afghanistan in the spring. Python is a trailer-mounted, rocket-propelled mine-clearing system pulled behind the Trojan armoured engineer vehicle. Detonation, across a suspected IED field in a dry river bed – wadi – north of Patrol Base Wahid, shook the ground either side of the detonation, and created a huge dust cloud

containing IEDs or emplaced explosive devices (EEDs).

The shockwaves of this initial explosion eliminate other explosive devices in its vicinity and it is capable of clearing a significant corridor for vehicular access.

Once Python has been detonated, the Trojan vehicle will then be driven in to the cleared area and, using its bulldozer blade, remove any remaining IEDs and EEDs that were not destroyed by the original detonation.

This ensures safe passage for the following convoy.

Russell Judge of DE&S' Combat Wheels Group said: "This is not an aggressive weapon but one that is designed to save lives by creating safe passages for troops to move through."

"Although it is not a new piece of kit, it is being used for the first time in theatre with great results."

Python was first introduced into UK Land Forces Service in 1997 and is made up of three main parts – the charge hose assembly, the rocket motor and the safety arming and firing unit. All three items are transported in theatre on a dedicated trailer which is fitted with a launcher housing.

It has evolved from the Giant Viper Anti-Tank Mine Clearance System which was developed for the British Army in the early 1950s by Royal Ordnance at Chorley and saw active service as recently as 1991 during the Gulf War.

The Giant Viper design underwent a mid-life improvement after the Gulf War utilising modern materials, technology and thinking to produce the Python Anti-Tank Mine Clearance System.





of fire!

'It's not an aggressive tool. It is a tool to save military and civilian lives. It makes the routes safe' – Lt Jim Viney of 26 Engineer Regiment



Left and below: Trojan leads the convoy in Helmand, part of Operation Moshtarak. Trojan, crewed by three engineers, is among the most modern of vehicles in theatre. Force protection is provided by 1 Royal Tank Regiment's 24 Viking armoured personnel carriers

'It's going to be very effective. It will save us getting out and combing the ground for IEDs all the time, so there is less risk to our lives' – Lance Corporal Simon Whitemore of 1 Royal Tank Regiment

. . . while Trojan heads the queue

'Sir Digsalot' – troops already proud of new workhorse

Armoured digger is latest to put up an impressive display

Report: Tim Foreman

Asapper has praised the protection provided to troops by one of the British Army's latest vehicles to operate in Afghanistan.

The Trojan armoured engineer tank was given the chance to shine in the media spotlight at the homecoming to Wiltshire from Afghanistan of soldiers from 8 Armoured Engineer Squadron and 4 Troop 30 Armoured Engineer Squadron, 26 Engineer Regiment.

Some of the sappers provided essential force protective infrastructure to Forward Operating Bases in Helmand Province, others on Operation Moshtarak deployed three Trojan armoured engineer tanks, each equipped with a plough – the Full Width Mine Plough (Improved) – and the Python mine-clearing system.

This was the first time that Trojan and Python had been used in an operational theatre to clear safe lanes for advancing troops through suspected fields of Improvised Explosive Devices (IEDs).

Both were procured by Land Equipment project teams at DE&S and prepared for deployment at short notice.

Sgt Carl Bentley, from 4 Troop 30 Armoured Engineer Squadron, was in a Trojan when it was hit by an IED.

As he was met by his wife and three children on his return from Afghanistan he hailed the vehicle's capabilities.



Above: Trojan is pictured with its mine plough, in front, its fascine carrier at the rear to negotiate ditches and trenches, and its excavator system

Inset: Sgt Carl Bentley and wife Louise and daughters Amy (blue jacket) and Mia (pink jacket) and Chelsea (black jacket)

Trojan facts and figures

	Dimensions and weight
Length:	9.45 metres
Length with mineplough:	12.865m
Width:	4.2m
Height	3.415m
Training weight:	57,552kg
Combat weight:	65,048kg
	Performance
Max road speed:	59 km/h
Max road speed (with trailer)	30km
Fuel consumption on road:	3.4 litres per km
Fuel consumption cross country:	6.1 litres per km
Trench crossing:	2.8m
Vertical obstacle:	0.9m

Armoured, agile, and very capable

TROJAN IS a modern and capable armoured engineer vehicle crewed by three engineers.

Its high speed cross country mobility, its technologically advanced vehicle control systems and its enhanced remote CCTV camera systems keep it operating at peak performance whether bounding between cover in the urban environment or advancing towards the enemy in open countryside.

With its enormously capable excavator arm, mine plough and dozer blade, it performs complex obstacle clearance tasks on the battlefield without the crew having to leave its protection.

Trojan is capable of carrying out a wide range of roles, usually providing mobility for combat units on the battlefield while under fire from the enemy.

With its excavator arm it can dig ditches and trenches and can clear or smash its way through abandoned vehicles, rubble, fallen trees and buildings.

It can also be fitted with a front-mounted, hydraulically-controlled dozer blade that can excavate ditches, push heavy obstacles aside and construct protection for troops and vehicles.

It can clear a safe path through a mine field and simultaneously fire lane indicator markers into the ground to mark the safe route for friendly forces.

Trojan is fitted with a remote control machine gun and smoke grenade discharger, which enable the vehicle commander to provide covering fire and smoke to support extractions from enemy contact.

bang and dust everywhere.

"Thankfully no one was hurt which goes to show how fantastic this machine is. We always feel extremely safe inside it which gives you a huge amount of confidence on operations."

"We were able to clear routes up to 5km long and greater distances than we thought were possible."

Lieutenant Colonel David Casey, Commanding Officer, 26 Engr Regt, was also full of praise for Trojan.

He said: "We sent 120 soldiers out to Afghanistan and brought 120 back, largely thanks to vehicles like Trojan."

Journalists were able to hear how Trojan is making a difference in theatre and get an up close look at the huge vehicle.

They were given a briefing on Trojan's capabilities and successes.

Press Association photographer Ben Birchall said Trojan reminded him of a giant version of a Robot Wars machine. He added: "They should call it Sir Digsalot."



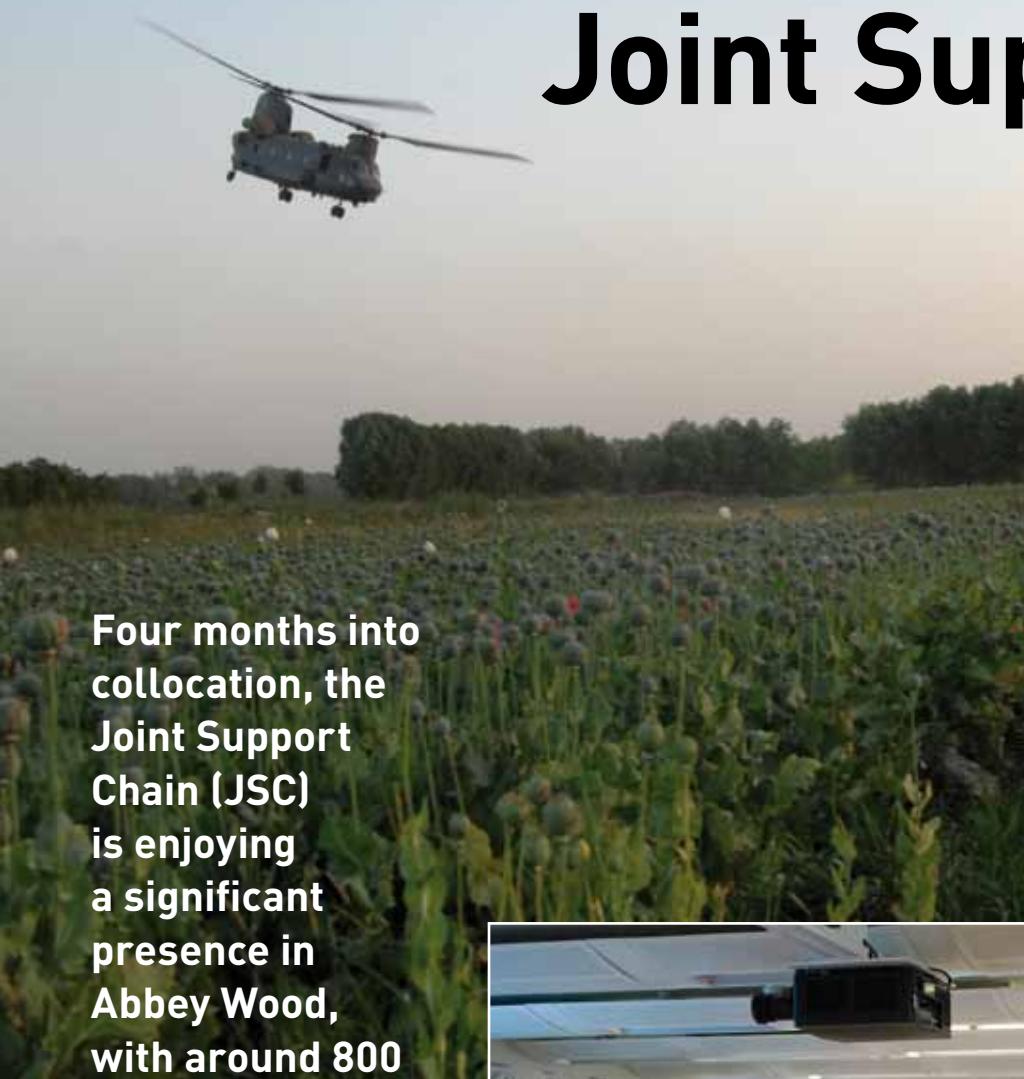
Joint Support Chain change begins to reap benefits

Full story on pages 32 and 33

Close Support Logistic Regiment load vehicles with food and water to supply the front line on Operation Moshtarak

Picture: Sgt Will Craig

Joint Support Chain

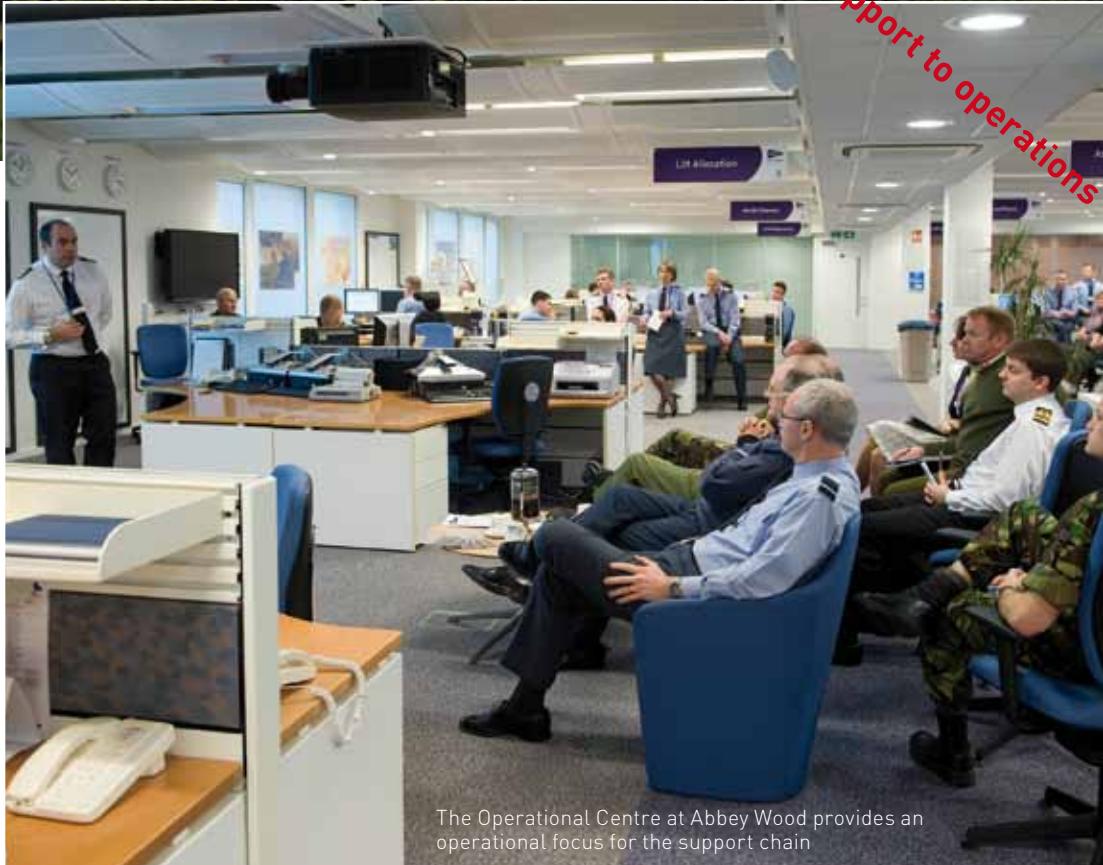


Four months into collocation, the Joint Support Chain (JSC) is enjoying a significant presence in Abbey Wood, with around 800 posts centralised by the end of March, although a significant number of personnel will remain across the UK and Germany. Benefits are already being felt with a single iHub replacing duplicated administrative support. Other areas of work are beginning to reap rewards

To equip and support the Armed Forces for operations now and in the future the opening of the DE&S Operations Centre in Defence Supply Chain Operations and Movements (DSCOM) in January provided an immediate operational focus.

As the DE&S single point of contact for requirements from theatre and Permanent Joint Headquarters, liaising closely with the Front Line Commands, the Centre smoothes the flow of manpower and materiel in support of operations.

On the Reverse Supply Chain, the DSCOM-led Operation Brockdale – the recovery of 4,000 containers and 600 vehicles from Iraq in 2009 – was hailed a great success. With focus now on Afghanistan, the Ops Centre provides the DE&S lead for the Herrick Campaign Support Plan and the UKCAP contract providing contractor support in theatre.



The Operational Centre at Abbey Wood provides an operational focus for the support chain

FOLLOWING A number of successful JSC-led initiatives, the Logistics Skills Board endorsed the Defence Logistics Staff Course, providing an opportunity to study logistics at Masters Degree level for SO2s and equivalent civilian grade. Candidates attend eight one-week residential modules on supply and support, and MOD UK logistics management, delivered by the Defence College of Logistics and Personnel Administration and the University of Lincoln, with exposure to industry and international best practice, over a 20-month period.

Upskilling

n continues to up its game

Below: logistics personnel get their orders as resupplies start heading to the front line in Afghanistan.
Right: C-130 aircraft have proved a reliable workhorse in getting supplies to operational theatres



Support to operations



Operational efficiency

FUNDAMENTAL TO development of the JSC is the delineation of 'provider' and 'decider' responsibilities.

In line with this, work continues to more closely align the activities of the logistic service providers (BFPO, DSA and DSDA) and explore opportunities to exploit overlapping functions to deliver a more effective and efficient service while maintaining strategic capability.

Integration of these organisations has been conducted in tandem with the Treasury-led Operational Efficiency Programme which sought to rationalise and outsource certain services across Government.

The study concluded that the sale of DSDA as a whole was unlikely to deliver value but the release of surplus land, development (with industry) of Bicester as a core site, and outsourcing would provide greater value for money.

Elements such as the Purple Gate were reserved and will not be outsourced while, subject to more detailed consideration, the intention is for vehicle-related activities to be transferred to the Defence Support Group to enable benefits of single process ownership.

Other plans for developing service provision include formation of a partnering arrangement with industry to provide other government departments with a disposal service using the MOD's existing disposal contracts.

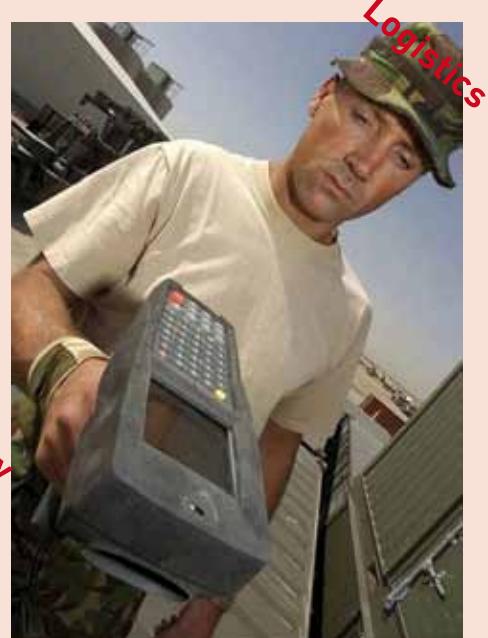
THE LOGISTIC Network Enabled Capability project team has made significant progress in improving consignment-tracking, and asset and inventory management capability.

Management of Materiel in Transit (MMiT) brought into service last year provided a new capability to view materiel in transit in the forward and reverse supply chains across all three services, deployed and at home, in near real time.

MMiT complements the VITAL consignment tracking system. With the addition of a business intelligence tool this year, end-to-end supply chain performance can be monitored.

The contract to deliver Management of the Joint Deployed Inventory (MJD) was signed in mid-2009 and the project is developing new tri-service business processes for the management of all materiel.

MJD heralds a move towards a new joint culture in which individual units act as custodians, rather



than owners, of defence stock. Once the system is put onto a web browser, it will be delivered across defence in a series of increments, bringing visibility of stock to operational commanders in the field. The MJD Management Information System (MJD MIS) provides project teams with stock management information to support operational planning.

The next step to increase the agility and responsiveness of the JSC is the establishment of Future Logistics Information Services Delivery Partner (FLIS (DP)) arrangements. Historically, Log IS has been under-funded with limited business continuity. The plethora of suppliers involved in the delivery of more than 270 logistics applications also prevented the development of a more coherent, agile service.

The appointment of a single delivery partner will improve the operational availability of legacy systems and the MOD's ability to respond to new Log IS requirements. These improvements are key to the successful transformation of Logistics Business Processes.

The MOD hopes to set up the FLIS contract this summer, subject to ministerial approval, with delivery partner arrangements beginning at the end of the year.

Shooting down your costs

Cost Management Through Life (CMTL) is rolling out across DE&S. desider looks at development of a project which will form an important part of the Defence Acquisition Reform Programme and eventually be mandated on all DE&S projects



Cost Management Through Life

- . . . is a consistent and coherent approach to allow DE&S/MOD to understand, compare and manage through life costs, at project and programme level, to inform budget and decision making.
- . . . will provide a framework for modelling costs across all lines of development, collating these at the appropriate levels and tracking cost changes against forecast, budget, affordability and specification or capability changes.
- . . . will in effect create a cost history to inform future cost forecasts and, by using the model to run various scenarios, provide project teams and operating centres with a platform for trade-off decisions.

DURING DECEMBER 2008 and January 2009 an exercise ran using the Type 45 destroyer project to test the availability of data for use in a future cost model.

Development of key user requirements and the user requirement document, a review of in-house models and production of a training programme followed, before start of the formal model build alongside training of the Cost Modelling Analysis and Support Solution (CMASS) staff.

The CMASS team and the CMTL project team undertook training and testing of the model, along with construction of the pilot project data architecture last July and August.

Two projects were chosen to conduct the pilots between August and November, each at different points in the project life-cycle. These were Future Surface Combatant (FSC), currently entering assessment phase, and Warrior, well into its in-service phase.

This gave the teams the opportunity to assess practicalities of the concept and to understand the challenges faced introducing this process at the different stages of a project.

It also allowed the pilots to focus more heavily on two different aspects – data collection at the front end of the process (Warrior), and the outputs and estimating analysis at the end of the process (FSC).

Reports on the findings and success of each pilot were completed during December and presented to the CMTL Steering Group in January. Both reports complement one another and provided the underpinning evidence for the information note for Board submission in February. It recommended continuing the project, supported by the findings from the pilot reports.

The Board endorsed the recommendations, and rollout of CMTL will continue across DE&S. It will be rolled out to up to eight associated projects per year within a single programme board. The CMTL approach will be mandated for all projects.

A standardised approach to cost modelling will improve the accuracy and consistency in models and target resources at cost validation and analysis as opposed to the current focus on model build and verification.

At project level it enables understanding of costs and cost drivers, and allows comparison

Further information can be found on the CAAS website <http://defenceintranet.dtiweb.r.mil.uk/DefenceIntranet/Teams/BrowseTeamCategories/Orgbased/DES+-+Defence+Equipment+Support/CostAssuranceAndAnalysis/ServiceCostModellingAnalysisAndSupportSolutionscmass.htm>

and establishes reasons for cost changes, through life.

At programme level benefits include evidence-based decision making, identification of common costs and a coherent vision of programme costs.

Corporately, CMTL will make a major contribution to Defence Acquisition Reform Programme activities in response to the Gray report. It will also address two National Audit Office recommendations from the Fast Jet Report 2007: to improve understanding of costs and forecasts across all defence lines of development, and improve cost modelling.

DVD2010



Millbrook • Bedfordshire • 23.06.10 • 24.06.10

What is DVD?

DVD 2010 is Defence Equipment and Support's (DE&S) annual stakeholder event for the Land Equipment and Joint Support Chain communities, together with the Air Commodities team.

Who should attend?

DVD is attended by authorised visitors from the defence industry, armed forces and acquisition community relating to the teams represented. Register in advance by visiting the website.

General Support Vehicles • Protected Mobility
• Light Weapons, Photographic & Batteries •
Manoeuvre Support • Defence Fuels Group
• Expeditionary Campaign Infrastructure •
Battlefield Utilities • Defence Food Services
Personal Combat Equipment • Defence Clothing
• Individual Soldier System Executive •
Air Commodities • Dismounted Soldier Systems
• Deployable Support & Test Equipment •
Service Provision • Medical & General Supplies

www.theevent.co.uk



Train for real dangers on the front line – in the virtual world

Report: Tim Foreman
Pictures: Andrew Linnett



A virtual world based on war gaming technology is helping to train soldiers for real-life situations they may encounter in Afghanistan.

Op JCOVE (Operational Joint Combat Operations Virtual Environment) is a computer-based training programme that enables troops to practise tactics, techniques and procedures that can be used in frontline operations.

Soldiers learn how to operate under fire and how to react under a variety of events and scenarios including attacks, Improvised Explosive Device explosions and ambushes.

The software was originally used to train troops in vehicle convoy skills, but has since been developed to incorporate training for foot patrols, combat drills and other tactics.

And before a host of curious onlookers, members of 1 Rifles put technology to the test in a day's demonstration for DE&S staff at Abbey Wood.

Major Charles Burbridge, from the Queen's Royal Lancers, believes it provided a vital boost to training his unit before deploying to Afghanistan.

"If this technology is used in the right way it can save lives out in theatre," he said.

"Op JCOVE may look like a video game but we take it very seriously. We ask that the soldiers training on it treat it as if they are training in Afghanistan."

"They know the skills and the drills are important and that's how we ensure that they don't come out thinking it's a game."

"Although the soldiers aren't getting sand between their toes we are able to use Op JCOVE to practise scenarios and rehearse procedures we would use in theatre."

"We can repeat the training over and over again until the procedures become

... and if you think it's easy,





Images from Op JCOVE as soldiers at Abbey Wood get to grips with front line scenarios. The system allows soldiers to exercise a wide range of mounted and dismounted scenarios and is used to allow soldiers to practise tactics, techniques and procedures as a team in a virtual environment.

instinctive. This has helped when we have deployed to theatre. This kind of learning will never replace live training but it can boost the confidence of young soldiers and teach them the basics they need."

Op JCOVE can be adapted to include new vehicles, weapons systems and to mirror current operations and threats. It is also being expanded to include electronic countermeasures training while its Virtual Battlespace application is also set to include the maritime and air domains.

Surrey-based company Newman and Spurr provides pre-deployment training using Op JCOVE under a contract with DE&S. Graham McIntyre, Director of Business Development, said: "Feedback from soldiers has indicated that Op JCOVE is widely accepted as an excellent training tool.

"We can introduce the latest equipment within a matter of weeks and change the environment to suit the current situation on the frontline."

Rules of the game

■ Since its inception in 2007 more than 6,000 troops have been trained through Op JCOVE.

■ Op JCOVE uses the commercial 'serious game' application called Virtual BattleSpace (VBS). It includes a Voice Over Internet Protocol (VOIP) communication system to allow trainees to communicate with each other through headsets, as well as steering wheel and pedal sets and instructor classroom control software.

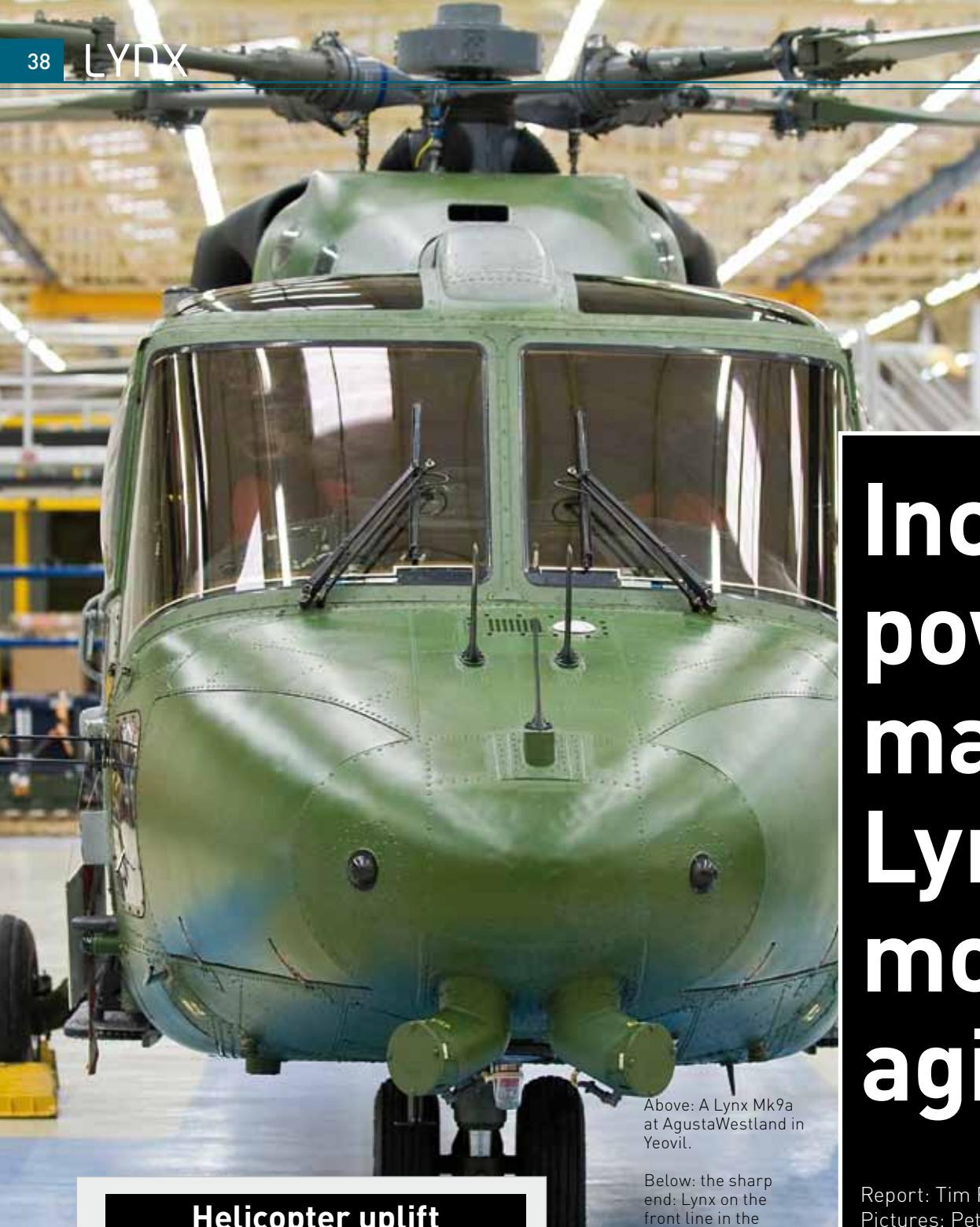
■ VBS is a military training simulation developed as a spin-off from commercial computer games technology. While it is true that the mechanics of the game, the 'games engines', are based on popular high-end computer games, VBS offers a number of functions simply not available in a game. It includes scenario generation and editing, to allow the instructor to change the training scenarios, and an After Action Review (AAR) facility to allow the instructor to replay events to the trainees to emphasise key learning points. VBS also has extremely realistic representations of UK and coalition soldiers and equipment.

■ Op JCOVE typically runs a network of 32 laptops with a separate terminal for each commander and gunner in all participating vehicles. It also includes 2 workstations used by the instructor to direct and observe the training.

More information on OP JCOVE can be obtained from Grant Bailey at DE&S' Joint and Battlefield Trainers, Simulation and Synthetic Environments team on 9352 37995

take a look at the concentration of 1 Rifles at Abbey Wood!





Helicopter uplift

Helicopter capability improvements

- an announcement last December that the MoD will buy 22 brand new Chinooks, with the first 10 being delivered by 2012/13;
- a £408 million upgrade to the existing Chinook fleet with new engines and digitised cockpits last in September;
- arrival of the first of the eight Chinook Mk3s will be completed by the end of this year;
- the first upgraded Merlin helicopters deployed to Afghanistan last November;
- a £300 million upgrade to the Puma fleet, announced last October, to extend its service until at least 2022 and
- since November 2006, the MOD has nearly doubled the number of UK airframes available to commanders in Afghanistan, and over the same period the number of flying hours has increased by 137 per cent.

Above: A Lynx Mk9a at AgustaWestland in Yeovil.

Below: the sharp end: Lynx on the front line in the Middle East

Increase power makes Lynx more agile

Report: Tim Foreman

Pictures: Pete Gowing and AgustaWestland





A new £42 million contract will upgrade ten more Lynx helicopters to improve the air support available to forces on the front line in Afghanistan.

The Lynx upgrade to Mk9A standard will deliver more powerful engines, strengthened airframes and more advanced instruments and electronics, improving the helicopters' performance in the extreme conditions of Afghanistan.

This £41.8 million contract with AgustaWestland of Yeovil follows a previous deal to upgrade 12 Lynx helicopters and brings the total number of Lynx upgraded to Mk9A standard to 22.

The first upgraded Lynx Mk9A helicopters have already deployed to Afghanistan. The aircraft's role on operations will include convoy overwatch, support helicopter escort, reconnaissance and surveillance, and the movement of personnel. It can carry a crew of three and up to five passengers.

The more powerful engine fitted as part of the upgrade is the same as that being used in the new Wildcat helicopter which AgustaWestland are also working on. That greater power will enable the Lynx to operate more effectively in the challenging conditions of the Afghan summer months.

Deliveries of the Mk9A to the Army Air Corps (AAC) began at the end of last year and the seventh airframe from AgustaWestland's Chief Executive Officer Giuseppe Orsi was accepted on 26 March, and handed over to the Commanding Officer of 9 Regt AAC Lieutenant Colonel Mike McGinty in a ceremony at the company's Yeovil plant.

Lieutenant Colonel McGinty said: "The Regiment has been training with the upgraded aircraft for some months and can confirm that it represents a considerable improvement in performance over its predecessor."

"Training in hot and high conditions in Kenya has proved that it really does what it says on the tin."

"We anticipate that it will be a very valuable asset on operations against the insurgents in Afghanistan."

Giuseppe Orsi of AgustaWestland, added: "The company is delighted to be delivering these aircraft to the Army against a tight timeframe so the benefits can be appreciated on the front line as soon as possible. This contract extension will allow us to complete the task."

A demanding work schedule has seen the first three of these Lynx Mk9A helicopters deploy to Kenya for

environmental training in conditions similar to those found in Afghanistan – hot, high and sandy.

The General Purpose Machine Gun currently fitted to the Lynx Mk9, which



uses 7.62 mm rounds, is being replaced on the Lynx Mk9A by the heavier calibre 0.5" M3M gun which fires the much larger 12.7 mm rounds. This will provide increased firepower.



Pictures: James Hennessey and
LA (Phot) Dean Nixon

Above: First Sea Lord Admiral Sir Mark Stanhope takes a look at the earliest stage of construction for parts of the Queen Elizabeth carriers' hull along with Alan Johnston, head of BAE Systems Surface Ships at Portsmouth

Below: workers at BAES are ready for the off with both carriers likely to be ready for service by the end of the decade

Above right: Sir Mark at the cutting ceremony

Right: a computer image of how the carriers will look



Portsmouth has become the fifth UK shipyard to start work on building the country's two new aircraft carriers. Steel cutting has begun on a section of the hull in BAE Systems Surface Ships' yard in the south coast naval base, close by where the Queen Elizabeth class vessels will make their future home.

Work has already begun in yards in Devon, Newcastle, Glasgow and Rosyth with further work to begin on Merseyside.

Around 8,000 people are involved in building the hulls with another 3,000 employed in companies who are supplying the project.

The block begun by BAES at Portsmouth – known as Lower Block 2, one of the largest of the structures – will be one of three for the ships built in the yard. At 70m long by 40m wide and 18m high it will use 6,000 tonnes of steel. It will house space for machinery and

... and P

**Work starts on
the south coast
as the UK's new
carriers pass
another stage**

supplies as well as switchboards and some accommodation.

BAE Systems' role in the carrier build programme at Portsmouth is in the order of £800 million, forming a substantial element of the workload at the naval base, where the company employs more than 3,000 people, including around 200 apprentices.

First Sea Lord Admiral Sir Mark Stanhope said: "The two ships of the Queen Elizabeth Class will be the largest and most powerful warships ever built for the UK, each equalling four acres from which to project airpower anywhere in the world. With 80 per cent of the world's land mass within 500 miles of the ocean, the carriers will provide unparalleled access and flexibility. They are vital joint assets for the future of defence."

The start of work is good news for Portsmouth too. Managing director of BAE Systems Surface Ships Alan Johnston said: "This is a very proud day



Portsmouth makes five



for our workforce in Portsmouth and comes on the back of our work on the Clyde, where another large part of the carrier's hull is already taking shape.

"The design and build of ships of this magnitude is a massive engineering feat and a real testament to skills harnessed in our industry across the UK."

BAE Systems is a member of the Aircraft Carrier Alliance, responsible for delivering the ships. BAE Systems' employees at its yards on the Clyde began the manufacture of the carrier's Lower Block 3 last July with work beginning on the largest section, Lower Block 4, in January.

Work is also gearing up across the other side of the Portsmouth base to build the pole masts, part of the carriers' sophisticated mission systems.

Located on the top of the carrier's aft island immediately in front of the Medium Range Radar, the pole mast

will be 17 metres high. The structure is an essential part of the mission system, helping to mount the sensors and equipment needed for the carrier to undertake air traffic control and tactical operations.

The first phase of the project involves manufacturing a prototype, destined for the system shore-based integration facility at Cowes, followed by construction of the actual pole masts for the two carriers including the lower prism section of the mast, as well as the upper assembly, the interface and a hydraulic actuation sub-system.

Martin Cains, manufacturing manager at BAE Systems Surface Ships, said: "Winning this contract to manufacture the mast for the carriers is a unique opportunity, having just completed the manufacture of three communication pole masts for the last batch of Type 45 destroyers."

- Six shipyards will together construct the nine blocks that make up the hull:

- BAE Systems, Glasgow
 - Babcock, Appledore
 - Babcock, Rosyth
 - A&P, Newcastle
 - BAE Systems, Portsmouth
 - Cammell Laird, Birkenhead
- (due to begin this summer)

- The Aircraft Carrier Alliance is a single integrated team in which the MOD acts as both partner and client. Formed from the MOD, BAE Systems, Babcock and Thales UK, it is responsible for delivering the ships on time and to cost.

DE&S' collocation team examines the options for reducing congestion on the roads and car parks at Abbey Wood



'If everybody was able to break the habit of driving themselves to work just once a week they could save 20 per cent of their fuel costs and get 20 per cent of cars off the road'

- Steve McCarthy,
DE&S



TRAVELLING TO the DE&S headquarters at Abbey Wood, Filton can sometimes be a challenge. The site sits by a busy ring road in Bristol that serves a number of other large employers as well as DE&S which means that the number of commuters can result in congestion at peak times.

Many of you will be aware that there have recently been issues with parking at Abbey Wood although some short term mitigations have been put in place to address the problem. Both these things combined mean that DE&S staff and visitors have sometimes had a frustrating time travelling to and parking at the site over the last few months.

What can be done for the future to relieve the situation?

Many staff have suggested the existing car parks are extended. This is not an option because of council planning regulations which affect all employers, whether public or private sector. The transport congestion is clearly something to which all employers on the ring road contribute and therefore we need to find a collaborative solution.

DE&S is working closely with the North Bristol Travel Forum, a group of nine major companies who between us employ more than 40,000 people along the ring road. Together, we have all taken part in a local travel to work survey. As a group, our aim is to use the results to prioritise what can be done to improve the availability of car sharing initiatives and public transport in the future and how we can encourage more staff to use them.

In addition, the DE&S Collocation Team meets regularly with the train and bus companies to press for improvements in services and to share information and feedback about the potential demand from staff and visitors to the site. We shall continue to seek staff views in the future on how you think this can be addressed best.

So what can be done now?

Car sharing or motorcycle could be the answer for you. Both have the added benefit of preferential parking spaces once you arrive at Abbey Wood. DE&S is a corporate member of the 2CarShare.com network. This is a national car sharing website within which Abbey Wood has a secure area which uses anonymous searches to filter possible matches to your journey so that you can find car share partners among other MOD staff at Abbey Wood.

As well as preferential parking, car sharers and motorcyclists can use the quieter 2+ lanes on the ring road. Worth considering.

Abbey Wood is fortunate enough to have its own railway station – Filton Abbey Wood – next to the site served by First Great Western. A stone's throw from Neighbourhoods 1 to 4 and a mile from Neighbourhood 5, this might be your solution.

Bristol Parkway station is also just a mile away from Abbey Wood South and about a mile and a half from Neighbourhood 5. Visitors who need picking up from there can call the Debut shuttle bus service which will collect and take you to Abbey Wood. For Abbey Wood South, call: 0117 913 30851/30894 and for Abbey Wood North, call 0117 931 9592.

Steve McCarthy, Director Change at DE&S, said: "I understand why people feel frustrated when, for example, traffic congestion causes problems getting to or from work. Unfortunately, heavy traffic seems increasingly to be a factor of modern life.

"All of us will no doubt increasingly try to think of ways that we can better deal with

Travel to work days provide suggestions for a better, healthier, greener way of getting to work which reduces congestion on roads and pressure on car parks

Pictures:
Darren Setter

All stations to Abbey Wood!

The train takes the strain at Filton Abbey Wood

Picture courtesy of the Severnside Community Rail Partnership

it. In DE&S we are fortunate that many of us are able to take advantage of flexible working facilities and modify our work patterns to help cope.

“While DE&S is working alongside other major employers in north Bristol to press for better public transport, all of us who drive to work also need to make the psychological shift from the assumption that is the thing to do.

“In many other parts of the country, people who work in a busy urban area would not conceive of driving to the office. Instead, they drive to a public transport hub and travel to the office by bus or train from there. The proximity of two major railway stations – one of them originally part funded by the MOD as part of the construction of the site – at least makes that a viable option for staff based at or visiting Abbey Wood.

“Similarly, car sharing, even for just one or two days a week would benefit us as individuals by reducing our petrol

bills as well as helping the environment. If everybody was able to break their habit of driving themselves to work just once a week, they could save 20 per cent of their fuel costs and get 20 per cent of cars off the road, which would help a lot.”

For those who don’t have too far to travel, walking or cycling is an option. WalkBudi and BikeBudi schemes are available. Similar to 2CarShare.com and run by the same organisation, you can register your details and find someone to cycle or walk with to your destination. Shower, locker and changing facilities at Abbey Wood are being significantly upgraded during 2010 so you can be fresh at your desk once you arrive at work.

If it’s been a while since you have used a bike, South Gloucestershire Council runs an adult cycle training scheme to help people build their cycling skills and confidence. ‘Dr Bike’ also regularly comes to Abbey Wood to give practical help and advice on cycling maintenance.



Find out more

■ Travel to Work Days are held regularly at Abbey Wood. The most recent took place on 21 April. This is a great way to find all the information in one place and face to face with the experts.

■ Information for DE&S staff about travel options is available on the ABW Travel to Work website on the Defence Intranet.

This includes links to the national public transport providers and a leaflet for visitors. If you are coming to visit DE&S at Abbey Wood, ask your sponsor to send a copy to you.

■ Regular travel events are held at Abbey Wood for staff and are advertised via the DE&S News and Announcements page on the Defence Intranet.

Binoculars turn focus on front line

AROUND 5,000 new general purpose binoculars are heading for immediate use in theatre.

The binoculars will be small and lightweight with extra optical quality.

Pyser-SGI of Edenbridge in Kent has offered a fast delivery, meaning UK Armed Forces will soon be using the latest and best optical equipment where and when they need it most.

The E8x42RM offers eight times magnification with an objective lens of 42mm. It is fully waterproof and weighs just over 600 grammes.

Each binocular comes complete with rainguard, objective covers, ranging graticule, lanyard and case.

A spokesman for Pyser-SGI said: "We are pleased and proud to have been selected to supply what we know is an excellent product with real potential to assist the troops in achieving their objectives."



Toasting the occasion are (left to right): Andy Garner (VT contract manager); Wg Cdr Paul Gerard (OC Fg Wg); Gp Capt Mike Longstaff (RAF Linton-on-Ouse station commander) and Wg Cdr Kev Senior (Tucano and Glider support authority) in front of Tucano ZF135, one of the RAF's oldest flying Tucanos.

THE TUCANO – mainstay of RAF basic fast-jet training – has flown its 250,000th sortie from RAF Linton-on-Ouse.

The fleet of aircraft has actually flown more than 367,000 sorties since its entry into RAF service in 1988 as a replacement for the Jet Provost.

In 20-plus years it has accrued 373,484 flying hours. Those responsible for its support say it continues to provide reliable, affordable, safe and airworthy training flying hours for the fast jet community.

The Tucano has been supported on a

contractor logistic support basis since its introduction into service.

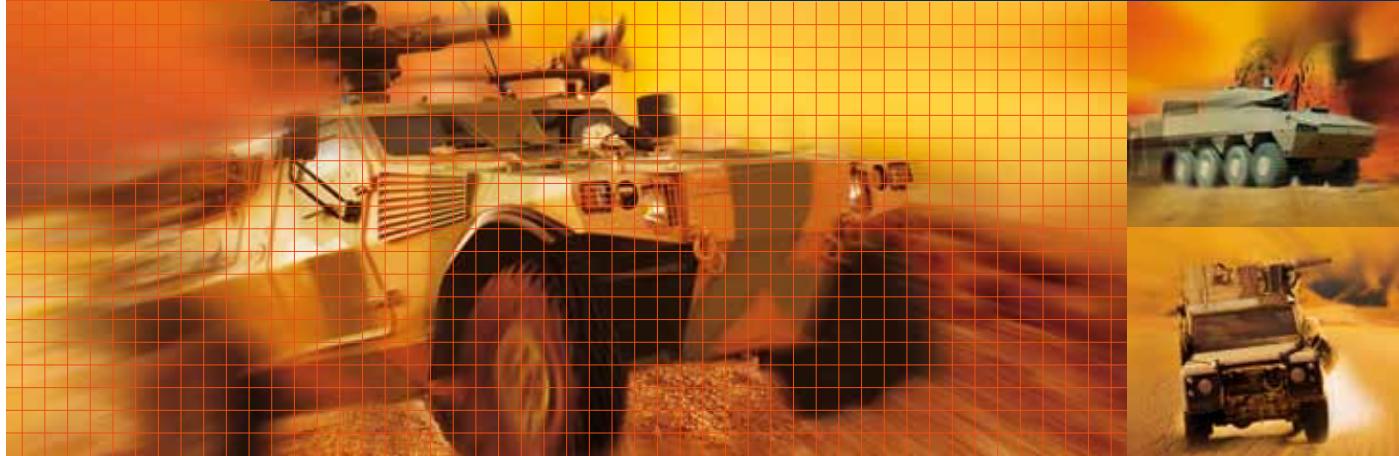
The current contractor for the aircraft handling and rectification is VT Aerospace while support for the engine is provided by ITP of Spain.

Both companies have been re-awarded contracts to keep the Tucano flying until its out-of-service date of March 2014.

The Tucano and Glider Support Authority is also at RAF Linton-on-Ouse, staffed by RAF personnel, civil servants and embedded contractors' staff.

Tucano continues to deliver its vital training role

Maximum safety at the top of the agenda

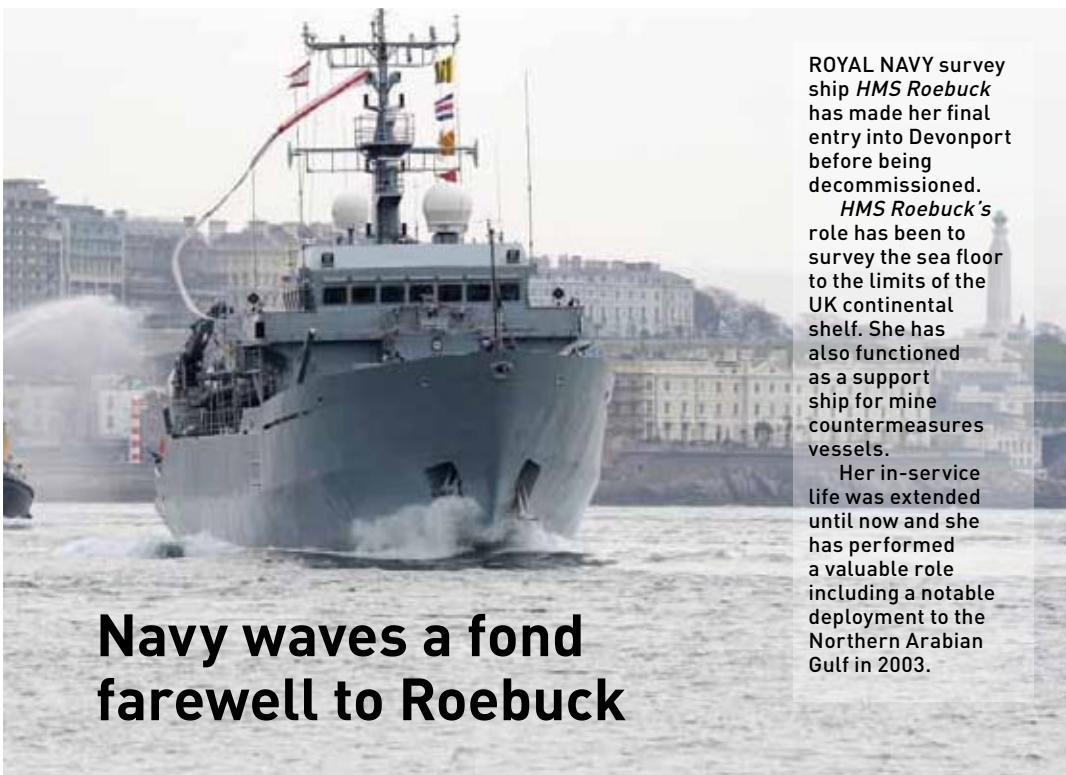


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Navy waves a fond farewell to Roebuck

ROYAL NAVY survey ship *HMS Roebuck* has made her final entry into Devonport before being decommissioned.

HMS Roebuck's role has been to survey the sea floor to the limits of the UK continental shelf. She has also functioned as a support ship for mine countermeasures vessels.

Her in-service life was extended until now and she has performed a valuable role including a notable deployment to the Northern Arabian Gulf in 2003.

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New safety authority is now open for business

THE NEW Military Aviation Authority (MAA) providing the regulatory framework for all aspects of military aviation started work on 1 April

The MAA was a key recommendation of the independent Nimrod Review by Charles Haddon-Cave QC published last October following the crash of XV230 in Afghanistan.

The MAA brings together, for the first time, the regulatory functions previously conducted in different parts of the defence network.

Director General is Air Marshal Timo

Anderson, with Rear Admiral Simon Charlier as Operating Director and Air Vice-Marshal Charles Ness as Technical Director.

Air Marshal Anderson said: "Mr Haddon-Cave made it clear the MOD needs to radically overhaul the way it regulates and assures military airworthiness. Since then, much effort has gone into establishing the necessary change process and the platform from which to initiate it with the launch of the Military Aviation Authority."

For the time being, the MAA will have a headquarters based at DE&S' Ensleigh site.

Historic aircraft pick up heritage award

HISTORIC AIRCRAFT supported by DE&S have received a heritage award from the Institution of Mechanical Engineers (IMechE).

IMechE presented its Engineering Heritage Award to the Battle of Britain Memorial Flight (BBMF) at RAF Coningsby. The flight's maintenance is backed by DE&S' Nimrod team.

The award will go to the fleet which includes an Avro Lancaster, Hawker Hurricanes and Supermarine Spitfires.

Isobel Pollock of IMechE's heritage committee said: "We must not forget those who have painstakingly restored these planes and the flight itself for the work and legacy in keeping the memory alive."

Squadron Leader Ian Smith, the flight's commanding officer, added: "Airworthy maintenance, to full flying condition, of these historic airframes falls to 25 aircraft tradesmen. They are, in turn, supported by all the



WO Dave Marshall accepts the award from Isobel Pollock of IMechE

necessary back-up provided by their home base, RAF Coningsby. BBMF aircraft, although relatively simple by modern standards, demand particular skills and understanding that are no longer part of mainstream RAF training programmes."

NEWSREEL

ISTAR in new approach

A NEW approach to delivering military capability programmes across all Defence Lines of Development (DLoDs) programmes has been adopted. The move to through a life capability management programme approach has seen Intelligence, Surveillance, Target Acquisition and Reconnaissance (ISTAR) Programme Support Function form a team dedicated to looking across all the DLoDs within the pan-MOD ISTAR community. For more information, contact ISTAR DLoD co-ordination Manager, Mel Hayden; des_istar-psf1-dcm@mod.uk

Display mode

COMPUTER related injuries being reported to DE&S' Incident Notification Cell are rising. An in-house course to train additional display screen equipment assessors has been developed. Further details 01225 467702 or DES SE CESO-OHSE-HS-Office

Battery power

STRICTER rules on battery recycling and collection (Waste Batteries and Accumulators Regulations 2009) have now come into force. By 2016 the directive requires that 45 per cent of waste batteries are recycled. With all waste batteries, a simple step-by-step procedure for sorting, listing, packaging, labelling, handling and storage should be followed before a collection can be made. Further information: www.environment-agency.gov.uk

Bulwark in first refit



HMS Bulwark is pictured at Devonport waiting for her first major docking period

Work already completed on sister ship will help staff return her to the front line on time

AMPHIBIOUS ASSAULT ship *HMS Bulwark* is now undergoing refit by Babcock at Devonport – the ship's first major docking period.

The 11-month £29 million upgrade and maintenance has been awarded under the Surface Ship Support Alliance (DE&S, Babcock and BAE Systems) following a successful docking period of Bulwark's sister ship *HMS Albion*.

The refit will boost the ship's key role by improving aviation services for operating Chinook helicopters and modernising the galleys and messes and accommodation.

Improvements to the galleys

will make feeding up to 1,052 personnel more efficient while better accommodation will enhance the ability of the ship to look after the troops.

The refit will include structural modifications and improvements to lighting in the cavernous floodable dock to make operating landing craft easier.

Captain Graeme Little, Capital Ships' In-Service Ships leader at DE&S said: "The agreement of this contract is a success for the joint working approach between the MOD and industry."

"The team has worked hard to develop an extensive

and optimised package of work which, importantly, is affordable in a tight financial climate.

"The package will meet the customers' demanding requirements for capability and availability and I am certain will enable the platform to fulfil its duties as the high readiness landing platform dock for the next five years."

Babcock's Mike Weeks added: "Our experience having successfully completed *HMS Albion*'s docking period last July provides a wealth of knowledge to draw on in undertaking this similar upkeep on *HMS Bulwark*."

On time, on budget – T45 earns reward



Dave Twitchin, head of the Type 45 team, receives the Type 45 team award from Rear Admiral Bob Love

DE&S' DESTROYERS team and wider Type 45 stakeholders have been commended for *Dauntless*' acceptance off contract on time and to budget.

The team, supported by BAES Surface Ships, Navy Command units (particularly PORFLOT), Maritime Commissioning Trials and Assessment, and a proactive ship's staff completed this task by 3 December last year along with a delivery voyage to Portsmouth, the first for Type 45, placing the ship in a strong position as she began her stage 2 sea trials in January.

Embedding risk management deeper into DE&S

RISK MANAGEMENT is at the heart of all that we do within DE&S, writes *Chief of Staff Jenny Lycett*.

Whether it is delivering a Category A project, an Urgent Operational Requirement or an improvement to our business processes, we all have a responsibility for managing associated risk, uncertainty and opportunity.

We have come a long way in improving our risk management capability over the past couple of years and we aim to continue to embed this further through a targeted Risk Coherence Programme.

The programme focuses primarily on risk management across DE&S and is

being developed in close consultation with Department risk policy owners.

We are also building on this work to develop the equipment capability-wide approach to risk management which will support programme board decision making.

Our Risk Campaign Plan sets out practical improvements and initiatives over the next 12 to 18 months in the areas of policy, processes, systems, leadership and training.

Our intent is to simplify and clarify policies and processes; to establish a better integrated set of risk tools; and to increase awareness and understanding

and share good practice in risk management.

A series of events have been organised over June to December to increase awareness and understanding of the tools, techniques and tips that can help us all to further improve how we manage risk.

Senior leaders across DE&S will be leading these events to pass on their own experience and advice.

There will be two events specifically for team leaders, but the remainder will be open to anyone across DE&S.

Events will be advertised on the Event Booking System and the CAPR webpage under related links so watch out for these.

Training revs up on new naval base support fleet



DELIVERY OF new marine service vessels for naval bases is on target for the end of the year.

From work boats to trials vessels, a total of 29 ships will come into service as part of the £1 billion Marine Services contract between Serco Denholm and DE&S.

The new fleet will keep pace with the Royal Navy's Type 45 destroyers and eventually the two new Queen Elizabeth class aircraft carriers along with a range of other tasks.

"In Portsmouth we are

changing the whole fleet," said Pat McFadyen, Marine Services Superintendent at Portsmouth. "There will be six new tugs in total – of which we already have three, as well as two pilot boats and a small work boat with a further three tugs and a 1,500 tonne fuel lighter still to arrive, so we are well on target."

Masters, mates and engineers are being trained on how to drive them.

"It is a learning curve, but it's one that we are enjoying," said Mr McFadyen. "It is a large, very

comprehensive training package that has seen more than half the masters in Portsmouth trained up so far. It will probably then take a further six months before everyone has completed the training."

As well as being taught in the classroom, the masters and mates also get plenty of practical lessons in the water – spending hours in the harbour manoeuvring against ships to ensure they will be completely ready to take control once the tugs are fully introduced.

NEWSREEL

Staff improve financial skills

THE FIRST Financial Skills Certificate Intermediate assessment (Financial Planning) has been launched for DE&S staff.

It is available through the Defence Learning Portal (DLP) via course code V476 – FSC Intermediate Planning 01 FSC

Intermediate replaces CRM Level 2 and has primarily been developed for those who carry out key finance functions.

From 'sick' to 'fit'

FROM 6 April, the 'sick note' has become a 'fit note' giving greater flexibility to staff and the organisation to manage sickness absence.

The new fit note will focus on what work people can do with support from their manager and the organisation. For more information now visit www.direct.gov.uk and click on 'newsroom'.

Make mine a Ruby!

DEFENCE FOOD
Services served up history on a plate after contributing to a feature programme commissioned by BBC Radio 4 – Ruby Murray; The Secret Story of Curry.

The programme explored Britain's long love affair with curry, including Chicken Tikka Masala.

Ration pack expert Neil Hind said: "Food in the armed forces is incredibly important and the introduction of Chicken Tikka to the troops' diet was based on how it tastes and benefits the troops mentally and also how it affects them physically.

"Curry is now a dish that we consider a British staple and so it made sense to introduce this dish to the diet."

The dish to troops has 50 per cent more chicken compared to a ready meal from a supermarket.

Falklands food moves to a contractor's menu

Company takes over food management to free up military staff

BIG SAVINGS are expected as food supply management in the Falkland Islands moves from a military team to contractors.

Since May 1982, the food supply and warehouse management for commercial rations and operational ration packs has been carried out by a small team of military personnel on 4-6 months deployed tours.

Their responsibilities included procurement, provisioning, accounting and control of the Falkland's theatre ration stock holdings.

Short term military appointments in the Falklands did not allow for an entirely effective management process or permit people to gain enough experience in the job.

Although staff received basic training in the food supply process, they had little or no experience in managing a large commitment so far away.



Food supply management in the Falkland Islands is moving from the military to Supreme Food Service

Supreme Food Service (SFS) – Purple Food Service Solutions' overseas and operational partner in DE&S' MOD worldwide food supply contract – has now taken over procurement, provisioning, warehouse management and stock control. Catering accounts, equipment and infrastructure management are still with the MOD.

From the end of this month SFS will be liable for any stock loss, either in the warehouse or in transit, which cannot be attributed to the failure of the MOD.

Once they are established in the Falklands the move from military to contractor management should see significant savings based on fewer stores losses and improvements in warehousing, efficient provisioning and a more effective IT system.

Four military personnel have now been released for other logistic tasks. The remaining ration personnel are employed alongside SFS to experience how a commercial company delivers a global food logistic operation to meet the unique needs of deployed personnel in the Falklands.

Company says thanks a million to Sir Kevin



It's a gas . . . for Sir Kevin and Avon's David Evans

THE 1,000,000th S10 respirator made by a Wiltshire company has been presented to the Chief of Defence Materiel.

General Sir Kevin O'Donoghue took charge of the mask on a visit to Avon Protection, part of Avon Rubber.

The award represented a milestone for Avon, proving the trust users have in the ability of the mask to protect against multiple threats in today's terrorist world.

"We were delighted to welcome Sir Kevin to our plant," said David Evans, non-executive director of Avon Rubber.

"Sir Kevin's visit was in recognition of the major part Avon has in protecting UK soldiers against the historical, current and future chemical, biological, radiological and nuclear (CBRN) threat, and goes to prove how highly thought of and reliable the S10 really is."

"We look forward to supporting the MOD for many years to come."

The S10 respirator was introduced into service in 1986 and is currently managed by DE&S' Chemical, Biological, Radiological and Nuclear delivery team. Team leader Phil Strudley said: "This is a great example of the MOD working with industry to provide a world class solution in personal protection to the military user."

DIRECTOR SHIPS at DE&S has developed a twofold strategy underlining its commitment to the safety of staff.

The first strand is to develop common safety management systems, shared with Director Submarines, to prevent duplication and free up staff across more than 20 teams to concentrate on buying and supporting everything from sea boats to aircraft carriers.

The second is to ensure staff understand the risks, know how to control them and when to stop and ask for help.

The potential for accidents increases once people leave the familiarity of the office, with ships, submarines, and dockyards being hazardous places for the unwary.

A Ships Visit Guide has been produced, highlighting common hazards and procedures to follow to ensure a safe visit.

While specifically aimed at D Ships and D Submarines staff, it is available to all. Supporting this is a series of briefings on maritime safety hazards for those who design ships and visit them.

The D Ships Board wants everyone to be able to go home safely to their families after a productive day at work.

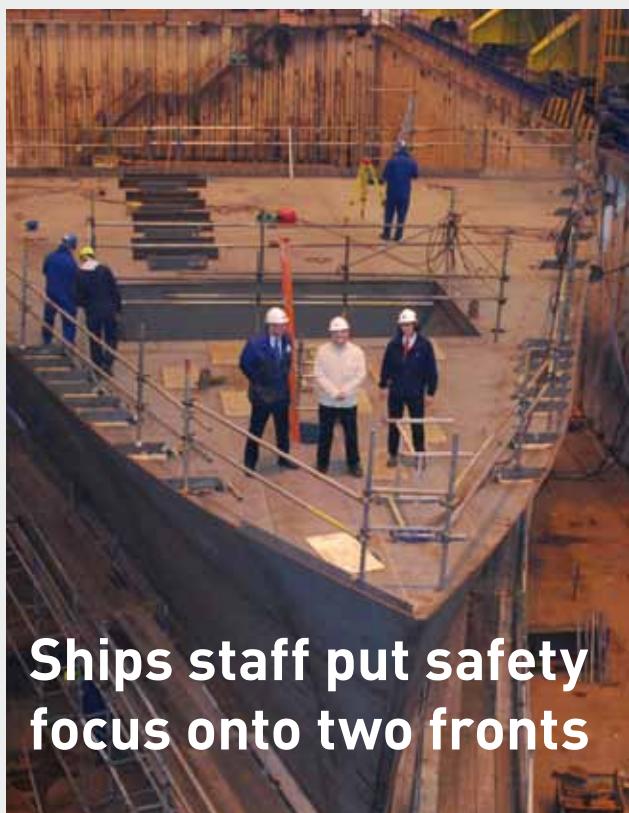


ARMED FORCES Day – Saturday, 26 June – will be hosted in Cardiff this year.

The day will be an opportunity for the nation to show its support for the men and women in the forces' community, including service families, cadets, veterans and recruits.

Brigadier Russ Wardle, head of the Army in Wales, said: "Cardiff has played host to numerous homecoming parades for returning troops and the response has always been fantastic.

"Armed Forces Day 2010 is another opportunity for people to show their support for the Royal Navy, Army and Royal Air Force, and I have no doubt that Cardiff will put on a great show as host for the national event." Further information including getting involved is at www.armedforcesday.org.uk



Ships staff put safety focus onto two fronts

Tony Graham (centre), safety champion for DE&S' Ships, is pictured on the bow section of the first Queen Elizabeth class carrier

Show your support on Armed Forces Day

Corporal Zara Jones from RAF St Athan and Company Sergeant Major Carl Taylor of 3 Company Welsh Guards are pictured with the Armed Forces Day flag.

NEWSREEL

Culdrose upgrade

A NEW compass alignment facility has been opened at Royal Naval Air Station Culdrose. The facility will service part of the Merlin helicopters' Active Dipping Sonar system.

Safety on the agenda

ABBEY WOOD hosts the Environmental Safety Assurance Symposium on 25, 26 and 27 May. The symposium enables MOD staff and industry to discuss acquisition safety and environmental issues. Further information from Joan Atkinson on 0191 221 2222 or Joan.Atkinson@ncl.ac.uk

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Competition among companies has begun for the New Clothing Solution project to modernise and integrate the Defence Clothing supply chain. Terry Hughes, Assistant Head of Commercial, DE&S' Joint Support Chain Commodities Cluster, explains

THE NEW Clothing Solution (NCS) project seeks to improve the service provided to tri-service personnel and uniformed MOD civilians and increase efficiency of inventory management, warehousing, order satisfaction, distribution and returns. This will result in greater satisfaction for the user and better value for money for the taxpayer.

Most items of uniform are supplied and maintained free of charge, as they have been for years. Currently, service personnel visit unit, garrison or base clothing stores to obtain replacement items. For many that can be inconvenient, especially if the item is not in stock and a return visit is needed.

NCS seeks to capture accurate demand data at the point of consumption, and then exploit the information throughout a closely integrated supply chain. There is no reason why a database that holds accurate statistics on sizes and demand shouldn't be available so that the services do not need to stockpile huge amounts of clothing to accommodate the unknown.

By introducing an online clothing catalogue that personnel can access 24/7, order what they need and have it delivered to their door within 3-4 days, the whole concept of clothing provision is quickly brought into the 21st century. As a result, there will be much less stock in the system, reducing overheads, and a much clearer sight of the clothing and size demands actually required by uniformed personnel.

NCS will introduce a personalised online catalogue that only displays items of clothing an individual is entitled to. It also stores the user's measurements and recommends the correct size garments for orders based on previous order history. The online system allows service personnel to have their orders delivered to an address of their choice, eg unit or home. A pilot scheme has been running since the end of March 2008 with up to 3,000 customers.

After the first six weeks, 98 per cent of users rated the system easy or very easy to use and 84 per cent said they were satisfied or better with the service it provided. Since then, performance has varied by only 1-2 per cent. This pilot was superseded by an interim solution – iNCS – in January so benefits can be demonstrated in wider circumstances and the project team can continue to gather information to refine requirements. iNCS is intended to bridge the gap until full implementation of NCS from mid-2012.

A competition to select the NCS provider was launched last December.

After the first six weeks 98 per cent rated the pilot system easy or very easy to use

Dress for success

Competition begins for a new DE&S system which aims to bring service clothing to your door at the click of a mouse



Clothing solutions: DE&S' Defence Clothing team deals in all kinds of military clothing. Main picture: the Prince of Wales presents operational service medals to 3 Battalion The Royal Regiment of Scotland [The Black Watch] while, inset, the crew of *HMS Cumberland* look smart as their ship returns to Devonport from deployment

■ The NCS team is looking for a single contractor or consortium that can supply the full range of requirements – from boots and socks to uniforms, backpacks and berets – and handle the considerable logistics operation to store and deliver around 2.6 million items annually, worth up to £100 million per year.

■ Expressions of interest have been received from more than 70 companies, including a number of household names in the UK and major international concerns, and the team will arrive at a shortlist of up to six companies that will be invited to tender.

■ These tenders will be evaluated alongside a range of in-house proposals and the best value for money offer will be chosen. The contract is expected to be placed in July next year and implementation will begin in January 2012.

Defence Clothing and NCS team leader Colonel Stephen James said: "Systems like NCS have been very successful in Canada and Germany. We're very pleased with the way the pilot has worked out. We survey everybody who places an order and we have maintained the percentage of people who are either satisfied or very satisfied with the service in the high eighties and that compares very favourably with satisfaction with the current system."

"At the same time we are controlling demand effectively. Consumption hasn't increased, and solving some unexpected difficulties has helped us understand what we need for a really good service in the future."

More investment – MASS just keeps on delivering

WORK ON a multi-million pound overhaul of a munitions plant in Crewe has begun under the watchful eye of members of DE&S General Munitions team.

The team attended a ground breaking ceremony at Radway Green, owned by BAE Systems, marking the beginning of the £40 million project which will ensure continued and timely supplies of key munitions to the front line.

It follows three months after work started on a £33 million factory in County Durham.

The new builds are due to the 15-year, £2 billion Munitions Acquisition – the Supply Solution (MASS) agreement which commits the MOD and BAE Systems to work together to ensure UK security of munitions supply.

Team leader Colonel Andrew Gibson said: "The workforce at Radway Green has done an outstanding job for MOD to meet the significantly increased demand in recent years resulting from operations in Iraq and especially Afghanistan.

The MASS contract has proved its worth with delivery performance recently. The modernisation programme at BAE Systems sites will guarantee MoD a long-term, sustainable, UK-based munitions production capability."



Colonel Andrew Gibson of DE&S' General Munitions team (second from right) and Charlie Blakemore, head of BAES' munitions business (centre), are joined by Lt Col Martyn Forgrave, CO of 4 Mercian (left), David Briggs, Lord Lieutenant for Cheshire and local mayor Margaret Simon

Charlie Blakemore, managing director for BAE Systems' munitions business, said: "MASS allows us to take a long-term strategic view. We're investing more than £120 million over the next five years to accelerate transformation of our three munitions sites into modern, safer, highly-automated, energy-efficient and flexible facilities.

"It's a good deal for the taxpayer, good for jobs and, most

of all, it's good for the men and women fighting to protect their country."

BAE Systems says the MASS contract will safeguard the future of 450 workers.

Investment at Radway Green is a remarkable turnaround for the factory which diversified into making cookers in the 1950s and the new decimal currency in the 60s to keep its machinery and workers busy.

NEWSREEL

Sport for all in Bath

THE MOD's sports day will be at Bath University on Friday 2 July. Entry is open to all MOD civilians although team events can have a maximum of two service personnel per team. Enquiries to annette.bellairs672@mod.uk or the DSRA events team on 9355 82483 (01225 882483).

Sport Relief dressed up

FANCY DRESS was the order of the day for a Sport Relief charity fun run which was held for military and civilian staff at Devonport. Leading Physical Trainer Sion Jenkins and co-runner LPT Danny Card organised the sponsored light-hearted event for volunteers to run round the inside of the Navy base.

Refurbishment helps lighten the RAF load

THE LAST of four aircraft loaders is back with the RAF after refurbishment.

The Trepel 14-ton loaders used at RAF Brize Norton and RAF Lyneham have been helping personnel load and unload transport aircraft at lower and main deck height since 1999.

A new loader was delivered to Brize Norton last May to help the fleet while refurbishment at the Trepel factory began.

To mark delivery of the last refurbished loader a handover ceremony was held at RAF Brize Norton.

The project was managed by Peter Houston from DE&S' Air Commodities team at RAF Wyton on behalf of HQ Air Command while commercial and customer support expertise was provided by the Defence Support Group (DSG) from Andover and Colchester.

Pictured: Volker Brauer hands over the final refurbished loader to Flt Lt Simon Oliver while personnel from Brize Norton, Lyneham and DSG personnel look on.



Marc sets a hot pace in hospice money quest

DEVONPORT EMPLOYEE Marc Craig has set himself the challenge of running ten races in 12 months to raise money for a hospice to say thank you for care received by his family.

Marc, right, from Saltash, Cornwall, is planning to complete ten 10km races and donate sponsorship money to the Plymouth charity St Luke's Hospice.

A majority of the races will be in Devon and

Cornwall, but the main attraction is the London ten-km race which takes place over the late May Bank Holiday.

This is the BUPA London 10,000m organised by the London Marathon.

Marc, 33, said: "St Luke's Hospice always holds a special place in my heart following the fantastic care and support they gave my nan and grandad a few years ago."



NEWSREEL

Hotel booking goes on line

The Defence Hotel Reservation Service is now on line via the DECS portal. Booking on line saves the MOD money and offers the booker visibility of hotels. DefencelIntranet/Library/Civilian andJointService/BrowseDocument Categories/SupportServices/TravelandTransport Services/Travel AgentServices/UserGuide or call the helpdesk on 030679 81028.

Staff raise heart cash

TWO Abbey Wood teams have raised £120 for the British Heart Foundation. Staff at Light Weapons, Photographic and Batteries joined forces with Dismounted Soldier Systems to hold a 'wear red to work day'. The event was organised by Jen Parish and included a cake sale and quiz.

Church visit

YOUNGSTERS from St George's School in Stonehouse, Plymouth, visited St Nicholas' Church at Devonport to learn about Royal Navy symbolism from the flags, crests and ensigns in the church.



Air Vice-Marshal Bollom addresses staff survey results

Combat Air develops staff

THE FIRST Combat Air line management development events have taken place at Wyton and Abbey Wood.

The aim was to help Combat Air staff understand their role as a line manager in personnel management and responsibility.

Director Combat Air, Air Vice-Marshal Simon Bollom, supported the events and asked all present to spread the word that combat air has people, kit and an environment and culture which is attractive to others.

Dave Parkyn presented on the role of HRMS, PPPA and the HR Business Partner to increase awareness of their services; Laurence Bryant held an open forum to discuss line management case studies; Jerry Richardson gave a talk on the PACE programme and the Air Vice-Marshal held an open forum to address issues raised from the Combat Air staff survey results.

There was excellent representation across Combat Air with trade stands from every team demonstrating the wide variety of projects across the cluster.

A follow-on programme of bitesize chunks of learning directed at teams across Combat Air will follow.

Teams to take part in energy awards

THE MOD has launched its energy awards for 2010 – with DE&S teams urged to take full part.

With a 2008/09 energy bill of £345 million, the MOD produces 70 per cent of central

Government's carbon emissions. DE&S must support MOD's carbon emissions reduction targets, and many teams are already looking at ways to help.

The awards, judged by a panel including a carbon trust representative and MOD's energy champion, will consider a wide range of criteria. Entries will be considered in June and July, and the winners will be presented with their awards at a ceremony in October.

Steve Aylmer of DE&S' Safety and Environmental Protection, said: "By 2020, MOD must reduce its estate related CO₂ emissions by 30 per cent. Raising awareness about the roles of individuals and teams in supporting energy efficiency is therefore crucial."

"The awards provide opportunities to do this, while sharing knowledge, experience and best practice within DE&S and MOD."

Individual projects or teams can be nominated by managers, stakeholders or by individuals themselves, and should be endorsed by the Head of Establishment which has benefited from the initiative.

A nomination form can be found on the DE intranet, and the closing date for nominations for 2009/10 is 4 June. There are four categories: manager or energy warden of the year; carbon minimisation award; team award; overseas award. Entries should be sent to energy@de.mod.uk

Steve added: "These awards will provide a good indicator of how quickly energy efficiency is developing within MOD."

For more information contact Steve Aylmer, DES SE SEP-UtilityPol, on 9355 67773 or e-mail DES SE SEP-EP-UtilityPol.



Heads get down to more DE&S business at Abbey Wood

TREVOR WOOLLEY, DE&S' Chief of Corporate Services, opened the third annual Heads of Establishment (HoE) forum at Abbey Wood.

Forty-seven delegates attended – 33 HoEs or their representatives from a variety of DE&S sites throughout the UK and Europe and subject matter experts from areas in DE&S.

This ensured that HoEs had access to expertise covering most areas of responsibility – safety, health,

security, business continuity planning including site recovery, sustainable development and environmental protection.

Shaun Harris, DE&S Head of Infrastructure, introduced speakers on subjects such as life as an HoE, the union effect, sustainable development, infrastructure risk management, estates news, the impact of the Haddon-Cave report on HoEs and physical guarding at establishments.

Feedback from the

day indicated that delegates were particularly appreciative of the 'Being an HoE' presentation by Petar Ilic (HoE at DSDA Donnington) and the session on physical guarding at establishments by Kevin Lawrence (Dep Hd Infra & Principal Security Advisor).

The next HoE Forum will be at Abbey Wood on 15 March 2011.

If you are interested in giving a presentation or attending contact Mike Hudd on 9355 67922 or DESInfra-EstatesPolicy@mod.uk



Read all about it! Staff bookmark charity cash from Ensleigh sales

DE&S STAFF have presented £1,000, above, to Peter Seller of the charity Help for Heroes from a book stall at Ensleigh.

Lt Col Chris Child (DE&S D Weapons S01 Plans), assisted by Jonathan Hawkins (DE&S Secretariat) and Lynn Herridge (DE&S Infra Estates Coord), raised the donation over several months from the 'bring and buy' stall at Ensleigh, and at a number of charity book sales in the Salisbury area.

The book stall, sporting a large collection of second hand books, located in E Block is still going strong, and staff and visitors are welcome to continue to donate to the charity, while at the same time getting hold of a good read.



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bruce.lornie@millbrook.co.uk
www.millbrook.co.uk/military

Three prove themselves in management

THREE WORKERS at Clyde Naval Base's Services Co-ordination Centre have picked up qualifications in ship management.

Chief Petty Officer Ian Powell and Petty Officer Daniel Constantine received their diplomas from the National Sea Training Centre after a year of study and an exam in London.

Lieutenant Commander Stewart Bankier, who heads the team, gained his Prince 2 qualification in project management last November.

Chief Petty Officer Peter Bentham is working towards the ship management diploma and Chief Petty Officer Michael McCann is studying for a degree in engineering.



Team learns about life at the sharp end

FIVE MEMBERS of DE&S' Military HR team visited *HMS Campbeltown* in Devonport to allow the quad service team to understand challenges faced by a ship's company and to see how decisions made within DE&S can affect life at the sharp end.

The ship's commanding officer, Commander Keri Harris, explained sea trials and future deployment before Executive Officer Lieutenant Commander Rob Welford explained duties on board.

Lt Cdr Dave Sturgeon, the logistics officer, hosted a tour of the ship, including the medical and stores department, galley, ship's office, operations room and the bridge.

The team then witnessed an air defence exercise before a fire fighting exercise, explained by Executive Warrant Officer Rick Kershaw.



Pictured on *HMS Campbeltown*, from left: Lt Cdr Dave Sturgeon, Rachael Claridge, Sammy Dyer, WO2 Dave Ravenscroft, Adam West, Tom Attoe, while, top, the ship leaves Scotland for Devonport after her latest maintenance period.

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Quick-thinking Richard earns fire bravery award

A ROYAL Navy sailor has been recognised for bravery in plunging twice into a burning landing craft to search for possible trapped workers.

Thirty-six-year-old Petty Officer Richard Hicks, pictured right, has been awarded the Queen's Commendation for Bravery.

He was in charge of the landing craft when fire broke out while it was being worked on by civilian contractors at Devonport last August. He ordered workers to safety, but decided to search the craft in case staff were still trapped inside.

Richard snatched up a fire extinguisher and ran into the smoke-logged forward engine room.

When the extinguisher was empty he grabbed a second and aimed it at the seat of the fire.

But he was forced by the smoke to leave the craft again when the firefighters arrived on the scene to confirm the craft had been evacuated.

Richard, in charge of the landing craft control centre at Devonport, said: "It is my responsibility to look after staff working on the craft, so their safety is my concern."

"Unfortunately the fire happened at lunch time, so it was not absolutely certain whether people were still around having a break."

"I am very proud to have this



'It's my responsibility to look after staff – their safety is my concern'

award. I did not know where the fire was when I went in there, I could have landed on top of it. Luckily it all worked out."

No-one was hurt in the fire, which was caused by a heater.

Richard's divisional officer Lieutenant Dave Crawley said: "Richard acted in an exemplary way. He saved a landing craft from destruction and probably several others from damage."

"There was also the potential for personnel being inside, he did not know if there was anyone inside, but he acted without thinking about his safety. He fully deserves this award."

He provides support to landing craft undergoing repairs and trials in Devonport.

He ensures engineering standards are met and acts as incident manager.

NEWSREEL

Information services

THE ISS Internal Service Provider (ISP) formed on 1 April bringing together elements of Information Services Delivery, the Establish the Baseline team, and Engineering Operations – business units that have a clear provider role in ISS – within a single managed entity.

The ISP will maintain delivery of essential information services to operational and wider defence customers and drive the outsourcing and rationalisation programme to enable the ISS future business model to be achieved.

Safety first

THE Health & Safety Executive (HSE) has re-launched the 'Shattered Lives' campaign to help reduce injuries through slips, trips and falls. This campaign includes posters and on-line tools (STEPS and WAIT) to help identify the risks. Slips, trips and falls continue to have a significant impact on DE&S business. Material is free to download from HSE (www.hse.gov.uk)

HR Information Notes are for

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

03/2010 – Management of Civilian Stub Records on Joint Personnel Administration (JPA)

04/2010 – Announcement of the DE&S Early Release Scheme for Band E and Skill Zone Staff employed at RAF Wyton and RAF Brampton

05/2010 – Requirement for Service Personnel to Populate HRMS

06/2010 – Equality and Diversity Impact Assessment (EDIA) Guide

07/2010 – Use of Recruitment and Retention Allowances and Milestone Related Retention Allowances in DE&S

08/2010 – Declaration on HRMS

09/2010 – The Flexible Resourcing of Military Personnel

10/2010 – DE&S Military Tri-Service Policy Guidance – Commissioning from the ranks

11/2010 – Request for a Manning Intervention

12/2010 – JPA Appraisal – Guidance for DE&S Line Managers

13/2010 – DESG Guided Development Scheme (GDS)

14/2010 – Use of Full Time Reserve Service (FTRS) personnel to fill temporarily gapped military posts

15/2010 – DE&S service leave – public holidays and relocation leave

16/2010 – DE&S Military Establishment Change Process

17/2010 – Learning at Work Day, Thursday 20 May 2010

YOU

■ DIN 2009/DIN01-231 announced that those who were unsuccessful at the Situational Judgement Exercise stage of the B2 Band assessment centre process would not be able to apply for the next two assessment processes. Following an initial lesson learned exercise that restriction has been removed. Successful candidates may therefore apply next time.



A long look at Oz

TWO SAILORS from Clyde have dug out their sunscreen and barbecue tongs and headed to Australia after being chosen for the Royal Navy and Royal Australian Navy's annual exchange of personnel - Exercise Long Look.

Leading Airman
Photographer Al MacLeod, above right, of Fleet Photographic Unit, and Chief Petty Officer Steve Irvine, left, who works at SCTT (FOST), left for Australia on 15 March for a four month secondment with the Australian Navy.

Al will be spending time at Garden Island base in Sydney, while Steve will be based in Perth.

Exercise Long Look aims to broaden military experience and knowledge of those involved, forging closer relations between the different navies.

□ Boxers from Royal Navy Scotland and Naval Air Command clashed on 11 March at *HMS Neptune's* charity boxing dinner show. Around £1,000 was split between forces' charity, Help for Heroes, and Royal Navy and Royal Marines' charities.

ISS waves farewell to retiring Stanley

STANLEY MATTHEWS, a customer manager in Information Systems and Services, part of DE&S based in Main Building, has retired after 36 years with the MOD.

The father of three has had many roles during his career including a tour at NATO's Supreme Headquarters Allied Powers Europe from 1982 to 1985.

In his retirement he intends to coach young table tennis players and possibly work part time.

Air Commodore Tim Bishop, on the left, presents Mr Matthews with a pewter engraved tankard from ISS colleagues and friends.



So this is where mummy works!



Commander Ian Riches, Executive Officer at the Clyde base, joins Elaine Hamilton in explaining base work to Elaine's daughter Robyn

DOZENS OF workers at Clyde took advantage of national Take our Daughters and Sons to Work Day, showing their children around the Faslane site.

The visitors, aged 12 to 16, saw the variety of jobs at the base and were given an afternoon of fun and games by the naval base's sportsdrome. Tours of the MOD Police dog kennels and a boat trip were also available.

Among those who took part on 17 March was Elaine Hamilton, who works as requirements manager at Clyde's Resolution Building. Elaine took daughter Robyn, 12, who is a first-year pupil at Hermitage Academy in Helensburgh.

"I've been in the base before for skiing lessons, but this is the first time I've seen mum at work," said Robyn.

"It was really interesting to see what she does and everyone I met on the day was really nice. It's good to see the different jobs at the base and it gives you something to think about when the time comes to leave school."

Elaine and Robyn sat in on a meeting with Base Executive Officer, Commander Ian Riches, discussing the car parking options for the base's single living accommodation.

Afterwards there was a chance to see some Naval tradition when mother and daughter were allowed to witness the Executive Officer present a sailor with his promotional epaulettes.

Rowers provide Sport Relief boost

EIGHT ROWERS from the Clyde base took part in an indoor half-marathon row to raise money for Sport Relief.

Lieutenant Commander Louise Wooller, Lieutenant Damien Ralls, Babcock worker David Rafferty, Chief Petty Officer Barry Greig, Chief Petty Officer John Eales, Commander Martin Claxton, Lieutenant Commander Phil Blow and Leading Seaman Dion Broadfoot descended on the base's sportsdrome for the event, each clocking up

21,097 metres on the indoor rowing machines.

Although money is still coming in, the eight have so far totalled up £1,100 from sponsorship and online donations.

Around a dozen people came along to cheer them on in their titanic effort, including Naval Base Commander, Commodore Chris Hockley, and his wife, Kate, who started the event.

Each of the eight completed their allotted metres in under one hour, fifty minutes.

TWENTY-FOUR staff at the Defence Storage and Distribution Agency (DSDA) have successfully completed a one-year foundation apprenticeship in leadership.

Jonathan Watts, Director Technical Services, invited staff from all disciplines, including drivers, packers and engineering industrials as well as supervisory staff, to the one-year programme.

The programme, supported by Technical Services Business Stream management at Donnington, involved assessment of key skills in English and Maths, taught input from Telford Business School, in-house leadership work packages (such as deputising, leading team events and briefing others) and a full level 2 Leadership NVQ.

Mr Watts said: "I am delighted at the hard work and dedication shown by my staff in achieving their awards. The new skills learned throughout the programme will stand them in good stead in their current roles and for the future."

Many involved have said they are looking forward to other development opportunities and eagerly await the next Band D sift.

Leaders line up at DSDA



From left: Phil Beaumont, Phil Blenkarn, Steve Beavon, Alan Pugh, Stu Hart, Mel Dawson, Graham Davies, Phil Lawson, Graham Firmstone (Telford College), Maureen Olenik, Terry Bennett, Glynn Burleigh, Craig Sumnall, Steve Robotham, Alan Oliver, Cid Ratyal. Not in picture: Geoff Gerrard, Nick Johnson, Bob Farrugia, Gavin Fenn, Paul Copeland, Kevin Bayliss. Robert Moore (on TA deployment in Afghanistan) and Dave Harris

Adam helps DE&S do a good job in the Gulf

A ROYAL Navy officer from Abbey Wood is serving in the northern Arabian Gulf supporting the multi-national naval security presence.

Lt Adam Coates, 30, departed from his normal job last year as chief of staff on the communications and situational awareness team with DE&S Ships to provide engineering advice to UK Maritime Component Commander (UKMCC).

"It has been a fantastic challenge for me, the high tempo of operations and working outside my core engineering discipline made it a steep learning curve," he said.

"In terms of job satisfaction there's nothing better than seeing ships sail having got them back to sea on time at the required readiness."

February was a particularly busy month for him, helping four Royal Navy minehunters to be put into week-long support periods, the equivalent of putting your car in for its annual service.

He is responsible for ensuring DE&S gives the best maintenance advice and making sure ships far from the UK get the right stores.

He added: "It's a great job out here but after a time everyone wants to come home. I'm really looking forward to catching up with all my friends and family and getting back to training with



the Air Cadets of 2342 Squadron at Innsworth."

Before deploying to Bahrain, Adam undertook a three-week adventurous training expedition to Nepal with a team of injured Royal Marines to Kala Patter and Everest Base Camp.

The United Kingdom Maritime Component Command controls British forces operating independently and also those assigned to the Combined Maritime Forces countering violent extremism and terrorist networks.

Charity bid encourages team to take the plunge

A TEAM from DE&S at Abbey Wood will be looking to cash in for charity by throwing themselves out of an aircraft from 12,000 feet – with a bit of smoke thrown in.

Jen Parish, Helen Smith, Naomi Halcrow and Dave Moore from the Light Weapons, Photographic and Batteries team along with Warrant Officer Ray Kessler from Dismounted Soldier Systems will be doing a skydive with the Red Devils parachute display team, complete with red smoke, looking to raise around £2,500 for Help for Heroes.

The jump, at Netheravon on 4 August, was Jen's idea. "We thought jumping out of a plane sounded like fun and doing the jump with the Red Devils made it all the more appealing.

"We must raise a minimum of £500 each so £2,500 is an achievable target."

Donations to www.bmcharity.com/modsquad



Support chain staff earn their rewards

A JOINT Support Chain Award Ceremony was held at the Officers Mess at DE&S Andover on 23 February. Director Joint Support Chain Air Vice Marshal Matt Wiles presented the awards. Commendations – Interim Cargo Solution team (Logistics Network Enabled Capability project team), Stewart Chapman (Defence Food Services), Gary Cooper (Defence Storage and Distribution Agency, Donnington), Laura Cretella (DSDA, Bicester), Gerhard Gast (Defence Supply Chain Operations and Movements), DSDA Operations Customer Services team, Jackie Grainge (DSDA, Bicester), Peter Small (Through Life Support), Belinda Christmas (Logistics Network Enabled Capability programme), Future

Logistic Information Services Value for Money benchmarking team, Jeff Hill (British Forces Post Office), John Rogers (DSDA, Kineton), Liz White (Logistics Network Enabled Capability programme), Operation Anvil Kosovo team (DSDA), Paul Culley (DSDA, Longtown), Paul Bryan (Logistics Network Enabled Capability programme), Shaun Farge (DSDA, Bicester), Dennis Martin (Through Life Support), International Standard for Phytosanitary Measure 15 team (DSDA, Donnington), Kulundu Vellu Kurissamy (Defence Fuels Group, Singapore), Colin Amos (Disposal Services Authority), Pauline Blaylock (DSDA, Bicester), Warrant Officer Class 2 Sharon Stobo (British Forces Post Office, SHAPE)

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Pictured with award winners are, front from left: Mark Jenkins, Programme Director, Cranfield University; Caroline Lumb, Operations Manager IBC; Mike Setterfield, CMI Business Development Manager and Matt Roberts, Head of ESCIT

Winners boost knowledge pool

THIRTY EIGHT members of the Equipment and Support Continuous Improvement Team (ESCIT) have received awards from the Chartered Management Institute after meeting the criteria set by the Institute of Business Consulting (IBC).

As a result of completing their respective programme of study at the Defence Academy of the UK in partnership with Cranfield University, individuals were awarded either the Institute of Business Consulting Certificate or Diploma in Management Consulting Essentials.

IBC Operations Manager Caroline Lumb said that few teams have achieved the professional body qualifications within defence.

Head of ESCIT Matt Roberts said it was an excellent achievement for the team and that knowledge gained would underpin the extensive experience already held by the participants.

Honours for the flotilla four

FOUR MEMBERS of Clyde's Faslane Flotilla have been presented with commendations for their contributions to providing the nuclear deterrent.

Captain of Faslane Flotilla (CAPFASFLOT) Captain Andy McKendrick presented the commendations.

The four – Lieutenant Commander Colin Torney, Lieutenant Titch Evans, Warrant Officer (WO) Mo Morrison and WO Mo Maloney – work for CAPFASFLOT's Marine Engineering Department and between them have amassed 75 deterrent patrols on Resolution and Vanguard class vessels, a combined submarine career spanning 90 years!

CAPFASFLOT works for the Fleet Waterfront Organisation at Faslane and is responsible for ensuring that Flotilla units achieve required state of operational readiness and availability for deployment.



L-R: Lt Evans, WO1 Morrison, Capt McKendrick, WO1 Maloney and Lt Cdr Torney

Abbey Wood puts skills on show



Above: skills are on the agenda for DE&S staff at Abbey Wood. Right: Trevor Woolley, far right, DE&S' new Chief of Corporate Services, joins Dr Simon Dakin the Programme and Project Management Skills Director, at the skills fair.
Pictures: Darren Setter

THE SECOND Abbey Wood skills fair proved popular with DE&S staff searching for reskilling opportunities and moves into other functional job areas.

Available at the 4 March event were representatives from the functional skills director teams who were able to offer advice on job family skill requirements, particularly for those staff contemplating a change of job family.

The People, Pay and Pensions Agency's Career Consultancy Service provided help on effective career management and the Redeployment Pool team offered help and advice to those in the pool.

Also available were representatives from the key operating centres, the Defence Academy and leadership teams.

Information regarding the skills directors and moving into a new functional area can be found on the skills team intranet site, also on the new resource-balancing – reskilling web page.

Team fundraising reaps rewards in the west



From left: Linda Spanswick, Claire Litten, Ray Parker, Julie Stevens (breast unit secretary), Dr Dorothy Goddard (consultant breast radiologist), Martin Coles

REPRESENTATIVES FROM fundraisers across two of DE&S' business units have presented £1,000 to the breast care unit at Bath's Royal United Hospital.

The social committee from Maritime Equipment Systems and Maritime Equipment Transformation is led by Claire Litten and made up of 12 members. It promotes teambuilding through monthly social events such as pub treasure hunts, paintballing, wine tasting and sports evenings.

Money raised will support the work of the breast unit, including buying further diagnostic equipment to maintain their state-of-the-art facilities.

Fundraising this year is for Bristol Children's Hospital's "Cots for Tots" appeal.

Money raised by the bonus ball and other charity or social events will be donated to this appeal at the end of the year.

http://www.grandappeal.org.uk/cur_aps_yourhelp.html



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